

Z8/20. zasedání Zastupitelstva města Brna  
konané dne 6.10.2020

## 58. Projekt "LOW-CARB" - návrh změnové partnerské smlouvy

### Anotace

Obsahem materiálu je změnová Partnerská smlouva smlouva k projektu „LOW-CARB - Capacity building for integrated low-carbon mobility planning in functional urban areas“ a Dodatek č. 3 Smlouvy o poskytnutí dotace. Změnová partnerská smlouva je předložena s ohledem na podstatnou změnu projektu, která spočívá ve změně délky trvání projektu, datum ukončení projektu bylo změněno z 30. 8. 2020 na 30. 11. 2020. Důvodem změny je zpoždění v realizaci investic a dalších opatření u partnerů projektu způsobené pandemií COVID-19. Projekt je financován z programu Interreg Central Europe, rozpočet na aktivity statutárního města Brna činí 221 321,11 EUR (5 754 348,86 Kč při kurzu 26,00 CZK/EUR) a předpokládaná dotace 188 122,94 EUR (4 891 196,44 Kč při kurzu 26,00 CZK/EUR).

### Návrh usnesení

#### Zastupitelstvo města Brna

- 1. bere na vědomí** Subsidy Contract amendment No 3 (Dodatek č. 3 Smlouvy o poskytnutí dotace) k projektu „LOW-CARB“ v rámci programu Interreg CENTRAL EUROPE
- 2. schvaluje** Partnership Agreement (Partnerskou smlouvu) projektu „LOW-CARB“, která v anglickém originále a českém překladu tvoří přílohu č. ... těchto usnesení.

### Stanoviska

Materiál byl předložen Radě města Brna na schůzi č. R8/106 konané dne 30. 9. 2020.

#### Podpis zpracovatele pro archivaci

#### Zpracovatel

Elektronicky podepsáno

**Ing. Ivan Hloušek**

vedoucí odboru - Odbor implementace evropských fondů

29.9.2020 v 11:17

**Garance správnosti, zákonnosti materiálu**

#### Spolupodepisovatel

Elektronicky podepsáno

**Mgr. Radek Řeřicha**

vedoucí Úseku 4. náměstka primátorky - Úsek 4.

náměstka primátorky

29.9.2020 v 07:01

## Důvodová zpráva

V souladu s Metodikou implementace projektů (spolu)financovatelných z evropských fondů a národních programů je kolektivním orgánům města Brna předložen Dodatek č. 3 Smlouvy o poskytnutí dotace a změnová Partnerská smlouva k projektu „**LOW-CARB – Capacity building for integrated low-carbon mobility planning in functional urban areas**” („LOW-CARB – Zvyšování kapacity pro integrované plánování pro nízkouhlíkovou mobilitu ve funkčních městských oblastech“).

Původní partnerská smlouva byla schválena a smlouva o poskytnutí dotace byla vzata na vědomí na Z7/35. zasedání Zastupitelstva města Brna konaném dne 30. ledna 2018. Dodatek č. 1 Smlouvy o poskytnutí dotace byl vzat na vědomí na Z8/07. zasedání Zastupitelstva města Brna konaném dne 18. června 2019. Dodatek č. 2 Smlouvy o poskytnutí dotace byl vzat na vědomí na Z8/18. zasedání Zastupitelstva města Brna konaném dne 16. června 2020.

Změnová partnerská smlouva je předložena s ohledem na podstatnou změnu projektu, která spočívá ve **změně délky trvání projektu, datum ukončení projektu bylo změněno z 30. 8. 2020 na 30. 11. 2020**. Změna již byla schválena poskytovatelem dotace. Důvodem změny je zpoždění realizace opatření u partnerů projektu v důsledku pandemie COVID-19. Celková doba realizace se mění z 39 na 42 měsíců.

Výše uvedené změny byly vedoucím partnerem projektu promítnuty do aktualizované podoby projektové žádosti, na jejímž základě byl podepsán Dodatek č. 3 Smlouvy o poskytnutí dotace. Obsahem tohoto dodatku je aktualizace verze přílohy partnerské smlouvy Application form verze 6 na verzi 7 a aktualizace přehledové tabulky cílů a termínů vykazování (v souladu se změnou délky trvání projektu).

Cílem lokálních aktivit projektu LOW-CARB je vytvořit monitorovací a evaluační nástroj pro hodnocení dopadů stanovených opatření na nízkouhlíkovou mobilitu v rámci Plánu udržitelné městské mobility (SUMP). Projekt jako celek klade, v souladu s podporovanými aktivitami Operačního programu Interreg Central Europe, důraz na snížení emisí CO<sub>2</sub> v městských aglomeracích. Veškerá pilotní opatření mají za cíl zvýšení energetické efektivity současně se snížením energetické náročnosti a redukcí emisí (chytrá (SMART) organizace a plánování, chytrá infrastruktura, chytrá vozidla/technologie, chytré ITS služby).

Při realizaci projektu se předpokládá výměna zkušeností partnerů projektu v oblasti energetické efektivity současně se snížením energetické náročnosti a redukcí CO<sub>2</sub> emisí. Partnerská města budou vyvíjet Monitorovací systém energetického managementu pro veřejnou dopravu, který bude poskytnut na konci projektu pro všechny účastníky projektu LOW-CARB.

Projektu se účastní následující partneři:

- Leipziger Verkehrsbetriebe GmbH, Lipsko, Německo – vedoucí partner projektu
- Mitteldeutscher Verkehrsverbund, Německo
- Město Lipsko, Německo
- ~~Salzburg AG für Energie, Verkehr und Telekommunikation, Rakousko \*~~
- Město Koprivnica, Chorvatsko
- North University (UNIN), Chorvatsko
- TEP – Trolleybus Transport Company Parma, Itálie
- Město Skawina, Polsko
- ~~Regional Environmental Center, Szentendre, Maďarsko \*~~
- Szegedi Közlekedési, Kft., Maďarsko
- Město Krakov prostřednictvím Zarząd Transportu Publicznego w Krakowie, Polsko

\* poznámka – partneři, kteří ukončili svoji účast na realizaci projektu

Projekt byl podpořen v druhé výzvě Programu nadnárodní spolupráce Interreg Central Europe pro období 2014 – 2020. Realizace projektu je založena na spolupráci několika zahraničních partnerů pod vedením tzv. vedoucího partnera (Lead partner) v rámci konsorcia. Vedoucí partner je odpovědný za celé konsorcium, je příjemcem dotace a komunikuje s poskytovatelem dotace. Role i finanční vztahy uvnitř konsorcia jsou upraveny ve formě partnerské smlouvy. Komunikačním jazykem projektu je angličtina.

**Rozpočet na aktivity statutárního města Brna je ve výši 221 321,11 EUR (5 754 348,86 Kč při kurzu 26,00 CZK/EUR), výše dotace je pro ČR stanovena na 85 % způsobilých výdajů (188 122,94 EUR – 4 891 196,44 Kč) a kofinancování je ve výši zbývajících 15 % (33 198,17 EUR – 863 152,42 Kč).**

Struktura výdajů projektu „LOW-CARB“		
Celkové výdaje projektu	5 754 348,86 Kč	100 %
Nezpůsobilé výdaje	0 Kč	0 %
Způsobilé výdaje	5 754 348,86 Kč	100 %
Dotace	4 891 196,44 Kč	85 %
Kofinancování statutárního města Brna	863 152,42 Kč	15 %

Projekt je realizován v období 1. 6. 2017 až 30. 11. 2020, délka realizace 42 měsíců

**Nositelem projektu je** v souladu s Metodikou implementace projektů (spolu)financovatelných z evropských fondů **Odbor dopravy MMB.**

Předložená změnová Partnerská smlouva (Partnership Agreement) bude uzavřena mezi vedoucím partnerem projektu a všemi ostatními partnery.

Předložený Dodatek č. 3 Smlouvy o poskytnutí dotace je uzavřen mezi vedoucím partnerem projektu a poskytovatelem dotace, statutární město Brno není smluvní stranou kontraktu.

Dodatek č. 1 Smlouvy o poskytnutí dotace a Dodatek č. 2 Smlouvy o poskytnutí dotace jsou k dispozici k nahlédnutí.

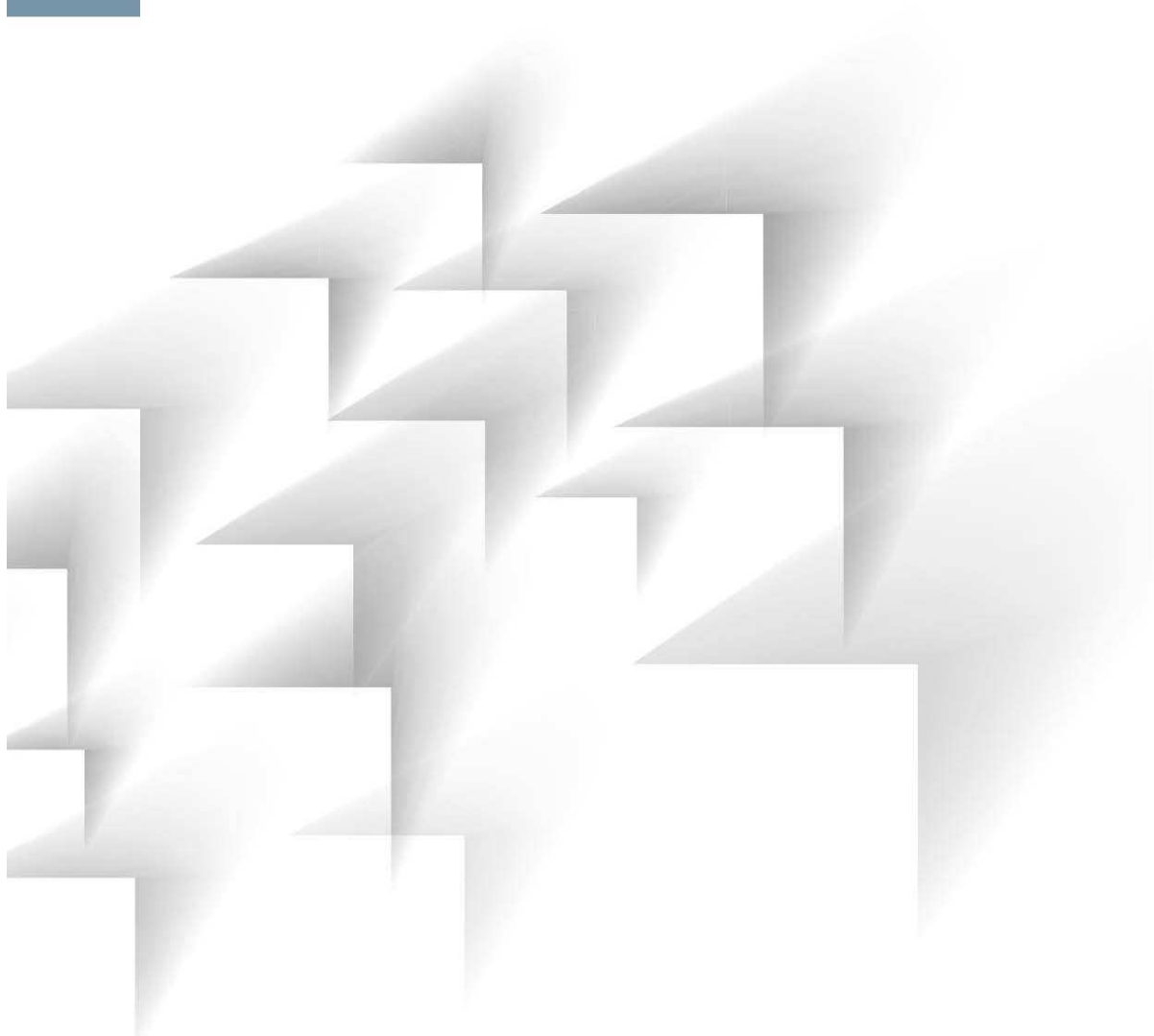
Přílohy Partnerské smlouvy jsou z důvodu jejich velkého rozsahu uvedeny v přílohách materiálu.

# APPLICATION FORM

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Interreg CENTRAL EUROPE - Call 2

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## SECTION A - Project overview

### A.1 Project identification

<i>Programme priority</i>		2. Cooperating on low-carbon strategies in CENTRAL EUROPE
<i>Programme priority specific objective</i>		2.3 To improve capacities for mobility planning in functional urban areas to lower CO2 emissions
<i>Project acronym</i>		LOW-CARB
<i>Project title</i>		Capacity building for integrated low-carbon mobility planning in functional urban areas
<i>Project index number</i>		CE1100
<i>Name of the lead partner organisation/original language</i>		Leipziger Verkehrsbetriebe (LVB) GmbH
<i>Name of the lead partner organisation/English</i>		Leipzig Transport Company (LVB)
<i>Project duration</i>	<i>Start date</i>	01.06.2017
42 months	<i>End date</i>	30.11.2020

### A.2 Project summary

<p><i>Please give a short overview of the project and describe in the style of a press release (please cover all the points below)</i></p> <ul style="list-style-type: none"> <li><i>the common challenge of the programme area you are jointly tackling in your project</i></li> <li><i>the main objective of the project and the expected change your project will make to the current situation</i></li> <li><i>the outputs of the project and who will benefit from them</i></li> <li><i>the project approach you plan to take and its transnational character</i></li> <li><i>what is innovative about it</i></li> <li><i>the transnational added value of the project</i></li> </ul>	
<p>LOW-CARB aims to overcome a pervasive challenge in Central Europe (CE) to enhance capacities for integrated low-carbon mobility planning for functional urban areas (FUAs). To achieve this, LOW-CARB will tackle the “hot issues” of sustainable urban mobility planning (SUMP) for FUAs: integrated coordination, institutional cooperation and action plan implementation incl. joint financing and public investments in low-carbon mobility systems in times of austerity. LOW-CARB puts low-carbon public transport (PT) organisation at its centre to reduce GHG emissions, with new combined mobility offers like bike sharing and PT or multimodal information services. PT in FUAs has a high impact potential for reaching the EU’s White Paper goals to cut transport emissions by 60% by 2050 and to halve the use of ‘conventionally fuelled’ cars in urban transport by 2030. LOW-CARB’s strategies, action plans, tools and pilot actions will reduce CO2 emissions by almost 60,000 tons by 2020. These solutions have a high replication potential in CE’s FUAs to improve air quality and quality of life. This will include transferable strategies, tools, trainings, lessons learnt &amp; public events to raise awareness, increase knowledge and foster experience transfer on integrated low-carbon mobility planning in FUAs across CE. Strategies and pilot actions will reflect main challenges and new trends such as open data based mobility planning, integrated mobility platforms or implementation of low-carbon technologies in pilot actions, including a call-a-“clean”-bus service or solar-powered e-bike charging stations to link PT and shared mobility. All project results will be published on a web-based CE SUMP Competence Centre and in public deliverables (e.g. handbooks and factsheets) which enable mobility planning stakeholders to develop low-carbon mobility plans with tailored innovative and combined PT measures to reduce CO2 emissions in FUAs. LOW-CARB represents 11 partners from 7 FUAs in 6 CE countries.</p>	

### A.3 Project budget - breakdown per partner

Partner name and N°			Programme Co-financing			Partner Co-financing					TOTAL ELIGIBLE BUDGET
Partner Name	Partner abbreviation	Country	ERDF	ERDF co-financing rate (%)	% of Total ERDF	Public co-financing			Private co-financing	Total co-financing	
						Automatic public co-financing	Other co-financing	Total public co-financing			
1 - Leipziger Verkehrsbetriebe (LVB) GmbH	LVB	GERMANY	598.266,59	80,00 %	27,56 %	0,00	149.566,65	149.566,65	0,00	149.566,65	747.833,24
2 - Mitteldeutscher Verkehrsverbund GmbH	MDV	GERMANY	239.948,88	80,00 %	11,05 %	0,00	59.987,22	59.987,22	0,00	59.987,22	299.936,10
3 - Stadt Leipzig	LEI	GERMANY	152.576,00	80,00 %	7,02 %	0,00	38.144,00	38.144,00	0,00	38.144,00	190.720,00
4 - Salzburg AG für Energie, Verkehr und Telekommunikation	SBG AG	AUSTRIA	0,00	80,00 %	0,00 %	0,00	0,00	0,00	0,00	0,00	0,00
5 - Statuárni město Brno	SMB	CZECH REPUBLIC	188.122,94	85,00 %	8,66 %	0,00	33.198,17	33.198,17	0,00	33.198,17	221.321,11
6 - Grad Koprivnica	KOP	CROATIA	180.336,85	85,00 %	8,30 %	0,00	31.824,15	31.824,15	0,00	31.824,15	212.161,00
7 - SVEUČILIŠTE SJEVER	UNIN	CROATIA	56.482,75	85,00 %	2,60 %	0,00	9.967,55	9.967,55	0,00	9.967,55	66.450,30
8 - Tramvie Elettriche Parmensi	TEP	ITALY	133.220,00	80,00 %	6,13 %	33.305,00	0,00	33.305,00	0,00	33.305,00	166.525,00
9 - Gmina Skawina	SKW	POLAND	58.049,90	85,00 %	2,67 %	0,00	10.244,10	10.244,10	0,00	10.244,10	68.294,00
10 - The Regional Environmental Center for Central and Eastern Europe	REC	HUNGARY	39.593,86	85,00 %	1,82 %	4.891,01	2.096,15	6.987,16	0,00	6.987,16	46.581,02
11 - Szegedi Közlekedési Kft.	SZKT	HUNGARY	193.312,95	85,00 %	8,90 %	23.879,83	10.234,22	34.114,05	0,00	34.114,05	227.427,00

12 - Zarząd Transportu Publicznego w Krakowie	ZTP	POLAND	330.667,00	85,00 %	15,23 %	0,00	58.353,00	58.353,00	0,00	58.353,00	389.020,00
<i>Sub-total for PPs inside the programme area</i>			2.170.577,72	---	100,00 %	62.075,84	403.615,21	465.691,05	0,00	465.691,05	2.636.268,77
<i>Sub-total for PPs outside the programme area</i>			0,00	---	0,00 %	0,00	0,00	0,00	0,00	0,00	0,00
<i>Total</i>			2.170.577,72	---	100,00 %	62.075,84	403.615,21	465.691,05	0,00	465.691,05	2.636.268,77

## A.4 Project outputs

<i>Programme output indicator</i>	<i>Project output indicator target</i>	<i>Measurement Unit</i>	<i>Project output quantification (target)</i>	<i>Project output number</i>	<i>Project output (title)</i>
S.O.2.3 - Number of strategies and action plans developed and/or implemented for low-carbon mobility in functional urban areas	8,00	Number	3,00	Output O.T1.1.1	Strategies for improving integrated low-carbon mobility planning for functional urban areas
			4,00	Output O.T1.2.1	Action plans for implementation of integrated low-carbon PT services in functional urban areas
			1,00	Output O.T3.4.1	Action plan for implementation of multipurpose charging infrastructure for multimodal PT e-services
S.O.2.3 - Number of tools and/or services developed and/or implemented for low-carbon mobility in functional urban areas	3,00	Number	1,00	Output O.T1.3.1	Tool for SUMP implementation monitoring and evaluation of low-carbon impact of mobility measures
			1,00	Output O.T2.2.1	Regional SUMP Self-Assessment Tool
			1,00	Output O.T2.3.1	Central Europe SUMP Competence Centre
S.O.2.3 - Number of pilot actions implemented for	5,00	Number	2,00	Output O.T3.1.1	Pilot implementation of multimodal mobility information systems and applications



low-carbon mobility in functional urban areas			2,00	Output O.T3.2.1	Pilot implementation of innovative multimodal PT services for low-carbon mobility
			1,00	Output O.T3.3.1	Pilot application of novel low-carbon PT service
S.O.2.2 / S.O.2.3 - Number of trainings implemented on low-carbon solutions	22,00	Number	22,00	Output O.T2.1.1	Training on integrated low-carbon mobility planning and novel integrated PT offers for FUAs
S.O.2.3 - Investment	2,00	Number	1,00	Output O.I1.1.1	Multimodal public transport pilot: e-bike sharing system
			1,00	Output O.I2.1.1	Smart multimodal mobility station with PV installation for (re)charging e-bikes and e-buses

## SECTION B - Partners

### Partner list

<i>Number</i>	<i>Partner name in English</i>	<i>Country</i>	<i>Abbreviation</i>	<i>Role</i>	<i>Associated to (in case of AP)</i>
1	Leipzig Transport Company (LVB)	DE	LVB	LP	
2	Central German Transport Association	DE	MDV	PP	
3	City of Leipzig	DE	LEI	PP	
4	Salzburg AG for Energy, Transportation and Telecommunication	AT	SBG AG	PP	
5	City of Brno	CZ	SMB	PP	
6	City of Koprivnica	HR	KOP	PP	
7	University North	HR	UNIN	PP	
8	Electric Tramways Parma	IT	TEP	PP	
9	Municipality of Skawina	PL	SKW	PP	
10	The Regional Environmental Center for Central and Eastern Europe	HU	REC	PP	
11	Szeged Transport Ltd.	HU	SZKT	PP	
12	Krakov Transport Authority	PL	ZTP	PP	
13	Urban Planning Institute of the Republic of Slovenia	SI		AP	Leipzig Transport Company (LVB)
14	Rhein-Sieg Transport Authority	DE		AP	Leipzig Transport Company (LVB)
15	West Yorkshire Combined Authority	UK		AP	Leipzig Transport Company (LVB)
16	Brno Public Transport Company a.s.	CZ		AP	City of Brno
17	South Moravian Integrated Public Transport System	CZ		AP	City of Brno
18	City of Salzburg	AT		AP	Salzburg AG for Energy, Transportation and Telecommunication
19	City of Parma	IT		AP	Electric Tramways Parma
20	City of Kraków	PL		AP	Municipality of Skawina

### **B.1 Lead partner**

<i>Project partner number</i>	1
<i>Partner role in the project</i>	LP
<i>Name of organisation in original language</i>	Leipziger Verkehrsbetriebe (LVB) GmbH
<i>Name of organisation in English</i>	Leipzig Transport Company (LVB)
<i>Abbreviation of organisation</i>	LVB

Department/unit/division	
<u>Address</u>	
Country (NUTS 0)	DE
Region (NUTS 2)	DED5, Leipzig
Sub-region (NUTS 3)	DED52, Leipzig
Street, house number, postal code, city	04103 Leipzig Georgiring 3
Website	www.lvb.de
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Infrastructure and (public) service provider
VAT number (if applicable)	DE190626336
Other national identifying number (if no VAT number is provided)	<i>Type of identifying number (e.g. registry number, tax No.)</i>
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	80.00
Legal status	public
Economic status	-
Legal representative	Ronald Juhrs
Contact person	Ronald Juhrs
	ronald.juhrs@L.de
	+49 341 492 2000
<u>Experiences of partner</u>	
<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	LVB offers public transport services for one of the most dynamic cities in Eastern Germany of approximately 570,000 inhabitants, serving also the hinterlands. After years of population decline and an above-average unemployment rate, Leipzig has started to regain popularity. By 2020, population forecasts anticipate up to 640,000 inhabitants and up to 770.000 by 2030. LVB operates 13 tram lines (Germany's second biggest tram system) and 46 bus lines (operating an innovative hybrid bus fleet of 13 vehicles and testing of 2 battery buses). About 140 million passengers are carried annually. LVB is also an active member in the public transport associations UITP and VDV (e.g. committees for electro-mobility). Major topics to be addressed in this project are the development of low-carbon mobility offers and services based on an integrated planning process with stakeholders from the fast growing FUA, with a focus on low carbon PT. LVB's broad competence on low-carbon transport modes and services, such as multimodal stations (of which 25 were launched in 2015), in combination with electric vehicle charging system and mobility services like "Leipzig Mobil" app, will facilitate a smooth implementation of the project results of all PPs. With the growing importance of interactions between the hinterlands and the cities in this dynamic FUA, LVB together the city of Leipzig and MDV are coping with the urgent challenges of accessible low-carbon mobility for all citizens in their FUA.

<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</p> <p>Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>LVB will take over the LP role for LOW-CARB &amp; will be involved in all thematic WPs as valuable knowledge partner. Together with the PPs MDV and the City of Leipzig, LVB will develop an integrated mobility action plan for the growing functional urban area of Leipzig. This will be based on a new low-carbon mobility planning strategy including new governance models, concepts for joint financing or open data-driven planning. A combined low-carbon land-use &amp; mobility planning concept for a fast growing FUA will result. Furthermore, LVB will support the development of an integrated mobility platform for Leipzig's FUA, bringing in its low-carbon PT services as well as its expertise with new mobility services in setting up multimodal mobility stations &amp; the design of a multimodal mobility app. An integrated and coordinated PT offer with new complementary mobility services, like sharing &amp; new mobility information devices, will be especially important to improve connectivity in Leipzig's FUA. This will support LVB's ambitious plans for a modal shift away from individual car use towards low-carbon mobility services in the growing FUA of Leipzig. Finally, LVB will be responsible for the coordinated development of LOW-CARB's transnational core outputs. In addition, LVB took over the WP Communication Lead role during RP4 from former PP10 REC, after REC had to withdraw from the project due to financial problems. LVB took over all remaining tasks from REC - supported by an external expert.</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>LVB has been involved in several EU and international projects and has gained valuable project implementation experience through these projects. LVB will be able to draw from a pool of experienced staff to fulfil the project requirements and aims, e.g. public procurement experts who will make the best use of CE programme funds. Among the EU projects that LVB has been involved in are: TROLLEY-Promoting electric public transport (INTERREG IVB CENTRAL Europe); ACTUATE-Advanced Training and Education for Safe Eco-driving of Clean Vehicles (Intelligent Energy Europe Programme) and ELIPTIC-Electrification of public transport in cities (2015-2018, Horizon2020). In these projects LVB has gained insights that are prerequisites for low-carbon mobility services: e.g. legal framework study identifying requirements for the multi-purpose use of PT infrastructure for multimodal mobility services with e-bikes or e-cars or the development of curricula and training programmes for PT services. Due to the participation in these projects - and in particular in TROLLEY-, LVB has gained wide experience in the administrative and financial management tasks of EU projects. Within LOW-CARB, LVB will provide one full time equivalent (FTE) position for the lead partner activities during the project run time. The certified project manager will work full time on the project coordination, supported by a subcontracted external expert, and on the financial and internal communication management.</p>

<b>B.1 Project partner</b>	
Project partner number	2
Partner role in the project	PP
Name of organisation in original language	Mitteldeutscher Verkehrsverbund GmbH
Name of organisation in English	Central German Transport Association
Abbreviation of organisation	MDV
Department/unit/division	
<u>Address</u>	
Country (NUTS 0)	DE
Region (NUTS 2)	DED5, Leipzig
Sub-region (NUTS 3)	DED52, Leipzig
Street, house number, postal code, city	04103 Leipzig Prager Straße 8
Website	www.mdv.de
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Infrastructure and (public) service provider
VAT number (if applicable)	

<i>Other national identifying number (if no VAT number is provided)</i>	HRB211520	registry number
<i>Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?</i>	Yes	
<i>Co-financing %</i>	80.00	
<i>Legal status</i>	public	
<i>Economic status</i>	-	
<i>Legal representative</i>	Steffen Lehmann	
<i>Contact person</i>	Steffen Lehmann	
	steffen.lehmann@mdv.de	
	+49 341 86843-20	
<u><i>Experiences of partner</i></u>		
<u><i>Competences</i></u> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	<p>MDV is a Transport Association and covers the core area of the Central German Metropolitan Region, an area of 7.515km<sup>2</sup> (1.7Mio.inhabitants), including the cities Leipzig and Halle, as well as the districts of Leipzig, Northern Saxony, Saalekreis, Burgenlandkreis and Altenburgerland. MDV is coordinating 19 PT providers, which carry about 200Mio. passengers annually with 1000 buses, 270 trams and around 100 trains which, altogether, travel a distance of 80Mio. km yearly. Since 2001, MDV introduced an integrated ticketing system and information platform. Tickets bought in the MDV area are valid for all trams, local trains, buses and the commuter railway system. Among the responsibilities of MDV are the overall coordination of mobility planning in the region, the development and implementation of technical standards and the communication of comprehensive services. Due to this coordinating role, MDV has gained wide expertise in the field of regional cooperation and the development of joint services. One of the main areas of expertise is linked to the MDV's current re-conceptualisation of PT in rural areas and hinterlands. In LOW-CARB, MDV aims at planning the mobility for Leipzig's FUA integrating both its territories and the urban area operated by LP LVB and publicly appointed by the City. This shall lead to an integrated PT mobility platform including new low-carbon mobility services that provides attractive low-carbon door-to-door mobility offers to all categories of users.</p>	
<u><i>Role in the project</i></u> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i>  <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	<p>MDV is trying to address the growing demand of PT services in the Leipzig's FUA and its hinterland. Therefore, MDV has developed various mobility scenarios on how to tackle the growing challenges of PT and to enhance the integration of MDV's and LVB's mobility service offers. These scenarios provide the starting point for the integrated low-carbon mobility planning activity to be jointly developed with LVB and the City of Leipzig, with the support of all other PPs: 1) strategies for low-carbon mobility planning incl. new governance models, joint financing and procurement or open data based mobility planning, 2) an action plan for low-carbon PT offers in pilot areas of Leipzig's FUA and 3) an integrated mobility platform, the main information portal for the whole offer of low-carbon mobility services covering the FUA of Leipzig. This will include information about new complementary services like car-, ride- and bike-sharing, on top of the PT services with trains and buses as backbone of low-carbon mobility for Leipzig's FUA. Through the better integration of these modes, together with new personalised information and services, like a CO2 travel calculator, MDV will allow for multimodal trip chains that will become more viable and attractive for many citizens of Leipzig's FUA who were so dependent on their private cars. The pilot areas for the action plans and the new mobility portal services will be defined by a high share of commuter and/or tourist traffic to/from the city.</p>	
<u><i>EU/international projects experience</i></u> <i>If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</i>	<p>MDV is a newcomer to Central Europe projects and in terms of cooperation on transnational level. However, MDV is part of a very experienced consortium regarding EU project participation and the organisation is per se very experienced in cooperation due to its intrinsic character of association. MDV is project partner in relevant EBRD projects and has gained valuable experience in project reporting and financial handling of cooperation projects incl. procurement rules and procedures, as well as project management competences. Examples of projects related to LOW-CARB's objectives are: - MDV was project partner in the Central German Transit Association MOSAIQUE (2005-2009), the biggest transportation research project in Central Germany, to develop a decentralised transport management network for the area covered by the association. - MDV was also project partner in an EBRD project (2007-2013) regarding traffic telematics (ITS) in the rural districts of Leipzig and Nordsachsen and in the cities of Torgau and Delitzsch.</p>	

## B.1 Project partner

Project partner number	3	
Partner role in the project	PP	
Name of organisation in original language	Stadt Leipzig	
Name of organisation in English	City of Leipzig	
Abbreviation of organisation	LEI	
Department/unit/division	Department of Traffic Planning and Road Construction	
<u>Address</u>		
Country (NUTS 0)	DE	
Region (NUTS 2)	DED5, Leipzig	
Sub-region (NUTS 3)	DED51, Leipzig, Kreisfreie Stadt	
Street, house number, postal code, city	04317 Leipzig Prager Straße 118-136	
Website	www.leipzig.de	
Assimilated partner	No	
<u>Legal and financial information</u>		
Type of partner	Local public authority	
VAT number (if applicable)		
Other national identifying number (if no VAT number is provided)	84051926	Registry Number of City ("Betriebsnummer")
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes	
Co-financing %	80.00	
Legal status	public	
Economic status	-	
Legal representative	Dipl.-Ing. Michael Jana	
Contact person	Kerstin Löbel	
	kerstin.loebel@leipzig.de	
	00493411237689	
<u>Experiences of partner</u>		
<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	Leipzig is a growing city with a population of 570,000, which is expected to be over 640,000 by 2020 and 770,000 by 2030. This is one of the main challenges that Leipzig's FUA and the PPs City of Leipzig, MDV and LP LVB have to face. The Office for Traffic Planning and Road Construction as agent of the City of Leipzig in LOW-CARB is responsible for general traffic planning, i.e. setting up the Sustainable Urban Masterplan for Transport and Public Spaces and the PT Plan which is currently being updated. Concerning the urban mobility, the City of Leipzig has set ambitious goals: 1) Change in modal split by increasing the PT share from 17,6 % in 2015 to 23 % in 2025. This shall be reached by a reduction of motorised traffic through upgrades in PT system and combined new low-carbon mobility offers (e.g. sharing concepts, also in cooperation with the environmentally-friendly modes walking & cycling). LEI will also develop a sustainable transport concept for the City of Leipzig and the hinterland for the growing numbers of commuters. Furthermore, Leipzig is targeting a reduction of the CO2 emissions of Leipzig's domestic transport from 1.48t per inhabitant in 2008 to 0.85t per inhabitant by 2025. These goals are part of Leipzig's Smart City strategy development investigating how the coordination of urban mobility, spatial planning & institutional governance can play a relevant role in making the City of Leipzig more accessible and attractive through low-carbon mobility.	

<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</p> <p>Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>PP Leipzig will develop strategies for low-carbon mobility planning and an action plan for low-carbon mobility in the FUA of Leipzig, together with the local and regional transport operators/authorities and PPs LP LVB and MDV. Supported by all PPs, Leipzig will develop strategies for new governance models for mobility planning on FUA level, including open data based mobility planning and integrated concepts for mobility and spatial planning in Leipzig's fast growing FUA. Furthermore, PP Leipzig will be responsible for the organisation of stakeholder involvement processes, regional stakeholder platform discussions and citizens' dialogues. In addition, PP Leipzig will promote low-carbon mobility planning processes, e.g. through participation activities during EU Mobility and Energy Weeks or the organisation of open innovation contests by providing open data to creative third parties (based on the newly developed open data policy). These activities will support the development of new low-carbon mobility services and the development of Leipzig's PP pilot action, the "multimodal mobility platform" for the FUA. The new strategies in LOW-CARB will help PP Leipzig to better match the supply of mobility services with demand in the FUA. Finally, Leipzig will profit from the joint integrative action on the political and operational level by PPs LVB and MDV in LOW-CARB to tackle the challenges in the growing FUA by developing strategies and action plans for low-carbon mobility planning.</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>PP Leipzig participated in several sustainable urban mobility projects at the European and international level. Among these, PP Leipzig was partner in the CE project "Central MeetBike" (<a href="http://www.centralmeetbike.eu">www.centralmeetbike.eu</a>) and the INTERREG 4C project "CycleCities" (<a href="http://www.cyclecities.eu">www.cyclecities.eu</a>), both focusing on the promotion of cycling as an environmentally and sustainable urban transport mode. In addition, PP Leipzig participated in international experience exchange programs in the area of participation in the planning process with a focus on sustainable transport modes, e.g. EU-Japan Dialogue or NAKOPA with the Ukraine City of Lviv. Furthermore, PP Leipzig is a partner of the recently approved new CE project "MobiPlan" which has the main aim of shifting the mobility behavior of the City's administration employees to more sustainable modes of transport. PP Leipzig will integrate these project results into LOW-CARBS' strategy &amp; action plan development for integrated low-carbon mobility planning on a superordinate policy and governance level of Leipzig's FUA. Finally, PP Leipzig is partner in the Horizon2020 Smart Cities project "Triangulum" which is aiming at developing a Masterplan for Leipzig which will include smart and innovative solutions in the areas of mobility, economy, environment and energy to make the city more sustainable, more inclusive and ready for future. PP Leipzig's administration staff is experienced in CE project reporting and financial procedures.</p>

<h2>B.1 Project partner</h2>	
Project partner number	4
Partner role in the project	PP
Name of organisation in original language	Salzburg AG für Energie, Verkehr und Telekommunikation
Name of organisation in English	Salzburg AG for Energy, Transportation and Telecommunication
Abbreviation of organisation	SBG AG
Department/unit/division	
<p><u>Address</u></p>	
Country (NUTS 0)	AT
Region (NUTS 2)	AT32, Salzburg
Sub-region (NUTS 3)	AT323, Salzburg und Umgebung
Street, house number, postal code, city	5020 Salzburg Bayerhamerstrasse 16
Website	<a href="http://www.salzburg-ag.at">www.salzburg-ag.at</a>
Assimilated partner	No
<p><u>Legal and financial information</u></p>	
Type of partner	Infrastructure and (public) service provider
VAT number (if applicable)	ATU33790403

Other national identifying number (if no VAT number is provided)		
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes	
Co-financing %	80.00	
Legal status	public	
Economic status	-	
Legal representative	Kurt Nadeje	
Contact person	Jonathan Grothaus	
	jonathan.grothaus@salzburg-ag.at	
	+43/662/8884-6178	
<u>Experiences of partner</u>		
<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	N.A.	
<u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?  Is the organisation performing any economic activity within the project or as a result of it?	PP 4 SBG AG decided by the end of reporting period 1 to withdraw its participation from the project. PP 4 SBG AG did not spend any budget for the project and never signed the Partnership Agreement, as the risk for being not able to realise the combined PT bike sharing pilot and related investment was already given very early or right from the project start respectively, due to local political changes and the market entry of new bike sharing service providers at that time. The attempt - in cooperation with the NCP Austria - to win another Austrian project partner with a similar focus of activities and FUA relevance was not successful. Finally, the project partnership decided by the end of reporting period 3 that the City of Krakow, PL, should become the new incoming project partner to realise a quite similar pilot and related investment with a clear relevance for Krakow's FUA.	
<u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.	N.A.	

<b>B.1 Project partner</b>	
Project partner number	5
Partner role in the project	PP
Name of organisation in original language	Statuárni město Brno
Name of organisation in English	City of Brno
Abbreviation of organisation	SMB
Department/unit/division	Transport Department
<u>Address</u>	
Country (NUTS 0)	CZ
Region (NUTS 2)	CZ06, Jihovýchod
Sub-region (NUTS 3)	CZ064, Jihomoravský kraj



Street, house number, postal code, city	601067 Brno Dominikánské náměstí 1	
Website	www.brno.cz	
Assimilated partner	No	
<b><u>Legal and financial information</u></b>		
Type of partner	Local public authority	
VAT number (if applicable)	CZ44992785	
Other national identifying number (if no VAT number is provided)		
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes	
Co-financing %	85.00	
Legal status	public	
Economic status	-	
Legal representative	Petr Vokral	
Contact person	Katerina Nedvedova	
	nedvedova.katerina@brno.cz	
	+420542174536	
<b><u>Experiences of partner</u></b>		
<b><u>Competences</u></b> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	<p>With a population of almost 380,000, the City of Brno (SMB) is the second largest city in the Czech Republic. It is an administrative and historical centre in the South Moravia Region, but also an innovation city thanks to its more than 80,000 students. SMB owns the Brno PT Company (DPMB), the major PT operator in the city. 13 tram lines, 13 trolleybus lines and 50 bus lines with nearly 800 vehicles serve the city and surrounding districts in the functional urban area. SMB is also part of the Integrated PT System of the South Moravian Region which covers an area of about 720,000 ha and more than 670 localities. Together with DPMB and with KORDIS JMK (PT authority of the region), both of which will be involved in LOW-CARB as associated partners, SMB will bring in their wide expertise in the development of SUMPs. Brno is an active role model for the cities from New Member States that have successfully progressed from traditional segmented planning to SUMP approach in an integrated manner. Brno has demonstrated its special expertise in inter-institutional cooperation and stakeholder dialogue, acting as a showcase for SUMP development in Europe. In LOW-CARB, SMB will focus on the implementation of the SUMP action plan that will be approved in 2016. SMB will continue its path on integrated and coordinated mobility planning and will take the next step of inter-institutional cooperation by developing a monitoring&amp;evaluation system/tool for the implementation of the SUMP action plan.</p>	
<b><u>Role in the project</u></b> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i>  <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	<p>Within the project, SMB aims at developing a monitoring&amp;evaluation tool for the impact assessment of low-carbon mobility measures set out in their SUMP, which covers the functional urban area (FUA) of the city (Brno metropolitan area). The associated partner KORDIS JMK (PT authority of the region) will be strongly involved in the preparation, implementation and operation phases of Brno's SUMP monitoring and evaluation tool. The good cooperation between the city and the region is necessary for the SUMP measure's implementation, as well as for the monitoring and analysis of the mobility data. As one of the key stakeholders for low-carbon mobility services, DPMB will be involved in preparation, implementation and operation phases of the SUMP monitoring and evaluation tool. SMB will be supported by all partners to jointly develop the key performance criteria for assessing the impact of low-carbon mobility measures in FUA and also assess the transferability of the developed tool to their FUA incl. recommendations for further take-up of the tool by other FUAs in CE. Furthermore, SMB will develop an action plan identifying low-carbon mobility measures in their existing SUMP which will be the basis for the test of the monitoring and impact assessment tool implementation in Brno's FUA. Finally, SMB will organise training events for Czech cities and participate in transnational trainings related to integrated low-carbon mobility planning and provide feedback to LOW-CARB's pilot actions</p>	

<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>SMB has a long experience in EU project implementation and processes. SMB has participated successfully in several projects supported by Structural Funds. They were partner in the Interreg CE project TROLLEY - Promoting electric public transport (CE programme, 2010-2013). In TROLLEY, SMB developed several plans for the extension of the trolleybus network (all implemented today) and analysed the potential of a trolleybus network to become a backbone of multimodal (e-)mobility services. Further examples are projects in the 7th Framework Programme or the Intelligent Energy Europe programmes of the EU. In 2MOVE2 - Moving Together For a Better Mobility (CIVITAS Plus II, 2012-2016, FP7), SMB concentrates on 3 different areas: SUMP development, the development of electro-mobility &amp; introduction of electric mini-buses, and the reduction of energy usage in PT fleet. This is supported by the participation in the Intelligent Energy Europe project CH4LLENGE - Addressing the four Key Challenges of Sustainable Urban Mobility Planning (IEE, 2013-2016) which is the basis for SMB's expertise in integrated and inter-institutional mobility planning with a high level of stakeholder involvement and citizens' participation. SMB's involved staff members are already experienced with Interreg CE rules, financial and reporting procedures. All of the aforementioned EU project activities reflect SMB's competence in internal management of EU cooperation projects.</p>
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<b>B.1 Project partner</b>	
Project partner number	6
Partner role in the project	PP
Name of organisation in original language	Grad Koprivnica
Name of organisation in English	City of Koprivnica
Abbreviation of organisation	KOP
Department/unit/division	Department for Sustainable Development and European Affairs
<u>Address</u>	
Country (NUTS 0)	HR
Region (NUTS 2)	HR04, Kontinentalna Hrvatska
Sub-region (NUTS 3)	HR045, Koprivničko-križevačka županija
Street, house number, postal code, city	48000 Koprivnica Zrinski trg 1
Website	www.koprivnica.hr
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Local public authority
VAT number (if applicable)	HR62112914641
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	85.00
Legal status	public
Economic status	-
Legal representative	Misel Jaksic
Contact person	Vedrana Knežević
	vedrana.knezevic@koprivnica.hr
	+ 385 48 279 534
<u>Experiences of partner</u>	

<p><u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</p>	<p>Koprivnica is a city of 30,854 inhabitants in North-West Croatia. It is an educational, cultural and sports centre of regional importance. Koprivnica strongly pursues EU environmental policies, enacting active sustainable mobility policies since 2001 that have resulted in a higher modal share of non-motorized transport in the city centre. Koprivnica won the European Mobility Week Award in 2008 and the Cities of the Future Impulse Award in 2015, making it one of five Croatian Smart Cities. The city is covered by over 80km of cycling tracks/ pedestrian footpaths and over 70km of scenic cycling routes in the surrounding areas. The network 'Koprivnica Health Paths' is being heavily promoted by health clubs and medical practices. In addition, Koprivnica has an Energy Declaration in place, a Local Agenda 21 adopted in 2008 and a SUMP, approved in 2015. Koprivnica is at the forefront of developing SUMPs in Croatia. Wide public participation has been the key to success, ensuring the ownership of the city's strategies by citizens. The local experience has been shared with other Croatian towns that are part of a national network of towns promoting sustainable, non-motorized transport. The University North in Koprivnica provides specialised curricula on various aspects of sustainable development and urban mobility. These experiences in sustainable urban mobility and integrated planning will make Koprivnica a valuable project partner.</p>
<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?  Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>As there are currently no national regulations in Croatia regarding SUMP development, in LOW-CARB KOP will analyse how the development of their SUMP can better fit into the regional Master Mobility Plan and how the city can improve synergies with other regional planning initiatives. KOP will integrate its SUMP into the "obligatory" Master Mobility Plan for the wider region, thus ensuring a low-carbon mobility action plan for KOP's functional urban area. Only since very recently, Koprivnica has a PT system consisting of 2 small electric buses. Thus, Koprivnica can be considered a role model not only in Croatia but also as regards the development of clean PT in small-sized cities. Alongside the purchase of electric buses, Koprivnica also invested in a local electric car-sharing scheme that consists of 6 electric and 2 hybrid vehicles. The City of Koprivnica plans to reconceptualise its PT system to turn it into an innovative multimodal service. A smart mobility station will be developed as a pilot action that allows for seamless multimodal trip chains. The station will be solar-powered and equipped with charging infrastructure for e-bikes. This will be especially important for people commuting to/from the FUA to the new university campus. Multimodal trip chains will increase the accessibility of the campus for commuters. Koprivnica will take upon a leading role in the area of regional SUMPs and a learning role in the area of low-carbon technologies and mobility services.</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>The City of Koprivnica has been a project partner in a number of EU projects related to environmental aspects, especially sustainable mobility, clean vehicles and community development. Among these are: - Active Access: Encouraging active travel for short trips to improve health and the local economy (IEE, 2009-2012): the project aimed at increasing cycling&amp;walking for short everyday trips in local areas in order to benefit people's health and the local economy. - Cycle in a Network (Hungary-Croatia IPA Cross-border Co-operation Programme, 2013-2014): Koprivnica created a network of infrastructure to make cycling tourism within the cross-border area of the Mura-Drava Rivers more attractive. Koprivnica set up a bike rental system in the city centre, sign-posted bicycle routes and promoted this project internationally at bike fairs. The City of Koprivnica is also a partner in the CIVITAS DYN@MO project, in which a pilot electric bus route was introduced. An electric bike rental scheme was also installed at the University North campus. The electric car-sharing scheme for municipal staff members is innovative at the national scale. Koprivnica is strongly committed to make its PT system cleaner and enhance the environmental performance of multimodal mobility services in its FUA. The City's administration staff is experienced in European project reporting and financial procedures.</p>

<h2>B.1 Project partner</h2>	
Project partner number	7
Partner role in the project	PP
Name of organisation in original language	SVEUČILIŠTE SJEVER
Name of organisation in English	University North
Abbreviation of organisation	UNIN
Department/unit/division	Southeast European Competence Centre on SUMP
<p><u>Address</u></p>	

Country (NUTS 0)	HR
Region (NUTS 2)	HR04, Kontinentalna Hrvatska
Sub-region (NUTS 3)	HR045, Koprivničko-križevačka županija
Street, house number, postal code, city	48000 Koprivnica Trg dr. Žarka Dolinara 1
Website	http://www.unin.hr/
Assimilated partner	No
<b><u>Legal and financial information</u></b>	
Type of partner	Higher education and research
VAT number (if applicable)	HR59624928052
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	85.00
Legal status	public
Economic status	-
Legal representative	Prof. dr.sc. Marin Milković
Contact person	Prof. dr. sc. Mario Tomiša
	mtomisa@unin.hr
	+38598248882
<b><u>Experiences of partner</u></b>	
<b><u>Competences</u></b> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	The University North in Koprivnica, Croatia (UNIN) is a newly formed higher education institution with a dynamic organisational process that continually monitors, implements and incorporates scientific and professional knowledge in the modernisation and development of new study programmes. So far it has about 3.500 students and 119 employees and over 245 associated external lecturers/researchers. UNIN was established with the goal of providing the North-Western region of Croatia with skilled and highly educated professionals trained in electro-technics, multimedia, civil engineering, logistics, production engineering, nursing, media design, management, public relations, journalism and business economics. UNIN promotes the concept of lifelong learning and maintains relations with the business sector as well as with other high-education institutions in Croatia and abroad. Through its involvement in the CIVITAS DYN@MO project, University North developed and now operates the Southeast European Competence Centre on SUMP ( <a href="http://kc-sump.eu/wordpress/">http://kc-sump.eu/wordpress/</a> ), which supports cities in SE Europe to develop SUMPs and facilitates experience exchange. University North plans to expand this centre to the CE cities. UNIN is currently collaborating with the City of Koprivnica to develop a university programme on clean urban mobility that would build on the city's experience in sustainable mobility. The programme should kick off in September 2016.
<b><u>Role in the project</u></b> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i>  <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	UNIN's main role in LOW-CARB will be leader of WP T2-Capacity building for integrated low-carbon mobility planning in FUA. UNIN is also host to the Southeast European Competence Centre on SUMP, which is a response to the need of establishing a platform for knowledge and expertise on SUMPs in SE Europe. Thus, UNIN will further expand this one-stop shop to serve all CE countries. Together with the city, UNIN will define possible activities in CE, the centre's new organisational structure and the overall financial feasibility and a business model. New sections, content input and educational materials will be developed and made available in CE languages. As a knowledge partner in LOW-CARB, UNIN will be responsible for further learning activities tailored to project's target groups and to its students who are interested in sustainable mobility planning, clean vehicles and integrated PT systems. UNIN will also be a quality reviewer for the learning and training materials developed in LOW-CARB. The project results from good practice examples and study cases will be used as illustrative teaching material in UNIN's study programmes. Experts from the field of low-emission vehicles and PT organisations will also be involved. Best practice learning materials on SUMP education will be made available for other educational institutions and on the SUMP Competence Centre for CE. Thus, Koprivnica will raise awareness on the topic of SUMP and encourage many other cities to launch the process

<i>EU/international projects experience</i> <i>If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</i>	University North has been involved in several EU funded projects in the European educational programmes for lifelong learning (Erasmus+) and Jean Monnet programme, e.g. on the adaptation and deployment of successful and proven educational quality assurance solutions in the partner countries' educational institutions. University North also cooperated with the City of Koprivnica as an associated partner in the CIVITAS DYN@MO project. The University North fostered the development of the Southeast European Competence Centre on SUMP and the development of curricula for a Clean Urban Mobility study programme. University North's administration staff is experienced in European project reporting and financial procedures.
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<b>B.1 Project partner</b>	
<i>Project partner number</i>	8
<i>Partner role in the project</i>	PP
<i>Name of organisation in original language</i>	Tramvie Elettriche Parmensi
<i>Name of organisation in English</i>	Electric Tramways Parma
<i>Abbreviation of organisation</i>	TEP
<i>Department/unit/division</i>	
<u>Address</u>	
<i>Country (NUTS 0)</i>	IT
<i>Region (NUTS 2)</i>	ITH5, Emilia-Romagna
<i>Sub-region (NUTS 3)</i>	ITH52, Parma
<i>Street, house number, postal code, city</i>	43125 Parma via Taro 12
<i>Website</i>	www.tep.pr.it
<i>Assimilated partner</i>	No
<u>Legal and financial information</u>	
<i>Type of partner</i>	Infrastructure and (public) service provider
<i>VAT number (if applicable)</i>	IT02155050343
<i>Other national identifying number (if no VAT number is provided)</i>	
<i>Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?</i>	Yes
<i>Co-financing %</i>	80.00
<i>Legal status</i>	public
<i>Economic status</i>	-
<i>Legal representative</i>	Antonio Rizzi
<i>Contact person</i>	Laura Orsini
	l.orsini@tep.pr.it
	+39 521 214259
<u>Experiences of partner</u>	

<p><u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</p>	<p>TEP is the PT company that serves the city and the province of Parma located in the Emilia Romagna region, NE of Italy. It is owned by the Municipality and the Province of Parma, 50% each. Ever since 1953, the city is serviced also by a network of trolleybuses. Unlike other cities in Europe, Parma did not replace trolleybuses by diesel buses, but instead decided to modernise its existing network. Among Italian trolleybus cities, Parma runs today the largest trolleybus system. The service covers 19 urban and 80 suburban lines in a network of about 2,200 km, covering a 260 km<sup>2</sup> functional urban area. TEP owns a fleet which consists of about 400 vehicles incl. trolley-, diesel- and methane buses, coaches and school buses. With its 35 million passengers transported annually, TEP is the second largest PT company in the Emilia Romagna region after the regional capital Bologna. The company provides a wide range of services for all categories of users: night buses, school buses, on-demand services and mobility to disabled users. In the last 10 years, TEP renewed its fleet with new, more eco-friendly buses. TEP purchased recently 9 new trolleybuses equipped with supercapacitors that recuperate energy when the trolleybus brakes and release it during acceleration. The company incentivises the shift from individual car usage and ownership to low-carbon multimodal mobility by introducing new services like bike and car sharing schemes in cooperation with the associated partner City of Parma</p>
<p><u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?  Is the organisation performing any economic activity within the project or as a result of it?</p>	<p>In LOW-CARB, TEP'S main goal is the modal shift towards low-carbon mobility offers and services and to shift the focus away from car usage in the FUA of Parma. This will come along with the reduction of polluting emissions, one of the main aims in the SEAP of the associated partner City of Parma. The City of Parma wants to cut CO<sub>2</sub> emissions by 20% by 2020 and to achieve this goal, the city will tackle the problem of high CO<sub>2</sub> emissions in urban road transport. TEP will contribute to this by developing an action plan for low-carbon public transport incl. new multimodal mobility offers and services. TEP (and the city of Parma) will showcase with a newly to be introduced pure electric battery bus line how new e-mobility offers and services can be integrated into the existing electric PT infrastructure in Parma. As buying new low-carbon buses is not enough to attract citizens to use public transport, TEP, in cooperation with the City of Parma, will analyse the potential of new complementary (e-)mobility services. The aim is to create low-carbon multimodal mobility chains from door-to-door in the FUA based on the existing electric PT infrastructure developing it further to a new multipurpose charging infrastructure for e-mobility services. To realise these new mobility hubs, TEP will continue to work with passengers and relevant mobility stakeholders on how each mobility service interacts to improve the effectiveness of such interchanges which are vital for the FUA's functionality</p>
<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>TEP has already been involved in several EU projects. Among these are: - TROLLEY - Promoting electric public transport (Central Europe, -2013): promoting electric public transport experimenting with electric energy savings made through supercapacitors installed on-board new trolleybuses. - As a further development of TROLLEY, TEP has taken part in the Intelligent Energy Europe ACTUATE project, to develop specific trainings for conductors driving trolleybuses equipped with supercapacitors and enhanced energy savings for clean vehicles. TEP's administration staff is experienced in European project reporting and financial procedures.</p>

<h2>B.1 Project partner</h2>	
Project partner number	9
Partner role in the project	PP
Name of organisation in original language	Gmina Skawina
Name of organisation in English	Municipality of Skawina
Abbreviation of organisation	SKW
Department/unit/division	Department of Development and Strategy
<p><u>Address</u></p>	
Country (NUTS 0)	PL
Region (NUTS 2)	PL21, Małopolskie
Sub-region (NUTS 3)	PL214, Krakowski
Street, house number, postal code, city	32-050 Skawina Rynek 1

Website	www.gminaskawina.pl	
Assimilated partner	No	
<b><u>Legal and financial information</u></b>		
Type of partner	Local public authority	
VAT number (if applicable)	PL6791023301	
Other national identifying number (if no VAT number is provided)		
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes	
Co-financing %	85.00	
Legal status	public	
Economic status	-	
Legal representative	Tomasz Ożóg	
Contact person	Maciej Zacher	
	maciej.zacher@gminaskawina.pl	
	+48 12 277-01-90	
<b><u>Experiences of partner</u></b>		
<b><u>Competences</u></b> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	<p>The Municipality of Skawina (SKW) is one of the 14 suburban municipalities located around the Krakow metropolitan city and one of the largest communes, with around 42,000 inhabitants, creating a FUA together with the associated partner City of Krakow. The number of inhabitants is still increasing due to the City of Kraków's development. Skawina along with the 16 surrounding villages it covers an area of 100.2 km<sup>2</sup>. Skawina is distinguished by the level and growth rate of urbanization, strong connections with Krakow's education system services, including banking, labor market and certain common solutions in the field of road infrastructure and technical support. The main advantage of Skawina is a large potential of human resources, including people with secondary and higher education. Skawina also provides many jobs for the region due to several business centres located here (e.g. Special Economic Zones, several large factories, proximity of the Kraków Airport), and thus has a high share of commuters in both directions – incoming to Skawina and outgoing to Krakow and other surrounding communes. Skawina is well connected with Kraków by road and rail. However, the high volumes of commuters by car pose large transport challenges for the FUA. Thus, SKW is currently analysing solutions to reduce car traffic and raise the quality of the PT connections between the municipality and Krakow, including building a Metropolitan Railway System (SKA) and feeder bus services for the FUA.</p>	
<b><u>Role in the project</u></b> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i>  <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	<p>In LOW-CARB, PP SKW will lead a pilot action to reduce car traffic by implementing a feeder bus service to improve the quality of its public transport and especially its connection and interoperability with SKA (Metropolitan Railway). To encourage a shift from private car use to PT, the pilot will mainly be based on feeder bus lines which connect to the SKA stations. The aim is to test the potential for a modal shift from car-oriented transport in the FUA, towards low-carbon PT. SKA will conduct a survey to all inhabitants to gauge interest in the new service, followed by an analysis of operational, technical and infrastructural conditions for launching it. Over the course of one year of service, SKW will engage in dissemination and evaluation of the feeder bus service. Decision makers will interact with the public, engaging in face-to-face awareness rising about the environmental, social and economic benefits of directing the transport system towards low-carbon mobility offers and services. Passenger counting and surveys will be conducted to determine if the service has impacted modal split and CO<sub>2</sub> emissions in Skawina's and Krakow's FUA. SKW will benefit from the knowledge of the LOW-CARB PPs experienced in SUMP-based mobility planning processes and its implementation, e.g. stakeholder involvement, impact assessment, and from their technology expertise in operating small/midi clean/electric buses.</p>	

<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>Municipality of Skawina has been involved in numerous EU co-funded and national projects. Since 2004 Municipality took part in 17 projects worth 35 MEUR. That includes: First and second stage of construction of Skawina's bypass road; Construction of a junction between National Road 44 and Skawina's bypass; Creation of complete touristic product "Treasures Near Kraków" in cooperation with Mogilany, Czernichów and Świątniki Górne that consists of network of touristic routes, resting points (cabins) with bicycle stands; thematic-educational trails; Renovation of Torowa Street. Skawina also takes part in numerous initiatives led by Małopolska Voivodship, Kraków County and Kraków Metropoly (ie. Integration of Public Transportation). Together with County of Kraków and the University of Agriculture in Krakow, Galician Chamber of Commerce, Podkrakowska Chamber of Commerce, partnership led by Skawina started a project funded by the European Economic Area. The goal of the project was to develop common strategy of development of the area, three sectoral strategies (social participation, education, recreation) and technical documentation for investment projects. Skawina together with Niepołomice, Wieliczka, Miechów took part in Solar Power programme funded from Swiss Funds (Swiss-Polish Cooperation Programme). Skawina is also a member of Civitas, Civinet Polska Network and Kraków Metropoly Association.</p>
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<b>B.1 Project partner</b>	
Project partner number	10
Partner role in the project	PP
Name of organisation in original language	The Regional Environmental Center for Central and Eastern Europe
Name of organisation in English	The Regional Environmental Center for Central and Eastern Europe
Abbreviation of organisation	REC
Department/unit/division	Smart Cities and Mobility Topic Area
<u>Address</u>	
Country (NUTS 0)	HU
Region (NUTS 2)	HU10, Közép-Magyarország
Sub-region (NUTS 3)	HU102, Pest
Street, house number, postal code, city	2000 Szentendre Ady Endre ut 9-11
Website	www.rec.org
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	International organisation, EEIG under national law
VAT number (if applicable)	HU30058697
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	85.00
Legal status	public
Economic status	-
Legal representative	Mihail Dimovski
Contact person	Jerome Simpson
	JSimpson@rec.org
	+36-26-504-039
<u>Experiences of partner</u>	



<u>Competences</u> Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.	N/A
<u>Role in the project</u> What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?  Is the organisation performing any economic activity within the project or as a result of it?	REC took over the lead of the communication WP until the 4th projet period of LOW-CARB. REC had to withdraw from the LOW-CARB project, as financial problems of REC led to the decision to dissolute the organisation until the end of 2019. Until their withdraw, REC was a very highly-valuable for all knowledge-related communication and dissemination activities of LOW-CARB. REC supported the PPs in interactively communicating the proeject results and in branding the project, as well as reporting its progress and achievements, and publishing and disseminating its main results. The LP LVB took over the role of the WP Communication Lead and the relevant activities until the end of the project.
<u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.	N/A

<b>B.1 Project partner</b>	
Project partner number	11
Partner role in the project	PP
Name of organisation in original language	Szegedi Közlekedési Kft.
Name of organisation in English	Szeged Transport Ltd.
Abbreviation of organisation	SZKT
Department/unit/division	
<u>Address</u>	
Country (NUTS 0)	HU
Region (NUTS 2)	HU33, Dél-Alföld
Sub-region (NUTS 3)	HU333, Csongrád
Street, house number, postal code, city	H-6720 Szeged Zrínyi str. 4-8
Website	www.szkt.hu
Assimilated partner	No
<u>Legal and financial information</u>	
Type of partner	Infrastructure and (public) service provider
VAT number (if applicable)	HU11092612
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	85.00
Legal status	public

<i>Economic status</i>	-
<i>Legal representative</i>	Majó-Petri Zoltán
<i>Contact person</i>	Attila Náday
	nadaya@szkt.hu
	+36 30-6841936
<u><i>Experiences of partner</i></u>	
<u><i>Competences</i></u> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	The PT company SZKT, owned by the Municipality of Szeged, operates the trolleybus and tram system in the third largest city in Hungary. With 164,000 inhabitants, Szeged is a major administrative centre in the south-east region and in the Csongrád county, and is also a major regional educational centre. With an integrated tram and trolleybus network, Szeged has an electric local low-carbon PT system and today SZKT operates 42 bus lines, 5 trolleybus and 4 tram lines. It is one of the 4 Hungarian tram cities and one of the only 3 ones that operate trolleybuses. Since 2008, 100 Mio. EUR worth of investments have resulted in a more attractive PT system and a higher modal share of PT in the FUA of Szeged. This changed the trend of a loss in passengers, which most significantly occurred on the bus routes. A thorough stakeholder involvement process resulted in long-running debates concluded with the elaboration of a PT master plan with clearly defined objectives and measures. In LOW-CARB, SZKT will extend its stakeholder involvement process to companies for planning low-carbon mobility PT offers for the pilot area of Szeged's Industrial Logistic Centre which is located in the outskirts (FUA). This pilot area is characterised by a marginal PT offer and generates congestion in the rush hours which causes negative environmental impacts at the city level. Furthermore, SZKT will continue its modernisation and extension of PT in the FUA by integrating on opendata based planning approaches.
<u><i>Role in the project</i></u> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i>  <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	SZKT will examine new ways of open data based mobility planning for the FUA of Szeged. From 2017, SZKT has to operate free WIFI routers on trolleybuses and trams which shall also be used for passenger counting based on smart phone signals. This will be a future basis for low-carbon mobility planning, i.e. as input for PT service planning for Szeged. Based on the collected data, an open data platform will be installed which will be basis for development of a CO2 monitoring system for Szeged's PT offers and a trip calculator app. Both will be used for promotion of low-carbon mobility offers in Szeged. The app development will be realised through an open innovation approach "Hackathons", that will also include "gamification" ideas for promoting low-carbon mobility in Szeged. The gained experiences with these new innovative data-based mobility planning and promotion approaches will be included into LOW-CARB's strategies for integrated low-carbon mobility planning in FUAs. A second main thematic area of PP SZKT will be the company based mobility planning for the pilot area of Szeged's Industrial Logistic Centre. The involvement of business companies as important mobility planning stakeholders will include local consultation, surveys and promotion of low-carbon mobility services, and will lead to customised action plans for the involved companies. This will be the basis for new PT and complement low-carbon mobility services in this growing business area in the FUA of Szeged.
<u><i>EU/international projects experience</i></u> <i>If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</i>	SZKT gained wide experience in the implementation of pilot actions/investments in the field of clean urban PT organisation in the Central Europe project "TROLLEY - Promoting Electric Public Transport (Central Europe, 2010 - 2013)". In TROLLEY, SZKT increased the efficiency of its trolleybus network by making stops more accessible and reconstructing the trolley overhead wires with high-speed elements. SZKT is also a partner of the Horizon 2020 project "ELIPTIC - electrification of public transport in cities", in which Szeged is implementing two use cases. Szeged is (1) investigating the possibilities to replace diesel bus lines by extending trolley bus networks with trolley-hybrids without the need for additional infrastructure. 2) SZKT is also investigating the multipurpose use of infrastructure for (re)charging trolley-hybrids, e-cars as well as e-bikes in the city, which will lead to developing concepts for electric intermodal e-mobility. These projects are supporting the long-term e-traffic mobility strategy plan of the city and will be basis for new PT infrastructure plans to offer seamless (e-) mobility in Szeged's FUA. Through the participation in the TROLLEY project, SZKT's administration staff is experienced in Central Europe project reporting and financial procedures.

## **B.1 Project partner**

<i>Project partner number</i>	12
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Partner role in the project	PP
Name of organisation in original language	Zarząd Transportu Publicznego w Krakowie
Name of organisation in English	Krakow Transport Authority
Abbreviation of organisation	ZTP
Department/unit/division	Krakow Transport Authority
<b>Address</b>	
Country (NUTS 0)	PL
Region (NUTS 2)	PL21, Małopolskie
Sub-region (NUTS 3)	PL213, Miasto Kraków
Street, house number, postal code, city	31-072 Krakow Wielopole 1
Website	www.zikit.krakow.pl
Assimilated partner	No
<b>Legal and financial information</b>	
Type of partner	Local public authority
VAT number (if applicable)	PL6792597429
Other national identifying number (if no VAT number is provided)	
Is your organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes
Co-financing %	85.00
Legal status	public
Economic status	-
Legal representative	Lukasz Franek
Contact person	Wojcik Marcin
	mwojcik@zikit.krakow.pl
	+48 515 124 346
<b>Experiences of partner</b>	
<b>Competences</b> <i>Which are the organisation's thematic competences and experiences relevant for the project? What is the main business of the organisation? Is the organisation normally performing economic activities on the market? If yes, please specify.</i>	Krakow Transport Authority (ZTP) is the municipal organization responsible for public transport, road, traffic, walking and cycling management. It also oversee the bike sharing system in the city, which is managed by a private company. ZTP is a budgetary unit of the City of Krakow, without legal personality, established by resolution No XLVIII/594/08 of 09/07/2008 from the Krakow City Council. ZPT is one of the largest municipal authorities with a budget of more than 250 million EUR and range of competences including almost all mobility management issues in the city. It's also responsible for public transport service in 15 neighboring communes around the city of Krakow and thus representing the FUA of Krakow. ZPT is realizing a transport policy, and what is most important for the project also cycling management, which gives a possibilities to implement the planned LOW CARB pilot investment for an e-bike sharing concept (incl. cargo e-bikes).
<b>Role in the project</b> <i>What is the partner's role (and responsibility) in the project? What is the expected benefit for the organisation from participating in the project?</i>  <i>Is the organisation performing any economic activity within the project or as a result of it?</i>	ZTP continuously increase its involvement in mobility management, new services and ideas for the inhabitants. Within the project, ZTP will be responsible for implementation of the low-carbon mobility solution regarding the enlargement of the bike sharing system in a functional urban area and introduction of the first cargo e-bike station to also reduce carbon emissions caused by freight-related transport in the inner city area. In LOW CARB, ZPT wants to analyse and transfer knowledge on how to provide a public bike sharing system offer including e-bikes and cargo bikes for the FUA complement to the existing bike sharing system for the inner city area and public transport services within the FUA. ZTP will verify its concept for this service through a sound monitoring and evaluation process and develop a business case for the sustainable operation of this service. Through this pilot investment, ZTP will also implement an e-bike sharing station at the edge of the urban area of PP9 Skawina integrating bike sharing services for the FUA for the benefit of both PPs Skawina and Krakow.

<p><u>EU/international projects experience</u> If applicable, describe the organisation's experience with EU co-financed or other international projects (both participation and their management). In case of lead partner, please describe your capacity to manage a transnational cooperation project.</p>	<p>Krakow Transport Authority is/was implementing many projects, co-financed with the EU funds, aimed at infrastructure modernization &amp; public services and social being of citizen's improvement. Examples are the Cohesion Fund (Infrastructure and Environment - ERDF/CF) projects ""Construction of S7 express road: section Kraków Igołomska node - Christo Botewa node"" developing an urban node for a TEN-T road network and multimodal transport services and the ""Construction of tram line connecting Brożka Street and UJ Campus with traffic management and monitoring system"" to serve the south-western part of the city of Krakow, which is characterized by a high residential density in the vicinity of the planned infrastructure (South) as well as areas occupied by scattered housing (North). Furthermore, ZTP participated in the CIVITAS project CARAVEL ""Travelling Towards a New Mobility"" which aimed at searching for new solutions with regard to sustainability of the transport system, implemented by 4 cities (Genoa, Burgos, Stuttgart and Krakow)-; ERDF co-financed Project ""Development of public transport management system in Krakow"" developing an urban traffic control, tram traffic supervision and access control management system with usage of intelligent transport systems (ITS). ZTP has a wide and years-long experience in fields of preparation, realization and managing of EU projects (18 projects with a total acquired financing of more than 350 Million PLN).</p>
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<b>B.2 Associated partners (if applicable)</b>	
Associated partner number	13
Name of organisation in original language	Urbanistični inštitut Republike Slovenije
Name of organisation in English	Urban Planning Institute of the Republic of Slovenia
Project partner to which the organisation is associated	Leipzig Transport Company (LVB)
<u>Address</u>	
Country (NUTS 0)	SI
Region (NUTS 2)	SI02, Zahodna Slovenija
Sub-region (NUTS 3)	SI021, Osrednjeslovenska

<b>B.2 Associated partners (if applicable)</b>	
Associated partner number	14
Name of organisation in original language	Verkehrsverbund Rhein-Sieg GmbH
Name of organisation in English	Rhein-Sieg Transport Authority
Project partner to which the organisation is associated	Leipzig Transport Company (LVB)
<u>Address</u>	
Country (NUTS 0)	DE
Region (NUTS 2)	DEA2, Köln
Sub-region (NUTS 3)	DEA23, Köln, Kreisfreie Stadt

## **B.2 Associated partners (if applicable)**

<i>Associated partner number</i>	15
<i>Name of organisation in original language</i>	West Yorkshire Combined Authority
<i>Name of organisation in English</i>	West Yorkshire Combined Authority
<i>Project partner to which the organisation is associated</i>	Leipzig Transport Company (LVB)
<u>Address</u>	
<i>Country (NUTS 0)</i>	UK
<i>Region (NUTS 2)</i>	UKE4, West Yorkshire
<i>Sub-region (NUTS 3)</i>	UKE42, Leeds

## **B.2 Associated partners (if applicable)**

<i>Associated partner number</i>	16
<i>Name of organisation in original language</i>	Dopravní podnik města Brna, a. s.
<i>Name of organisation in English</i>	Brno Public Transport Company a.s.
<i>Project partner to which the organisation is associated</i>	City of Brno
<u>Address</u>	
<i>Country (NUTS 0)</i>	CZ
<i>Region (NUTS 2)</i>	CZ06, Jihovýchod
<i>Sub-region (NUTS 3)</i>	CZ064, Jihomoravský kraj

## **B.2 Associated partners (if applicable)**

<i>Associated partner number</i>	17
<i>Name of organisation in original language</i>	KORDIS JMK, a. s.
<i>Name of organisation in English</i>	South Moravian Integrated Public Transport System
<i>Project partner to which the organisation is associated</i>	City of Brno
<u>Address</u>	
<i>Country (NUTS 0)</i>	CZ
<i>Region (NUTS 2)</i>	CZ06, Jihovýchod
<i>Sub-region (NUTS 3)</i>	CZ064, Jihomoravský kraj

## **B.2 Associated partners (if applicable)**

<i>Associated partner number</i>	18
<i>Name of organisation in original language</i>	Stadt Salzburg
<i>Name of organisation in English</i>	City of Salzburg
<i>Project partner to which the organisation is associated</i>	Salzburg AG for Energy, Transportation and Telecommunication
<u>Address</u>	
<i>Country (NUTS 0)</i>	AT
<i>Region (NUTS 2)</i>	AT32, Salzburg
<i>Sub-region (NUTS 3)</i>	AT321, Lungau

## **B.2 Associated partners (if applicable)**

<i>Associated partner number</i>	19
<i>Name of organisation in original language</i>	Comune di Parma
<i>Name of organisation in English</i>	City of Parma
<i>Project partner to which the organisation is associated</i>	Electric Tramways Parma
<u>Address</u>	
<i>Country (NUTS 0)</i>	IT
<i>Region (NUTS 2)</i>	ITH5, Emilia-Romagna
<i>Sub-region (NUTS 3)</i>	ITH52, Parma

## **B.2 Associated partners (if applicable)**

<i>Associated partner number</i>	20
<i>Name of organisation in original language</i>	Gmina Miejska Krakow - Urzad Miasta Krakowa
<i>Name of organisation in English</i>	City of Kraków
<i>Project partner to which the organisation is associated</i>	Municipality of Skawina
<u>Address</u>	
<i>Country (NUTS 0)</i>	PL
<i>Region (NUTS 2)</i>	PL21, Małopolskie
<i>Sub-region (NUTS 3)</i>	PL214, Krakowski

## SECTION C - Project description

### C.1 Project relevance

*What are the territorial challenges that will be tackled by the project?*

*Please describe the relevance of your project for the programme area in terms of common challenges and/or joint assets addressed. Please specify the situation for the territories participating in the project.*

The LOW-CARB project addresses the pervasive challenge in CE of connecting cities' hinterland to the urban core using integrated low-carbon mobility planning and implementation strategies and tools. Overall in CE cities, in which about two-thirds of the population resides, people's ability to move freely within the wider FUAs becomes difficult due to road congestion and spatial bottlenecks. There is also still a heavy reliance on conventionally fuelled vehicles, resulting in more carbon-intensive mobility. The shift of urban mobility to more sustainable means of transport is only progressing slowly, as urban areas continue to produce a large share (around 40% for EU-28) of the total CO<sub>2</sub> emissions of traffic. FUAs with a large share of short trips (e.g. commuter trips to the workplace) have a high potential for shifting transport to lower-carbon modes. The concept of integrated low-carbon mobility planning - according to the SUMP methodology - is in the early stages of take-up in CE. However, even in more advanced countries regarding integrated mobility planning such as AT or DE, many plans focus only on the city proper, lacking a regional perspective. With many FUAs in CE growing and CO<sub>2</sub> emissions on the rise, a holistic regional perspective for low-carbon mobility planning in FUAs is becoming essential. In this context, low-carbon PT plays a central role - complemented by new multimodal offers and services. LOW-CARB PPs' FUAs are characterised by different challenges: 1. Large growing cities with a need for an integrated low-carbon mobility and spatial planning approach within the FUA (Leipzig, Brno); 2. Medium-sized cities that want to reduce transport-related CO<sub>2</sub> emissions in their FUAs (Salzburg, Szeged, Parma); 3. Small cities that are either regional centers in rural areas (Koprivnica) or towns that are part of the FUA of a nearby larger city (Skawina/Krakow), which need to introduce low-carbon mobility offers and improve connectivity within the FUA.

*What is the project's approach in addressing these common challenges and/or joint assets and what is innovative about this approach?*

*Please describe new or innovative solutions that will be developed during the project and/or existing solutions that will be adopted and implemented during the project lifetime. Please explain how far the approach goes beyond existing practice in the sector and/or participating regions.*

The concept of Sustainable Urban Mobility Plans (SUMPs) is a recent approach for integrated mobility planning - and less realised in the CE region - which contributes to reaching the climate and energy targets set by the EU. Usually this integrated mobility planning approach focuses on a particular city instead of a FUA, and cooperation of the city with neighbouring authorities is so far very limited with often minor input from public transport (PT) operators. LOW-CARB will extend the concept of SUMP to an integrated low-carbon mobility planning approach for FUAs. This will involve new strategies like combined mobility and spatial planning or open data based mobility planning, and, thus, LOW-CARB will broaden the innovative SUMP concept by creating best-practice examples for FUAs and will focus on the major challenges of integrated planning, institutional cooperation & monitoring and evaluation of progress when implementing an integrated mobility plan for such areas. This will include the analysis of new financing models & green/innovative procurement for the implementation of low-carbon mobility offers in such plans in times of general austerity. Furthermore, LOW-CARB considers PT as key in increasing accessibility and promoting a modal shift towards low-carbon mobility offers in a FUA. Thus, LOW-CARB will also focus on PT operators' importance as catalysts when it comes to ensuring low-carbon mobility and to establish new innovative mobility services which complement the core PT system. This will include new multimodal low-carbon services, e.g. integrated regional mobility information platforms or photovoltaic powered e-bike stations at multimodal mobility hubs to increase the - so far relatively low (<5%) - share of renewable energy usage in the transport sector. Evaluation criteria for all project activities will be the potential to help to shift the focus away from individual car usage towards low-carbon mobility and reduced CO<sub>2</sub> emission in PPs FUAs.

*Why is transnational cooperation needed to achieve the project's objectives and results?*

*Please explain why the project goals cannot be efficiently reached acting only on a national/regional/ local level and/or describe what benefits the project partners/target groups/project area gain in taking a transnational approach.*

Integrated low-carbon mobility planning for FUAs is not yet widely used - but is the "hot issue" for mobility planners - and thus so far, experience and best-practice examples are little known. Cities and regions in the CE program area are generally less advanced in applying integrated urban mobility planning approaches; however, the LOW-CARB PPs Brno & KOP actually finished a SUMP process at an advanced level and are frontrunners in their countries. A leading and learning concept will be an integrated approach in LOW-CARB's partnership and will enable a better understanding of required capacities at CE and national levels and of the way national multipliers can be addressed by LOW-CARB's capacity building activities. In addition, LOW-CARB PPs will be supported by associated partners creating best-practices for integrated low-carbon mobility planning: e.g. by the regional transport association of Rhineland, DE, the West Yorkshire Combined Authority, UK, and the Urban Planning Institute of the Republic of Slovenia who already have strong expertise in integrated regional mobility planning and institutional cooperation. This will lead to a transfer of valuable knowledge into the CE program area, ensured through capacity building resources or activities such as workshops/trainings related to challenges like institutional cooperation, impact assessment monitoring or innovative ways of financing integrated low-carbon mobility services & outputs like LOW-CARB's CE SUMP Competence Centre & guidelines/lessons learnt. In addition, the implementation of innovative low-carbon mobility services are often costly (e.g. for e-mobility) and PT operators/authorities too often launch standalone pilots to gain initial experience. To avoid this inefficient and often costly approach, PPs will work jointly on pilot aspects like requirements specifications, option & cost-benefit analysis which will provide validated use cases of pilot actions & contribute to further take up in the CE area.

<b>Cooperation criteria</b>	
What is the degree of transnational cooperation within the partnership? Please select at least 3 <u>cooperation criteria</u> that apply to the project and provide a brief explanation.	
Cooperation criteria	Description
Joint development (compulsory)	X Project activities & pilots feature a 'leading & learning' approach & joint strategy, tool (e.g. assessment criteria) & core deliverables development as well as lessons learned exchange & PP reviews.
Joint implementation (compulsory)	X All tools developed will be tested among PPs, with opportunities for a sound knowledge exchange. A joint requirements specification for tools/pilots will be agreed among PPs & coordinated by the LP.
Joint staffing	X The LP LVB will perform the coordination and management activities on project level and subcontract a very experienced project manager to ensure that this essential function is organised efficiently.
Joint financing (compulsory)	X A sound bottom-up budget planning process has been conducted with all partners involved. The subcontracted project manager will support the lead partner in the financial management of the project.

## C.2 Project focus

### Project objectives, expected result and outputs

<b>Programme specific objective</b>	2.3 To improve capacities for mobility planning in functional urban areas to lower CO2 emissions
<b>Project main objective</b>	
What is the main objective of the project and how does it link to the overall programme goal? How does it contribute to the programme priority specific objective?	
<p>The main objective of LOW-CARB is to reduce transport related greenhouse gas emissions in CE's FUAs. This shall be reached through improved capacities for low-carbon mobility planning. However, the transport sector is predicted to increase its emissions in the future and urban passenger transport already accounts for about 8.5% of the total CO2 emissions due to transport in the EU (the whole transport sector accounts for about 25% of total CO2 emissions). The low-carbon PT systems account only for 10% of CO2 emissions while private motorized modes account for 90%. Thus, planning an attractive integrated low-carbon mobility system – based on PT and complemented by low-carbon mobility offers - for FUAs, home to 72% of the EU population, is a key leverage factor towards more sustainable transport. And even though emissions from transport per capita are still lowest in the new Member States/CE region, CO2 emissions in the CE program area will continuously rise in the coming years, as the performance of passenger cars in this area more or less doubled (1995 – 2010). Thus, LOW-CARB will focus on capacity building for integrated low-carbon mobility planning, placing PT with the introduction of new complementary low-carbon multimodal mobility services at its centre. The LOW-CARB project has a high impact potential for reaching EU's White Paper goals to cut transport emissions by 60% by 2050 and to halve the use of 'conventionally fuelled' cars in urban transport by 2030.</p>	

<b>Programme result (pre-defined)</b>
Programme result indicator to which the project has to contribute
R 2.3 Status of capacities of the public sector and related entities for low-carbon mobility planning in functional areas achieved through transnational cooperation



**Expected project results**

*What are the project's main results and how do they contribute to the programme result indicator? Please describe the change the project expects to achieve at the territorial level.*

The main results of the LOW-CARB project will be improved capacities for low-carbon mobility planning in FUAs. Main target groups will be local/regional transport authorities and operators, enabling these and other relevant stakeholders to applying an integrated mobility planning process. This will include coaching, facilitating and expert advice on new strategies for integrated low-carbon mobility planning (according to elements of SUMP concept), e.g. new ways of mobility planning through open data policies or joint financing concepts. Furthermore, coordinating alliances for regional stakeholder involvement and collaborative planning approaches, e.g. new governance models, will be realised. Finally, LOW-CARB will provide access to trainings and knowledge repositories like databases, tools, best-practice examples of pilots or the CE SUMP Competence Centre. These improved capacities will lead to the indirect results of reducing CO2 emissions & improving air quality in CE FUAs. All project activities will be evaluated on the basis of measurable indicators, e.g. energy/diesel fuels savings & corresponding CO2 reduction, modal shift, passenger feedback etc. and ensure a sound monitoring of results. Based on pre-analysis and the assumption that modal shifts towards low-carbon mobility will be achieved in PPs FUAs, the project activities alone will reduce CO2 emissions by almost 60.000t by 2020, with a high replication potential of LOW-CARB's solutions in the whole CE program area

**Project specific objectives**

*Which are the specific objectives the project aims to achieve? Define max. 3 specific objectives of the project.*

<b>Title of specific objective</b>	<i>Please shortly explain each of the defined specific objectives</i>
Integrated low-carbon mobility planning for functional urban areas	FUAs in the CE program area are generally less advanced in applying integrated mobility planning approaches, as most CE countries have transport planning frameworks that contain few elements of the integrated SUMP approach. LOW-CARB will improve capacities for integrated low-carbon mobility planning by developing strategies, tools and action plans to strengthening competencies of transport authorities, PT operators and other relevant stakeholders. This includes "hot issues" like integrated coordination, joint financing or open data based mobility planning which will be introduced by associated partner experts. These strategies will be the basis for the development of concrete action plans for low-carbon mobility in pilot areas of PPs FUAs.
Capacity building for integrated low-carbon mobility planning in functional urban areas	This specific objective aims to further enhance the take up of LOW-CARB's strategies, tools and pilot actions by preparing and delivering training sessions to stakeholders in charge of mobility planning in FUAs. As practitioners in many places feel there is still a lack of knowledge and information, particularly about regional SUMP processes, which prevents low-carbon mobility planning from being carried out effectively, LOW-CARB will provide capacity building resources. These will include training sessions (also as train-the-trainer concept) at national level or at a relevant multi-country level, a "CE SUMP Competence Centre" as a main knowledge platform and a "Regional SUMP Self-Assessment" tool for a gap analysis on regional level.
Pilot actions for low carbon mobility in functional urban areas	LOW-CARB will encourage transport authorities & operators to consider the introduction of new low-carbon multimodal mobility services to contribute to achieving the overall objective of seamless low-carbon mobility systems in FUAs. LOW-CARB's pilots will be based on strategies and action plans developed in thematic WP1 and realised through capacity building in thematic WP2. The pilots, e.g. a multimodal mobility platform or a combined PT & bike sharing concept, will lead to multimodal low-carbon travelling and commuting (promoted in collaboration with local companies) and thus will contribute to LOW-CARB's aim to shift the focus away from individual car usage towards multimodal low-carbon mobility and thus to reduce CO2 emissions in FUAs.

### C.3 Project context

*How does the project contribute to wider strategies and policies?*

*Please describe the project's contribution to relevant strategies and policies at different levels (EU/national/regional); in particular, those concerning the thematic scope of the project and the participating regions.*

LOW-CARB contributes to reaching the ambitious goals of the 2011 Transport White Paper to halve the use of 'conventionally fuelled' cars in urban transport by 2030 and cutting transport emissions by 60% by 2050. LOW-CARB focuses on the key approach of integrated low-carbon mobility planning in FUAs, based on public transport systems and complemented by new mobility services to offer seamless low-carbon mobility offers in FUAs. For this, LOW-CARB will support the implementation of tailor-made strategies, action plans, tools and pilot actions in the 7 FUAs from 7 CE countries to increase the take-up and effectiveness of integrated low-carbon mobility planning and to reach regional goals such as Leipzig's Mobility 2025 Strategy, Koprivnica and Brno's SUMP or Parma's SEAP as a member of the Climate Alliance. The SUMP approach is promoted in EU's Urban Mobility Package (2013), along with urban access regulations or the deployment of Intelligent Transport System (ITS) solutions in urban areas. Each of these topics is not only addressed within LOW-CARB, but will also be extended by a regional perspective on FUAs. Furthermore, it becomes increasingly mandatory that authorities seeking co-funding from the EU for sustainable transport projects have to develop a sound, feasible and cost effective integrated urban mobility plan according to the SUMP methodology as an "ex-ante-conditionally" (EU Regulation (1303/2013) outlining common provisions for EU Structural & Investment Funds for the 2014-2020 programming period). LOW-CARB will support authorities in CE program area to fulfill this condition for follow-up transport investments through capacity building for integrated low-carbon mobility planning. This will also support part of EU Cohesion Policy, in particular under Thematic Objective 4—"Supporting the shift towards a low-carbon economy in all sectors" and related investments to develop sustainable urban public transport systems across the EU in the period for 2014-2020.

*Please indicate if the project contributes to macro-regional strategies and, if applicable, describe its contribution(s).*

<i>EU Strategy for the Baltic Sea Region</i>	LOW-CARB will improve regional mobility in Baltic Sea region FUAs Leipzig and Skawina. Integrated low-carbon mobility planning and pilot actions will be realised for FUAs Leipzig and Skawina in cooperation with the associated partner City of Krakow – as urban core of the FUA. These will be leading examples for increasing FUAs' accessibility and attractiveness and support EUSBSR's sub-objectives "Connecting people in the region" and "Improving cooperation between the actors involved".
<i>EU Strategy for the Danube Region</i>	Activities in four LOW-CARB FUAs (Salzburg, Brno, Koprivnica, Szeged) contribute to connecting & strengthening the Danube region, answering the EUSDR's call for actions "to ensure sustainable metropolitan systems and mobility". LOW-CARB will develop strategies for low-carbon mobility planning to optimise PT systems and complement new mobility services. LOW-CARB further ensures capacity building & knowledge transfer on these strategies between frontrunner and follower cities in the Danube region.
<i>EU Strategy for the Adriatic and Ionian Region</i>	LOW-CARB pilot activities for low-carbon mobility offers and services in Koprivnica and Parma will contribute to EUSAIR's aim to foster reliable, environmentally friendly transport networks. LOW-CARB also extends the scope of SUMP to a regional perspective which is of increasing importance, and the integration of Koprivnica's SUMP for its FUA into the regional Mobility Master Plan will become a role model for integrated low-carbon mobility planning strategies in the Adriatic and Ionian Region.
<i>EU Strategy for the Alpine Region</i>	LOW-CARB will contribute to the EUSALP's 2nd pillar, Connectivity for all, by developing an integrated multimodal PT system with complementary new low-carbon mobility offers – like the pilot action on PT & bike sharing - in Salzburg's FUA. For this, PP SBG AG and all PPs will develop integrated low-carbon mobility planning strategies and seamless new multimodal low-carbon mobility offers and services for connectivity in FUAs leading to improved sustainable accessibility for Alpine areas.

*What are the synergies with other EU projects (past, on-going or planned) as well as other projects or initiatives? In how far does the project build on available knowledge?*

*Where applicable please refer to existing or planned projects co-funded by EU and/or national/regional funds. In particular please specify if the application is linked to any other proposal under preparation within other EU funds, also specifying the concerned EU-funded programmes (e.g. other Interreg programmes, Horizon 2020, COSME, national or regional programmes supported by ERDF, ESF, cohesion Fund, EAFRD, EMF, etc.)*

*Please also describe the experiences/lessons learned the project builds on, and how available knowledge will be used. Where applicable, linkages to CENTRAL EUROPE 2007-2013 projects should be highlighted.*

LOW-CARB creates synergies with existing initiatives and projects on SUMP and low-carbon mobility services and technologies. PPs KOP and SMB are part of the CIVITAS initiative, which introduces innovations and measures for integrated sustainable mobility processes. They are members of the following CIVITAS thematic groups: Integrated Planning, Clean Fuels and Vehicles, Collective Passenger Transport. The consortium will use these groups to enhance development of LOW-CARB solutions and will conduct joint training activities. LOW-CARB PPs have been involved or are involved in ongoing SUMP projects and initiatives: CH4ALLENGE, Poly-SUMP and ENDURANCE, which have developed stakeholder networks, tools and methodologies to strengthen the quality of SUMP processes. LOW-CARB also aims at cooperating through complementary actions with the newly funded Horizon2020 projects SUMPs-Up and PROSPERITY, aiming at accelerating the take-up of the SUMP concept. LOW-CARB PPs will share their expertise and add regional perspectives for the SUMP process in FUAs to these projects. PP Leipzig is partner in the Smart Cities and Communities (SCC) Triangulum project. SCC links several sectors integrating energy efficiency, mobility solutions and intelligent use of ICT into planning processes which will lead to integrated land-use and mobility concepts to be used in LOW-CARB. LOW-CARB's project results will also be made available for the SCC marketplace. PP Leipzig will also create synergies with the recently approved CE project MobiPlan or the thematically relevant projects from other areas: "cities.multimodal" (BSR Programme) and "GO SUMP" (MED Programme). LOW-CARB will build on the work from previous European projects, like the CE TROLLEY and Horizon 2020 ELIPTIC projects (both on electrification of PT) and the recently finalised project NODES (on urban transport interchange design), and will create synergies with the Covenant of Mayors' SEAP and open data EU initiatives like PublicData.eu.

## C.4 Horizontal principles

### Horizontal principles

<i>Please indicate how the project is likely to affect the following horizontal principles and provide a brief explanation.</i>		
<b>Horizontal principles</b>	<b>Possible effect</b>	<b>Description of possible effects and/or planned measures</b>
<i>Sustainable development: how does the project affect the sustainable development of the programme area and in particular the participating regions?</i>	positive	LOW-CARB will affect sustainable development positively by focusing on integrated low-carbon mobility planning in several CE regions. All PPs will place low-carbon public transport (PT) as the backbone of integrated low-carbon mobility services and extend their scope beyond the city limits to the entire FUA. The project actions will be based on a coordinated approach with a high level of regional governance and stakeholder involvement and will be highly-integrated with other planning initiatives, e.g. Climate Protection or SEAP, and linking transport with environmental protection as well as with land use and accessibility issues for a sustainable development in CE regions – based on cooperation between authorities and transport operators.
<i>Equal opportunity and non-discrimination: how does the project affect equal opportunities, non-discrimination and reduction of disparities?</i>	positive	LOW-CARB will use integrated low-carbon mobility planning to improve the overall accessibility and connectivity of FUAs in CE cities. The project will aim for the reduction of disparities by addressing the pervasive challenge in CE of connecting cities' hinterlands to their urban cores. This is especially important since commuters often have no other choice than taking their private car to get to work and others, who do not own a car, often need to travel long distances due to poor connectivity and accessibility. LOW-CARB will thus enhance the mobility options of many people by improving cooperation between all relevant stakeholders in FUAs (which has been very limited so far) to plan seamless low-carbon mobility offers in CE.
<i>Equality between men and women: how does the project affect gender equality?</i>	positive	Studies show that there are important differences in the way women and men approach mobility. Women make more trips, and in chains that are more complex, than those made by men. LOW-CARB aims to specifically enhance the mobility situation of women by improving PT connectivity and accessibility in FUAs. New integrated information and mobility services – complement to PT offers - will lead to seamless low carbon door-to-door mobility offers. The LOW-CARB project consortium will take gender aspects into account wherever and whenever possible, ensuring fair and diverse representation of women in all project processes. In LOW-CARB, gender considerations will be included in all stages of implementation, from needs assessment to monitoring.
<i>Environment: what are the foreseeable effects on the environment (e.g. water, soil, air and climate, population and human health, fauna, flora and biodiversity, cultural heritage and landscape)?</i>	positive	LOW-CARB will have a positive impact on air quality, climate and people's health by improving mobility planning with a strong focus on low-carbon mobility offers. The project will help to reduce GHG emissions through much cleaner low-carbon PT and complementary mobility services. LOW-CARB's strategies and pilot actions will reduce CO2 emissions by almost 60,000 tons by 2020 and have a high replication potential for all of CE. Since PT accounts for only 10% of CO2 emissions, while private motorised modes account for 90%, an integrated low-carbon mobility PT system for FUAs is a key factor towards cleaner and more sustainable transport. LOW-CARB will improve air quality by cutting PM and NOx emissions and reduce noise emissions considerably.

## C.5 Additional Indicators

<b>Thematic result indicators</b>			
Please indicate to which indicators the project results will contribute ( <u>selecting those indicators of relevance</u> for the project scope and the planned achievements) and provide a quantification of the target together with a brief explanation specifying the expected contribution.			
<b>Thematic result indicator</b>	<b>Measurement unit</b>	<b>Target</b>	<b>Explanations</b>
Number of institutions adopting new and/or improved strategies and action plans	Institutions	250,00	LOW-CARB will ensure that regional SUMP processes become a standard mobility planning practice in FUAs. The development of strategies & action plans in PPs FUAs alone will involve about 70 institutions, e.g. mobility service providers, companies, research institutions. Assuming that 10 key stakeholders in average are involved in developing/adopting SUMP, it is expected that LOW-CARB's open call for followers will reach another 180 institutions in 18 cities/regions across CE (2 per CE country).
Number of institutions applying new and/or improved tools and services	Institutions	78,00	The following tools/services will be tested/applied by institutions: SUMP monitoring and impact assessment tool (15), regional SUMP self-assessment tool (40), multimodal mobility info apps – e.g. low-carbon trip calculator – and new services like shared PT city bike schemes (15) and SUMP competence centre (8 “ambassador” institutions). These institutions will be reached by PPs network channels (e.g. REC) and trainings; they will prove their decision to apply the tools/services through LOIs.
Amount of funds leveraged based on project achievements	EUR	28.400.000,00	Follow-up investments in Mio.€ comprise: Investments related to implementation of regional SUMP action plans for FUAs LEI, Brno and KOP (15 Mio.€). Further roll-out of low-carbon multimodal mobility pilot services in FUAs LEI, SBG, SKW, KOP and Szeged (5,5 Mio.€) as well as introduction of electro-mobility and multipurpose EM charging infrastructure in Parma (1,5 Mio.€) and purchase of 2 clean mini-buses for SKW call-a-bus service (1Mio.€); SUMP development in 18 follower cities: each 0.3 Mio.
Number of jobs created (FTE) based on project achievements	FTE	222,00	In total, a number of 223 FTEs will be created: implementation of action plans in FUAs LEI, Brno and KOP resulting in 5 FTEs &1 FTE created in the SUMP Competence Centre for CE. Developing SUMP in FUAs in CE (18 open call followers) resulting in 216 FTEs (based on the estimation by the TRI, Edinburgh University that the development cost of a SUMP are approx. 300,000€. With an estimated average annual net wage of 25,000€ for planers in CE, this equals to 12 FTE per plan & 216 FTE total).
Number of trained persons	Persons	630,00	LOW-CARB will train mobility planners across CE through direct & train-the-trainer approaches, with 50 people in each CE country being trained (450). Furthermore, training on pilot actions will be held with 30 people each being trained (90). This will be complemented with 3 webinars on LOW-CARB pilots with 30 people each being trained (90).With these training, professionals will gain knowledge on an improved approach for integrated low-carbon mobility planning & new exemplary services in FUAs.

<b>Communication result indicators</b>			
Please provide a quantification of the targets for each of the communication result indicators together with a brief explanation.			
<b>Communication result indicator</b>	<b>Measurement unit</b>	<b>Target</b>	<b>Explanations</b>
Unique visits to the project website (digital reach; monthly average in the reporting period)	Number of stakeholders reached	500,00	Based on the experience with previous SUMP/CE projects, it is expected that the number of unique visits will be 500 per month. This will be achieved by well-connecting LOW-CARB with the ELTIS, CIVITAS and other relevant platforms. The project will also make use of social media channels (Facebook, Twitter, LinkedIn) in order to attract more potentially interested stakeholders and general public. This will include contests like the "LoCarbility" contest for low-carbon mobility service ideas.
Participants at project events in WP C (physical reach)	Number of stakeholders reached	8.410,00	LOW-CARB will organise/ piggyback the following events/conferences: 2 clustering events with other CE projects on low-carbon priority: 120; 6 awareness-raising events related to CE SUMP Competence Centre launch and LOW-CARB pilots: 300; 4 local events to promote pilot actions: 240; Final LOW-CARB event: 100; Piggyback CIVITAS, ECOMM, POLIS, UITP committee and Smart City events: 1.200; 9 national events (ENDURANCE networks): 450 European Week of Regions and Cities (booth): 6.000.
(NOT APPLICABLE) WP C Event participants satisfied with information provided (satisfaction with information)	Percentage of stakeholders satisfied	90,00	LOW-CARB will aim for 90% of the event participants to be satisfied with the information provided at events. This high number will be achieved by using interactive and participant-friendly formats such as world cafés, marketplaces, roundtable and focus group sessions. In order to increase the knowledge level, there will also be integrated site visits and practical sessions during the events, so that people will participate in hands-on experiences in addition to input provided by presentations.
Joint communication activities implemented with external stakeholders (external cooperation)	Number of communication activities	14,00	LOW-CARB will organise joint communication activities with the following external stakeholders: 6 trainings/webinars in cooperation with UITP committee, CIVITAS and Smart Cities focus groups; 3 interfaces for joint good practice sharing with ELTIS, CIVITAS, Smart Cities Market Place digital platforms; 4 activities/contests during European Mobility and European Energy Weeks; 1 LOW-CARB declaration in cooperation with planned/ongoing projects (e.g. ENDURANCE, SUMPS-UP & PROSPERITY).

## SECTION D Work plan

### Work package list

(overview on work packages as defined in the work plan - automatically filled in from WPs)

<b>Work package type (number)</b>	<b>WP name</b>	<b>Start date</b>	<b>End date</b>
<b>Preparation P</b>	Preparation	01.2017	05.2017
<b>Management M</b>	Management	06.2017	11.2020
<b>Thematic T1</b>	Integrated low-carbon mobility planning for functional urban areas	06.2017	11.2020
<b>Thematic T2</b>	Capacity building for integrated low-carbon mobility planning in functional urban areas	06.2017	11.2020
<b>Thematic T3</b>	Pilot actions for low carbon mobility in functional urban areas	06.2017	11.2020
<b>Investment specification I1</b>	Pilot investment for an e-bike sharing system	12.2018	11.2020
<b>Investment specification I2</b>	Pilot investment for a smart multimodal electric mobility station with PV installation	06.2018	11.2020
<b>Communication C</b>	Communication	06.2017	11.2020

### D.1 Work package description

#### WP type: Preparation

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date</b>	<b>WP end date</b>	<b>WP budget</b>
<b>P</b>	<b>Project preparation</b>	<b>01.2017</b>	<b>05.2017</b>	<b>15.000,00</b>

**WP type: Management**

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date (month)</b>	<b>WP end date (month)</b>	<b>WP budget</b>
<b>M</b>	<b>Project management</b>	<b>06.2017</b>	<b>11.2020</b>	<b>459.515,84</b>
<b>Partner</b>				
<i>WP responsible partner</i>	Leipzig Transport Company (LVB)			
<i>Partner's involvement</i>				
1	Leipzig Transport Company (LVB), LP, LVB			
2	Central German Transport Association, PP, MDV			
3	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
5	City of Brno, PP, SMB			
6	City of Koprivnica, PP, KOP			
7	University North, PP, UNIN			
8	Electric Tramways Parma, PP, TEP			
9	Municipality of Skawina, PP, SKW			
10	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
11	Szeged Transport Ltd., PP, SZKT			
12	Krakow Transport Authority, PP, ZTP			
<b>Description</b>				
<i>Describe the WP objective and how the management on the strategic and operational level will be carried out in the project, specifically:</i>				
<ul style="list-style-type: none"> <li>• <i>structure, responsibilities and procedures for the day-to-day management and co-ordination;</i></li> <li>• <i>internal communication within the partnership;</i></li> <li>• <i>reporting and evaluation procedures;</i></li> <li>• <i>risk and quality management</i></li> </ul>				
<i>Indicate whether it is foreseen to outsource the project management.</i>				
<p>The project will be managed in a transparent and efficient way by providing sound administrative and financial coordination based on the program rules and guidelines. The LP LVB will be the main contact for the JS and the consortium has designated the LP with the major project management responsibilities. The LP will be supported by a highly professional external expert for the project management tasks. The LP and the external PM will ensure smooth communication and cooperation between partners and will monitor all project activities and regularly report achievements and any deviations from the planned work. The project management group (PMG), consisting of one representative per partner, will meet every 6 months to review the status of project implementation to prepare reporting, plan common activities, and to solve any problems cooperatively. The PMG is the main decision making body of the project. To reduce travel costs, the PMG meetings will be combined with other project events (e.g. local launch event for a pilot action). The PMG meetings will be complemented by regular telephone conferences of the PMG, to be scheduled timely before important milestones, like major trainings, reports, payment claims, in order to ensure compliance with the schedule and other relevant requirements. Additionally, a SharePoint system will be set up for internal communication, sharing of documents, news and information management. Furthermore, LOW-CARB will install an Advisory Board which is composed of senior decision makers from all PP and important external experts in the relevant topical project areas. Tasks of the board: • supervision of project progress • advice in implementation activities • evaluation of results • dissemination of results. The LP and PMG will coordinate the definition of project risks and will monitor these at the project, partner and activity level. Therefore, a risk register will be set-up at the beginning of the project and will be updated regularly.</p>				

<b>Activity A.M.1</b>	<i>Activity title</i> <b>Start-up activities</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2017</b>	<i>Indicative budget</i> <b>63.306,20</b>
<b>Deliverables for activity A.M.1</b>				
<b>Deliverable D.M.1.1</b>	<i>Deliverable title</i> Partnership Agreement	<i>Description of deliverable</i> The partnership agreement, prepared by LP, is the basic document for a successful project implementation (i.e. settle all issues that might hamper a smooth and seamless cooperation among partners). The content will be explained in detail to all partners.	<i>Delivery month</i> 08.2017	<i>Quantification/target</i> 1,00



<b>Deliverable D.M.1.2</b>	<i>Deliverable title</i> Internal Kick-off meeting	<i>Description of deliverable</i> The internal project kick-off meeting will take place in Leipzig. All partners will be introduced to all tasks, duties, roles, procedures, deadlines etc. concerning a successful project cooperation and implementation.	<i>Delivery month</i> 07.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.1.3</b>	<i>Deliverable title</i> Setting up of Management Structures	<i>Description of deliverable</i> A management structure will be set up to ensure an unproblematic project implementation and the timely achievement of outputs. This includes setting-up an internal reporting and review/evaluation scheme for deliverables/reports.	<i>Delivery month</i> 09.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.1.4</b>	<i>Deliverable title</i> Local Preparation Visits	<i>Description of deliverable</i> The project management will make visits to all partners in order to support and assess the implementation status of project activities. A task register (detailed work plan/definition of related milestones/Gantt) will be prepared in advance.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 9,00
<b>Activity A.M.2</b>	<i>Activity title</i> <b>Project management, coordination</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>246.400,05</b>
<b>Deliverables for activity A.M.2</b>				
<b>Deliverable D.M.2.1</b>	<i>Deliverable title</i> Project Handbook	<i>Description of deliverable</i> The LOW-CARB handbook will be prepared describing all administrative requirements, reporting procedures, communication, management structures and defining roles for partners. It will be updated when needed.	<i>Delivery month</i> 08.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.2.2</b>	<i>Deliverable title</i> Share Point	<i>Description of deliverable</i> A communication platform only for partners will be set up. It allows a direct and easy communication between all partners, up- and download of (large) documents and materials, sharing the latest information.	<i>Delivery month</i> 07.2017	<i>Quantification/target</i> 1,00

<b>Deliverable D.M.2.3</b>	<i>Deliverable title</i> Project Management Group Meeting (1st year)	<i>Description of deliverable</i> The PMG will meet in order to review the status of implementation, to discuss achievement of outputs as well as financial and reporting issues and plan jointly the further implementation of the project. Meetings will be held in month 6 and 12.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 2,00
<b>Deliverable D.M.2.4</b>	<i>Deliverable title</i> Project Management Group Meeting (2nd year)	<i>Description of deliverable</i> The PMG will meet in order to review the status of implementation, to discuss achievement of outputs as well as financial and reporting issues and plan jointly the further implementation of the project. Meetings will be held in month 18 and 24.	<i>Delivery month</i> 05.2019	<i>Quantification/target</i> 2,00
<b>Deliverable D.M.2.5</b>	<i>Deliverable title</i> Project Management Group Meeting (3rd year)	<i>Description of deliverable</i> The PMG will meet in order to review the status of implementation, to discuss achievement of outputs as well as financial and reporting issues and plan jointly the further implementation of the project. Meetings will be held in month 30 and 34.	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 2,00
<b>Deliverable D.M.2.6</b>	<i>Deliverable title</i> Telephone Conference (1st year)	<i>Description of deliverable</i> In addition to the face-to-face meetings, the consortium will have regular telephone conferences (month 2, 4, 6, 8, 10) to share latest project implementation developments. An agenda will be sent out asking for contribution from all partners.	<i>Delivery month</i> 04.2018	<i>Quantification/target</i> 5,00
<b>Deliverable D.M.2.7</b>	<i>Deliverable title</i> Telephone Conference (2nd year)	<i>Description of deliverable</i> In year 2, telephone conferences will be held every three months (month 14, 17, 20, 23).	<i>Delivery month</i> 05.2019	<i>Quantification/target</i> 4,00
<b>Deliverable D.M.2.8</b>	<i>Deliverable title</i> Telephone Conference (3rd year)	<i>Description of deliverable</i> In year 3, telephone conferences will be held every three months (month 26, 29, 32, 35).	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 4,00
<b>Deliverable D.M.2.9</b>	<i>Deliverable title</i> Progress Report No. 1	<i>Description of deliverable</i> The 1st Progress Report, according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 01.2018	<i>Quantification/target</i> 1,00

<b>Deliverable D.M.2.10</b>	<i>Deliverable title</i> Progress Report No. 2	<i>Description of deliverable</i> The 2nd Progress Report, according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 07.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.2.11</b>	<i>Deliverable title</i> Progress Report No. 3	<i>Description of deliverable</i> The 3rd Progress Report, according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 01.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.2.12</b>	<i>Deliverable title</i> Progress Report No. 4	<i>Description of deliverable</i> The 4th Progress Report, according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 07.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.2.13</b>	<i>Deliverable title</i> Progress Report No. 5	<i>Description of deliverable</i> The 5th Progress Report, according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 01.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.2.14</b>	<i>Deliverable title</i> Progress Report No.6	<i>Description of deliverable</i> The 6th Progress Report according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.2.15</b>	<i>Deliverable title</i> Progress Report No.7 and Final Report	<i>Description of deliverable</i> The 7th Progress Report and the Final Report, according to programme requirements, will be prepared based on input of all partners and be made available for the consortium.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 2,00
<b>Activity A.M.3</b>	<i>Activity title</i> <b>Steering and monitoring of the project implementation</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>60.048,00</b>
<b>Deliverables for activity A.M.3</b>				
<b>Deliverable D.M.3.1</b>	<i>Deliverable title</i> Monitoring and Risk Register	<i>Description of deliverable</i> Definition of project risks per partner, development of a risk register. The project management team will update the risk register after regular consultation with every partner.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00

<b>Deliverable D.M.3.2</b>	<i>Deliverable title</i> Monitoring and Risk Register - update	<i>Description of deliverable</i> Definition of project risks per partner, development of a risk register. The project management will update the risk register after regular consultation with every partner. The update will be a basis for the mid-term PMG (evaluation) meeting.	<i>Delivery month</i> 11.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.3.3</b>	<i>Deliverable title</i> Partner Status Update - Reports (1st year)	<i>Description of deliverable</i> Each partner will regularly provide a report on the project status (every 6 months). For this purpose the project manager will provide a template. The reports will be basis for the PR as well as integral part of risk management.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 22,00
<b>Deliverable D.M.3.4</b>	<i>Deliverable title</i> Partner Status Update - Reports (2nd year)	<i>Description of deliverable</i> Each partner will regularly provide a report on the project status (every 6 months).	<i>Delivery month</i> 05.2019	<i>Quantification/target</i> 22,00
<b>Deliverable D.M.3.5</b>	<i>Deliverable title</i> Partner Status Update - Reports (3rd year)	<i>Description of deliverable</i> Each partner will regularly provide a report on the project status (every 6 months).	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 22,00
<b>Deliverable D.M.3.6</b>	<i>Deliverable title</i> Local Implementation Visits	<i>Description of deliverable</i> The project management will visit all implementation cities to assess the status of the project implementation and activities. If possible, it will be combined with a project meeting.	<i>Delivery month</i> 06.2020	<i>Quantification/target</i> 9,00
<b>Deliverable D.M.3.7</b>	<i>Deliverable title</i> 1st Advisory Board Meeting	<i>Description of deliverable</i> The AB will be composed of senior decision makers from all PPs and external assoc. PPs WYCA, VRS and UIRS. Tasks of the board are supervision of project progress. The 1st meeting will define key aspects of all implementation activities.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.3.8</b>	<i>Deliverable title</i> 2nd Advisory Board Meeting	<i>Description of deliverable</i> The 2nd meeting will be used to discuss the project progress and give advice in implementation activities.	<i>Delivery month</i> 05.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.3.9</b>	<i>Deliverable title</i> 3rd Advisory Board Meeting	<i>Description of deliverable</i> The 3rd meeting will be used to explain and discuss the project evaluation and will give advice.	<i>Delivery month</i> 06.2020	<i>Quantification/target</i> 1,00
<b>Activity A.M.4</b>	<i>Activity title</i> <b>Financial management</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>08.2020</b>	<i>Indicative budget</i> <b>89.761,59</b>
<b>Deliverables for activity A.M.4</b>				

<b>Deliverable D.M.4.1</b>	<i>Deliverable title</i> Budget Control Tool	<i>Description of deliverable</i> A budget control tool will be provided to all partners. It will enable financial tracking by WP, BL and schedule. The tool will be adapted to the partners' budget and activities.	<i>Delivery month</i> 06.2017	<i>Quantification/target</i> 11,00
<b>Deliverable D.M.4.2</b>	<i>Deliverable title</i> Financial Handbook	<i>Description of deliverable</i> A financial handbook will be prepared for all partners. It will explain all financial procedures as to budget lines, payment claims, certification of expenditures, eligibility, audits etc. according to program rules.	<i>Delivery month</i> 08.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.4.3</b>	<i>Deliverable title</i> Spending Profiles (1st year)	<i>Description of deliverable</i> Every partner will update spending profiles every 6 months. The spending profiles are controlling tools useful to prepare the payment claims 1 and 2. For this purpose the project manager will provide a template.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 22,00
<b>Deliverable D.M.4.4</b>	<i>Deliverable title</i> Spending Profiles (2nd year)	<i>Description of deliverable</i> Every partner will update their spending profiles every 6 months.	<i>Delivery month</i> 05.2019	<i>Quantification/target</i> 22,00
<b>Deliverable D.M.4.5</b>	<i>Deliverable title</i> Spending Profiles (3rd year)	<i>Description of deliverable</i> Every partner will update their spending profiles every 6 months.	<i>Delivery month</i> 07.2020	<i>Quantification/target</i> 22,00
<b>Deliverable D.M.4.6</b>	<i>Deliverable title</i> Payment Claim No. 1	<i>Description of deliverable</i> The 1st payment claim will be prepared and submitted to the JS.	<i>Delivery month</i> 01.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.4.7</b>	<i>Deliverable title</i> Payment Claim No. 2	<i>Description of deliverable</i> The 2nd payment claim will be prepared and submitted to the JS.	<i>Delivery month</i> 07.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.4.8</b>	<i>Deliverable title</i> Payment Claim No. 3	<i>Description of deliverable</i> The 3rd payment claim will be prepared and submitted to the JS.	<i>Delivery month</i> 01.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.4.9</b>	<i>Deliverable title</i> Payment Claim No. 4	<i>Description of deliverable</i> The 4th payment claim will be prepared and submitted to the JS.	<i>Delivery month</i> 07.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.4.10</b>	<i>Deliverable title</i> Payment Claim No. 5	<i>Description of deliverable</i> The 5th payment claim will be prepared and submitted to the JS.	<i>Delivery month</i> 01.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.M.4.11</b>	<i>Deliverable title</i> Payment Claim No. 6	<i>Description of deliverable</i> The 6th payment claim will be prepared and submitted to the JS.	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 1,00

**WP type: Thematic work package (maximum 4 work packages)**

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date (month)</b>	<b>WP end date (month)</b>	<b>WP budget</b>
<b>T1</b>	<b>Integrated low-carbon mobility planning for functional urban areas</b>	<b>06.2017</b>	<b>11.2020</b>	<b>574.338,48</b>
<b>Partner</b>				
<i>WP responsible partner</i>	Central German Transport Association			
<i>Partner's involvement</i>				
1	Leipzig Transport Company (LVB), LP, LVB			
2	Central German Transport Association, PP, MDV			
3	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
5	City of Brno, PP, SMB			
6	City of Koprivnica, PP, KOP			
7	University North, PP, UNIN			
8	Electric Tramways Parma, PP, TEP			
9	Municipality of Skawina, PP, SKW			
	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
11	Szeged Transport Ltd., PP, SZKT			
12	Krakow Transport Authority, PP, ZTP			
<b>Summary</b>				
<p><i>Provide a well-written summary of what will be done in this work package. Please explain what you want to achieve (outputs), why those outputs are relevant for reaching the project specific objectives and how you plan to get there (activities and deliverables). Please also describe how partners will be involved.</i></p> <p><i>If applicable, please indicate whether any pilot investment is foreseen. Any pilot investment has to be linked to a pilot action of the work package:</i></p> <ul style="list-style-type: none"> <li>• <i>Smaller pilot investments ( <u>below EUR 15.000 total cost</u>) should be described within this work package.</i></li> <li>• <i>In case of pilot investments <u>exceeding EUR 15.000 total cost</u> a separate "Investment specification" has to be filled in and the link has to be described in this summary.</i></li> </ul>				
<p>WP T1 focuses on the needs of the many growing FUAs in CE for integrated approaches to low-carbon mobility planning and implementation of new low-carbon multimodal mobility offers. Greater resources and improved strategies are needed to ensure coherent, integrated low-carbon mobility systems in FUAs, i.e. urban cores and their hinterlands. Therefore, LOW-CARB PPs will develop in this WP T1 strategies, action plans and a tool for low-carbon mobility planning and implementation in FUAs. This includes strategies for improving integrated low-carbon mobility planning focusing on collaborative planning and coordinating alliances as well as integrated mobility &amp; spatial planning or open data based mobility planning. Each strategy will be a single report and all strategies will be compiled in a handbook on strategies for integrated low-carbon mobility planning in FUAs. In addition, strategies for introduction of novel low-carbon mobility services and technologies (sharing concepts for (electric) vehicles, integrated mobility information apps etc.) into PT PPs range of mobility offers in FUAs will be developed. All PPs - including associated PPs - will be involved in the development of strategies and final deliverables, e.g. joint specification of low-carbon impact of different mobility modes or reviewing functionalities of the monitoring tool for SUMP implementation in FUAs. Furthermore, PPs LVB, MDV, Leipzig, Brno, KOP and UNIN will develop action plans on integrated low carbon mobility implementation in their FUAs (focusing on complement PT offers, incl. joint financing and procurement plans). The LP LVB together with PPs MDV and Leipzig will develop an action plan for a pilot area Leipzig's hinterland, PP KOP will integrate its recently approved SUMP into the regional Master Plan for sustainable mobility and Brno's Action Plan will focus on the implementation of agreed SUMP measures for the FUA and their low-carbon impact assessment (based on the newly developed tool).</p>				

**Project outputs**

Please describe in more detail **the outputs of the project** that will be the outcome of the activities carried out in this work package. Explain which activities will be taken to achieve an output.

Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit).

In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
<b>Output O.T1.1</b>	Strategies for improving integrated low-carbon mobility planning for functional urban areas	PPs will jointly develop 3 strategies that will improve low-carbon mobility planning for FUAs. The strategies reflect major challenges & new trends in mobility planning and will include strategies: 1) for new institutional coordination/governance models for integrated planning, 2) for PT in SUMP & collaborative development of new innovative services (incl new ways of joint financing & procurement of low-carbon technologies in PT), 3) new ways of open-data based mobility planning in FUAs.	S.O.2.3 - Number of strategies and action plans developed and/or implemented for low-carbon mobility in functional urban areas	3,00	11.2020
<b>Output O.T1.2</b>	Action plans for implementation of integrated low-carbon PT services in functional urban areas	PPs LVB, MDV, LEI, Brno, KOP and SZKT - supported by all other (associated) PPs - will develop action plans for the implementation of integrated low-carbon PT services in their 4 FUAs. These action plans will improve accessibility & connectivity based on low-carbon PT services as backbone for new solutions like integrated shared bike modes complementing existing PT. The action plans will be based on LOW-CARB's strategies (O.T1.1) and include timeline, financing plans & responsibilities.	S.O.2.3 - Number of strategies and action plans developed and/or implemented for low-carbon mobility in functional urban areas	4,00	11.2020
<b>Output O.T1.3</b>	Tool for SUMP implementation monitoring and evaluation of low-carbon impact of mobility measures	The online tool will be based on joint criteria definition (by all PPs) for functionalities and low-carbon impact assessment indicators, and will be intensively tested by implementing Brno's action plan (O.T1.2). The tool comprises the following functionalities: data-based monitoring & reporting in terms of cost-benefit & impact assessment, participation with a feedback functionality for stakeholders/citizens and support for decision making on low-carbon mobility measures budgeting & financing.	S.O.2.3 - Number of tools and/or services developed and/or implemented for low-carbon mobility in functional urban areas	1,00	11.2020

<b>Target groups</b>	
Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> <li>• Local public authority</li> <li>• Regional public authority</li> <li>• National public authority</li> <li>• Sectoral agency</li> <li>• Infrastructure and (public) service provider</li> <li>• Interest groups including NGOs</li> <li>• Large enterprises</li> <li>• SME</li> <li>• International organisation, EEIG under national law</li> <li>• General public</li> </ul>
How will you involve those target groups (and other stakeholders) in the development of the outputs of this work package or the implementation of the investment?	The development of the strategies, actions plans and the tool for low carbon mobility planning in FUAs will be based on a collaborative working process, including the main stakeholder group of authorities (partly as associated PPs), to effectively address the mobility challenges and policy needs of the FUAs. The identified target groups will be involved in constituting regular stakeholder involvement events & organising dialogue events with a wider group of actors, e.g. companies, citizens.

<b>Sustainability and transferability of work package outputs (not applicable for investment specification)</b>	
<p><u>Sustainability (institutional, financial and political)</u> How will the work package outputs be further used by project partners once the project has ended? Please describe concrete measures (including e.g. institutional structures, financial resources, policy improvements etc.) taken during and after project implementation to ensure the sustainability of the project outputs. If relevant, please explain who will be responsible and/or the owner of the outputs.</p>	The strategies, action plans & the monitoring tool for low-carbon mobility planning in FUAs will be developed in cooperation with all main key stakeholders, incl. associated PPs, and will lead to policy improvement & new institutional cooperation for planning; either to be integrated into existing strategic development plans, e.g. SUMP/Climate Action Plans or as additional input for regional mobility planning policies in PPs FUAs. Action plans will include financing plans for their realisation.
<p><u>Transferability (linked to the WP Communication)</u> Which work package outputs will be transferred to which additional target audiences during project lifetime and beyond? Why are these outputs the most relevant ones to be transferred? Please describe the additional target audiences (e.g. other organisations/regions/countries outside of the current partnership) and ensure links to the strategy of the communication work package.</p>	Integrated low-carbon mobility planning for FUAs with their inter-dependencies & dispersed responsibilities is a major challenge for local/regional authorities & transport operators across Europe. Thus, LOW-CARB's strategies will be published in a handbook & as part of the WP C outputs lessons learnt brochure and fact sheets to raise awareness & increase knowledge on low-carbon mobility planning approaches. Finally, trainings & workshops will transfer the strategies to the main target groups.

Activity title	Start date	End date	Indicative budget
Activity A.T1.1 <b>Development of strategy on new institutional coordination for integrated mobility planning in FUAs</b>	06.2017	11.2020	64.142,73
<b>Deliverables for activity A.T1.1</b>			



<b>Deliverable D.T1.1.1</b>	<i>Deliverable title</i> Report on status and stakeholder analysis for integrated low-carbon mobility planning in FUAs	<i>Description of deliverable</i> Analysis of regulatory frameworks and stakeholder involvement in FUAs of Leipzig, Brno and Koprivnica. Based on the findings of the analysis, stakeholder involvement - in different contexts of PPs FUAs - will be planned and working groups established.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.1.2</b>	<i>Deliverable title</i> Report on stakeholder meetings and common strategy vision	<i>Description of deliverable</i> Summary of outcomes of at least 2 stakeholder meetings per involved FUAs (LEI, Brno, KOP) and documentation of common strategy vision development (per FUA and on transnational level) to enable stakeholders to work on common ground).	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.1.3</b>	<i>Deliverable title</i> Report on strategy on new institutional coordination for integrated mobility planning in FUAs	<i>Description of deliverable</i> Documentation of the outcomes of strategy development process incl. different options for institutional coordination/governance models (for different settings of FUAs) & recommendations for local/transnational uptake & policies (based also on D.T1.1.4).	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.1.4</b>	<i>Deliverable title</i> Report on strategy review and stakeholder feedback from consultation process	<i>Description of deliverable</i> Documentation of strategy review outcomes provided by all PPs, incl. associated PPs UIRS, VRS & WYTA, & feedback collected by relevant local/regional/national stakeholders (at least 10 per involved FUA) on strategy consultation process will be included.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T1.2</b>	<i>Activity title</i> <b>Development of strategies for PT in SUMP &amp; collaborative development of new innovative services</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>105.429,25</b>
<b>Deliverables for activity A.T1.2</b>				
<b>Deliverable D.T1.2.1</b>	<i>Deliverable title</i> Report on status, stakeholder and market analysis	<i>Description of deliverable</i> Report on analysis of status/role & regulatory framework for PT operators in SUMP (incl. joint financing/procurement), analysis of relevant stakeholders for multimodal mobility offers & market overview of innovative multimodal low-carbon PT services.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00

<b>Deliverable D.T1.2.2</b>	<i>Deliverable title</i> Report on PT role in SUMP and potential analysis for new multimodal/combined PT services	<i>Description of deliverable</i> Report on key role of PT in SUMP emphasising PT services as a strong point for the development of low-carbon mobility systems in FUA's; including low-carbon impact assessments of (new) PT services (potential for mode shift towards PT & CO2 reduction).	<i>Delivery month</i> 11.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.2.3</b>	<i>Deliverable title</i> Report on strategies for PT in SUMP & collaborative development of new innovative services	<i>Description of deliverable</i> Documentation of the outcomes of strategies' development process incl. recommendations for PT role in SUMP, for joint financing of services & procurement of novel low-carbon technologies & for uptake of new innovative low-carbon PT services in FUA's.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.2.4</b>	<i>Deliverable title</i> Report on strategies' review and stakeholder feedback from consultation process	<i>Description of deliverable</i> Documentation of strategies' review outcomes provided by all (associated) PPs & feedback collected by relevant local/regional stakeholders (at least 10 per involved FUA) & public feedback on potential new innovative PT services will be included.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T1.3</b>	<i>Activity title</i> <b>Report on new ways of open-data based mobility planning in FUA's</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>79.365,50</b>
<b>Deliverables for activity A.T1.3</b>				
<b>Deliverable D.T1.3.1</b>	<i>Deliverable title</i> Report on status and analysis of the potentials for open data based mobility planning in FUA's	<i>Description of deliverable</i> Analysis of current status of existing open data concepts (across Europe), need for stakeholder involvement and potentials for open data based mobility planning in the involved FUA's Leipzig and Szeged. This will be the basis for the strategy development.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.3.2</b>	<i>Deliverable title</i> Report on stakeholder meetings and common vision for open data strategy	<i>Description of deliverable</i> Summary of outcomes of at least 2 stakeholder meetings per involved FUA's and documentation of common strategy vision for open data based mobility planning (per FUA and on transnational level) to enable stakeholders to work on common ground.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00

<b>Deliverable D.T1.3.3</b>	<i>Deliverable title</i> Report on organisational analysis and strategy for open data based mobility planning in FUAs	<i>Description of deliverable</i> Analysis of organisational needs and changes to realise open data based mobility planning (incl. identification of risks and barriers for strategy implementation) & recommendations for open data policies & architectural design of a CE open data platform.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.3.4</b>	<i>Deliverable title</i> Report on strategy review and stakeholder feedback from consultation process	<i>Description of deliverable</i> Documentation of strategy review outcomes provided by all (associated) PPs & feedback collected by relevant local/regional stakeholders (at least 10 per involved FUA) & public feedback on new open data strategy for mobility planning will be included.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T1.4</b>	<i>Activity title</i> <b>Transnational review and compilation of transnational handbook on LOW-CARB's strategies</b>	<i>Start date</i> <b>12.2018</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>65.000,00</b>
<b>Deliverables for activity A.T1.4</b>				
<b>Deliverable D.T1.4.1</b>	<i>Deliverable title</i> Transnational peer review and feedback report	<i>Description of deliverable</i> Documentation of the outcomes of a transnational peer review process of strategies for integrated low-carbon mobility planning in FUAs, incl. online consultation & expert workshops. Recommendations for improvement will be integrated into strategy reports.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.4.2</b>	<i>Deliverable title</i> Transnational handbook on LOW-CARB's strategies for integrated low-carbon mobility planning	<i>Description of deliverable</i> This final transnational core deliverable will compile the reports on LOW-CARB's strategies for integrated low-carbon mobility planning into one handbook. The handbook is targeted to transport authorities/operators & will be provided in all CE languages.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 9,00
<b>Activity A.T1.5</b>	<i>Activity title</i> <b>Development of action plans for implementation of integrated low-carbon PT services in FUAs</b>	<i>Start date</i> <b>06.2018</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>165.747,20</b>
<b>Deliverables for activity A.T1.5</b>				

<b>Deliverable D.T1.5.1</b>	<i>Deliverable title</i> Report on pilot area selection and analysis of mobility related challenges for public transport	<i>Description of deliverable</i> Identification of pilot areas according to mobility related challenges for PT in FUAs of LEI, Brno, KOP & Szeged. Planning - based on LOW-CARB's strategies - of stakeholder involvement, low-carbon performance objectives, expected outcomes & goals.	<i>Delivery month</i> 11.2018	<i>Quantification/target</i> 4,00
<b>Deliverable D.T1.5.2</b>	<i>Deliverable title</i> Low-carbon mobility scenarios for pilot areas in functional urban areas	<i>Description of deliverable</i> Collection of relevant data about mobility patterns, transport infrastructure & PT services supply in pilot areas to develop low-carbon mobility scenarios for these pilot areas. PP SZKT will focus on companies as main target group of the action plan.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 4,00
<b>Deliverable D.T1.5.3</b>	<i>Deliverable title</i> Report on stakeholder dialogue and prioritisation of low-carbon mobility measures in pilot areas	<i>Description of deliverable</i> Report on stakeholder & citizens/companies involvement (at least 2 events per pilot area) to create common ground for integrated mobility planning & on feedback/prioritisation of presented scenarios & planned low-carbon mobility measures for pilot areas.	<i>Delivery month</i> 03.2020	<i>Quantification/target</i> 4,00
<b>Deliverable D.T1.5.4</b>	<i>Deliverable title</i> Action plans for integrated low-carbon PT services in pilot areas	<i>Description of deliverable</i> Definition of PT-based "packages" of low-carbon mobility measures, based on stakeholder feedback & internal assessment of economic/environmental impact. Action plans will include timeline, financing plans&responsibilities (basis for WP T3 pilot actions).	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 4,00
<b>Deliverable D.T1.5.5</b>	<i>Deliverable title</i> Guidelines for integrated low-carbon mobility planning in functional urban areas	<i>Description of deliverable</i> Based on LOW-CARB's strategies' development & lessons learnt from action plans' development, guidelines for integrated low-carbon mobility planning in FUAs, focusing on integrated PT services as pivotal element for low-carbon mobility, will be developed.	<i>Delivery month</i> 08.2020	<i>Quantification/target</i> 1,00

<b>Deliverable D.T1.5.6</b>	<i>Deliverable title</i> Recommendations for low-carbon mobility planning of companies in suburban areas	<i>Description of deliverable</i> Brochure with recommendations for low-carbon mobility planning for companies in outskirts of FUAs, incl. recommendations on how to reach & involve companies, e.g. incentives, personalised CO2 trip calculator, & best practices for integrated PT offers.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T1.6</b>	<i>Activity title</i> <b>Development &amp; testing of tool for SUMP implementation monitoring and evaluation of low-carbon impact</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>94.653,80</b>
<b>Deliverables for activity A.T1.6</b>				
<b>Deliverable D.T1.6.1</b>	<i>Deliverable title</i> Report on design of SUMP implementation monitoring tool	<i>Description of deliverable</i> Report on management/communication procedures, roles/responsibilities & main functionalities of the tool (incl. reporting formats & low-carbon impact assessment criteria). These design inputs will be jointly defined & agreed on by all (associated) PPs.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.6.2</b>	<i>Deliverable title</i> Report on implementation and testing of the monitoring tool	<i>Description of deliverable</i> Report on testing of the monitoring tool. Based on test scenarios, the tool's performance, usability etc. will be tested & monitoring results will be analysed. The implementation and testing will be based on "real" SUMP action plan measures of PP SMB.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.6.3</b>	<i>Deliverable title</i> Evaluation report of monitoring tool for SUMP implementation in functional urban areas	<i>Description of deliverable</i> Report on transnational peer review of the tool's performance (functionalities) & external validation of low-carbon impact assessment of mobility measures by all (associated) PPs & external experts, based on (trans)national expert workshops & webinars.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T1.6.4</b>	<i>Deliverable title</i> Guidance manual for monitoring tool for SUMP implementation in functional urban areas	<i>Description of deliverable</i> The guidance manual will include description of main functionalities, lessons learnt from testing and implementation phase & recommendations for transferability to other FUAs across CE program area. The manual will be translated into all CE languages & EN.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 9,00

**WP type: Thematic work package (maximum 4 work packages)**

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date (month)</b>	<b>WP end date (month)</b>	<b>WP budget</b>
T2	<b>Capacity building for integrated low-carbon mobility planning in functional urban areas</b>	06.2017	11.2020	238.353,10
<b>Partner</b>				
<i>WP responsible partner</i>	University North			
<i>Partner's involvement</i>				
1	Leipzig Transport Company (LVB), LP, LVB			
2	Central German Transport Association, PP, MDV			
3	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
5	City of Brno, PP, SMB			
6	City of Koprivnica, PP, KOP			
7	University North, PP, UNIN			
8	Electric Tramways Parma, PP, TEP			
9	Municipality of Skawina, PP, SKW			
	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
11	Szeged Transport Ltd., PP, SZKT			
12	Krakow Transport Authority, PP, ZTP			
<b>Summary</b>				
<p><i>Provide a well-written summary of what will be done in this work package. Please explain what you want to achieve (outputs), why those outputs are relevant for reaching the project specific objectives and how you plan to get there (activities and deliverables). Please also describe how partners will be involved. If applicable, please indicate whether any pilot investment is foreseen. Any pilot investment has to be linked to a pilot action of the work package:</i></p> <ul style="list-style-type: none"> <li>• <i>Smaller pilot investments ( below EUR 15.000 total cost) should be described within this work package.</i></li> <li>• <i>In case of pilot investments exceeding EUR 15.000 total cost a separate "Investment specification" has to be filled in and the link has to be described in this summary.</i></li> </ul>				
<p>Many CE cities and regions are new to integrated low-carbon mobility planning and practitioners in many places feel there is still a lack of knowledge and information, in particular about regional SUMP processes that prevent low-carbon mobility planning from being carried out effectively. Thus, practitioners as well as the policy level need guidance and capacity building resources such as knowledge repositories or training. In this thematic WP, LOW-CARB will develop new capacity building resources for integrated low-carbon mobility planning in FUA's incl. training sessions at (trans)national level, a "CE SUMP Competence Centre" as a main knowledge platform and a "Regional SUMP Self-Assessment" tool. These knowledge resources aim to increase knowledge among practitioners in CE and to further enhance the take up of LOW-CARB's strategies, tools and pilot actions in practice. The training sessions for stakeholders in charge of mobility planning in FUA's will be organised as direct and "train-the-trainers" events incl. good practice exchange on strategies for integrated planning, implementation of regional SUMP's and LOW-CARB's pilot actions. All PPs will provide national trainings in all CE countries (tailored to the national context; 18 trainings in total), and LP LVB will organise 4 transnational trainings. Furthermore, the LP LVB, supported by all PPs, will adapt the existing SUMP Self-Assessment tool concept, endorsed by EC, and develop it further to an innovative instrument tailored for regions to self-check the compliance of their regional SUMP processes with the approved EU SUMP Guidelines. The results will be highly valuable information to identify weaknesses and knowledge gaps and will thus facilitate specific learning on regional SUMP. PPs KOP and UNIN (with input by all (associated) PPs to national SUMP context) will develop a CE SUMP Competence Centre extending the existing Competence Centre for South-East Europe to the whole CE program area.</p>				

**Project outputs**

Please describe in more detail **the outputs of the project** that will be the outcome of the activities carried out in this work package. Explain which activities will be taken to achieve an output.

Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit).

In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
<b>Output O.T2.1</b>	Training on integrated low-carbon mobility planning and novel integrated PT offers for FUAs	LOW-CARB plans a series of trainings about the concept of regional SUMP for FUA and LOW-CARB's strategies and pilot actions targeted to relevant stakeholders involved in mobility planning processes (e.g. authorities, PT companies, professional planners). LP LVB supported by an external expert, PPs, associated partners and external trainers from the National Focal Points of the Endurance project plan 2 training sessions in each CE country in local languages and 4 transnational trainings.	S.O.2.2 / S.O.2.3 - Number of trainings implemented on low-carbon solutions	22,00	09.2020
<b>Output O.T2.2</b>	Regional SUMP Self-Assessment Tool	The regional SUMP Self-Assessment tool will enable regional authorities to assess their regional SUMP processes compliance. The tool will be developed as a web-based tool (in all CE program languages) of max. 100 rank, order and scaling questions, that considers different starting points & conditions. The tool will support authorities in understanding the strengths & weaknesses of their SUMP process during the development of the plan, once the plan is completed & during the implementation phase.	S.O.2.3 - Number of tools and/or services developed and/or implemented for low-carbon mobility in functional urban areas	1,00	09.2020
<b>Output O.T2.3</b>	Central Europe SUMP Competence Centre	Addressing the urgent need of having a platform for knowledge & expertise on regional SUMP processes in CE, the existing Southeast European SUMP Competence Centre (set up by PP6 KOP) will be further developed to a web-based platform for the whole CE program area with additional functionalities: guidance on national policies, best practise examples (incl. LOW-CARB's strategies & pilot actions), database of mobility experts, a knowledge and tool repository, and training offers & events on SUMP.	S.O.2.3 - Number of tools and/or services developed and/or implemented for low-carbon mobility in functional urban areas	1,00	10.2020

<b>Target groups</b>	
Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> <li>• Local public authority</li> <li>• Regional public authority</li> <li>• National public authority</li> <li>• Sectoral agency</li> <li>• Infrastructure and (public) service provider</li> <li>• Interest groups including NGOs</li> <li>• Higher education and research</li> <li>• Education/training centre and school</li> <li>• Large enterprises</li> <li>• SME</li> <li>• Business support organisation</li> <li>• International organisation, EEIG under national law</li> </ul>
How will you involve those target groups (and other stakeholders) in the development of the outputs of this work package or the implementation of the investment?	The listed target groups will be involved in consultation about the design and requirements for the extended services of the core deliverable CE SUMP Competence Centre and also on training needs. This consultation process and the results of the regional SUMP Self-Assessment Tool will provide a better understanding of required capacities at European & national level and the way LOW-CARB'S target groups can be addressed by follow up activities, i.e. customised trainings & knowledge repositories.

<b>Sustainability and transferability of work package outputs (not applicable for investment specification)</b>	
<p><u>Sustainability (institutional, financial and political)</u> How will the work package outputs be further used by project partners once the project has ended? Please describe concrete measures (including e.g. institutional structures, financial resources, policy improvements etc.) taken during and after project implementation to ensure the sustainability of the project outputs. If relevant, please explain who will be responsible and/or the owner of the outputs.</p>	For the sustainability of the core output, the CE SUMP Competence Centre, a concept (incl. business plan) will be developed ensuring that the knowledge portal will continue without funding. This will be organised in close cooperation & joint activities with national SUMP expert networks (e.g. ENDURANCE). The training concepts & materials will be offered to these networks to be continued as requested by target groups. The self-assessment tool will be available online and to use for free.
<p><u>Transferability (linked to the WP Communication)</u> Which work package outputs will be transferred to which additional target audiences during project lifetime and beyond? Why are these outputs the most relevant ones to be transferred? Please describe the additional target audiences (e.g. other organisations/regions/countries outside of the current partnership) and ensure links to the strategy of the communication work package.</p>	The LOW-CARB online knowledge repository CE SUMP Competence Centre will be a main channel for communication about LOW-CARB's project results, strongly linked to the communication tactics' raise awareness for integrated low-carbon mobility planning & increase knowledge of stakeholders about SUMP & novel low-carbon PT offers. The trainings are a suitable transferability enabler offering guidance how to implement and adjust LOW-CARB's strategies, tools (WP T1) & pilot actions (WP T3) to other FUAs.

Activity title	Start date	End date	Indicative budget
<b>Activity A.T2.1</b> Development & realisation of trainings on integrated low-carbon mobility planning & novel PT offers	06.2017	11.2020	103.856,37
<b>Deliverables for activity A.T2.1</b>			



<b>Deliverable D.T2.1.1</b>	<i>Deliverable title</i> Report on design, methodology (incl. train-the-trainer concept) and content of trainings	<i>Description of deliverable</i> Definition of training contents/formats (incl. train-the-trainer concept for multipliers for integrated low-carbon mobility planning) & timeline; based on review of existing training material & development of new material from project's strategies/pilots.	<i>Delivery month</i> 12.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.T2.1.2</b>	<i>Deliverable title</i> Report on trainings and evaluation of trainings	<i>Description of deliverable</i> Documentation of 22 trainings about the concept of regional SUMP & LOW-CARB's strategies & pilot actions; incl. feedback on additional indicators "numbers of trained persons" & "Percentage of stakeholders satisfied" & concept for uptake of trainings.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T2.2</b>	<i>Activity title</i> <b>Development of regional SUMP Self-Assessment Tool</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>57.354,43</b>
<b>Deliverables for activity A.T2.2</b>				
<b>Deliverable D.T2.2.1</b>	<i>Deliverable title</i> Report on design of regional SUMP Self-Assessment Tool	<i>Description of deliverable</i> Development of functionalities & questionnaire for self-assessment scheme (based on existing SUMP guidelines), focusing on aspects of integrated low-carbon mobility planning for FUAs. Input & questionnaire review by all (associated) PPs & other experts.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T2.2.2</b>	<i>Deliverable title</i> Test report on performance and usability of the regional SUMP Self-Assessment Tool	<i>Description of deliverable</i> Internal testing of the Self-Assessment Tool by (associated) PPs (based on their SUMP/mobility plans) & refinement of functionalities/questionnaire; different national context information & links to other SUMP resources will be added to the online tool.	<i>Delivery month</i> 12.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T2.2.3</b>	<i>Deliverable title</i> Evaluation report on regional SUMP Self-Assessment Tool	<i>Description of deliverable</i> Documentation of tool usage by externals, incl. online users & participants of targeted events/trainings (tool will be promoted through WP C activities) & their feedback on performance, usability & usefulness of assessment results for SUMP process in FUA.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T2.3</b>	<i>Activity title</i> <b>Development of Central Europe SUMP Competence Centre</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>77.142,30</b>
<b>Deliverables for activity A.T2.3</b>				

<b>Deliverable D.T2.3.1</b>	<i>Deliverable title</i> Report on design, requirements definition and development plan for CE SUMP Competence Centre	<i>Description of deliverable</i> Definition of (web-)design & functionalities of Competence Centre (CC) by PPs UNIN & KOP, supported by all (associated) PPs. Definition of new features, e.g. new language & content sections, mobile applications & development of an implementation plan.	<i>Delivery month</i> 02.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T2.3.2</b>	<i>Deliverable title</i> Implementation report on CE SUMP Competence Centre	<i>Description of deliverable</i> Report on relaunch of already existing SUMP CC for SEE & implementation of new functionalities & services to a CE interactive web-based knowledge platform, incl. new language sections, mobile applications & knowledge resources. CC will be promoted at EMW.	<i>Delivery month</i> 10.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T2.3.3</b>	<i>Deliverable title</i> Report on evaluation and sustainability strategy of CE SUMP Competence Centre	<i>Description of deliverable</i> Evaluation report, incl. direct expert feedback & analysis of web traffic for optimising web usage & content on CC; based on this, PPs UNIN & KOP will develop a sustainability strategy (incl. business plan) to maintain the CC beyond project runtime in CE.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00

**WP type: Thematic work package (maximum 4 work packages)**

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date (month)</b>	<b>WP end date (month)</b>	<b>WP budget</b>
<b>T3</b>	<b>Pilot actions for low carbon mobility in functional urban areas</b>	<b>06.2017</b>	<b>11.2020</b>	<b>753.782,71</b>
<b>Partner</b>				
<i>WP responsible partner</i>	Leipzig Transport Company (LVB)			
<i>Partner's involvement</i>				
1	Leipzig Transport Company (LVB), LP, LVB			
2	Central German Transport Association, PP, MDV			
3	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
5	City of Brno, PP, SMB			
6	City of Koprivnica, PP, KOP			
7	University North, PP, UNIN			
8	Electric Tramways Parma, PP, TEP			
9	Municipality of Skawina, PP, SKW			
	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
11	Szeged Transport Ltd., PP, SZKT			
12	Krakow Transport Authority, PP, ZTP			
<b>Summary</b>				
<p><i>Provide a well-written summary of what will be done in this work package. Please explain what you want to achieve (outputs), why those outputs are relevant for reaching the project specific objectives and how you plan to get there (activities and deliverables). Please also describe how partners will be involved. If applicable, please indicate whether any pilot investment is foreseen. Any pilot investment has to be linked to a pilot action of the work package:</i></p> <ul style="list-style-type: none"> <li>• <i>Smaller pilot investments ( below EUR 15.000 total cost) should be described within this work package.</i></li> <li>• <i>In case of pilot investments exceeding EUR 15.000 total cost a separate "Investment specification" has to be filled in and the link has to be described in this summary.</i></li> </ul>				
<p>LOW-CARB will implement and test new low-carbon multimodal PT services &amp; novel low-carbon PT technologies to contribute to achieving the overall objective of seamless low-carbon mobility systems in FUAs. LOW-CARB will showcase that even though novel PT technologies, e.g. new electric vehicles and charging infrastructure are still costly; investment in PT is more efficient in terms of economic and environmental impact, as an integrated PT service is the only superior alternative to individual private car use able to fulfil the lion's share of trips/commuting by using a minimum of space in FUAs. Furthermore, introducing new multimodal PT services - making low-carbon mobility more attractive - is one of the key elements in developing low-carbon mobility systems for FUAs, e.g. through combining cycling &amp; PT. Thematic areas for LOW-CARB pilots are: 1) pilot implementation of multimodal mobility information systems (integrated mobility platform for FUA Leipzig, applications for open data based mobility planning in FUA Szeged); 2) pilot implementation of innovative multimodal PT services for low-carbon mobility (combined PT &amp; e-bike sharing service in FUA Krakow; smart multimodal electric mobility station in FUA KOP; both pilots will need an investment in low-carbon vehicles and (charging) infrastructure, see WPs I1-2) and 3) pilot application of novel low-carbon PT service (call-a-"clean"-bus service as feeder line to a regional PT system for FUA SKW). LOW-CARB's pilots will be based on strategies &amp; action plans developed in WP T1 which will ensure sustainability of pilots and will be transferred through capacity building in WP T2. The implementation of LOW-CARB's pilot action will be facilitated by a transnational peer review process by (associated) PPs and external experts which will include on-site visits at each pilot &amp; 1 transnational expert workshop on pilot actions. Local launch events and stakeholder/citizens involvement will be part of WP C activities.</p>				

**Project outputs**  
Please describe in more detail **the outputs of the project** that will be the outcome of the activities carried out in this work package. Explain which activities will be taken to achieve an output.  
Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit).  
In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
Output O.T3.1	Pilot implementation of multimodal mobility information systems and applications	Pilot implementation of multimodal mobility information systems: 1. Further development & extension of integrated mobility platform for FUA of Leipzig incl. integration of new sharing concepts, integrated ticketing & payment services, dynamic passenger information for optimised multimodal low-carbon trip options. 2. Development & testing of 2 applications for open data based mobility planning in Szeged: 1) WiFi based passenger counting system for PT services & 2) personalised CO2 trip calculator	S.O.2.3 - Number of pilot actions implemented for low-carbon mobility in functional urban areas	2,00	11.2020
Output O.T3.2	Pilot implementation of innovative multimodal PT services for low-carbon mobility	Pilot implementation of innovative multimodal PT services: 1. Planning & implementation of a combined PT & e-bike sharing service in FUA Krakow; 3 pilot stations and 43 bikes (WP I1) shall link existing PT services & regional trains to a seamless low-carbon PT offer, 2. Planning & implementation of a smart multimodal electric mobility station in FUA KOP for charging of electric buses & bikes, which is powered by PV installations on bus stop roof (WP I2).	S.O.2.3 - Number of pilot actions implemented for low-carbon mobility in functional urban areas	2,00	11.2020
Output O.T3.3	Pilot application of novel low-carbon PT service	Pilot application of novel low-carbon PT service 'call-a-"clean"-bus' as feeder line to a regional PT system for the "hinterland" Skawina connecting with the main urban area of City of Krakow, connecting PT services to a seamless PT offer in the FUA. The pilot will include demand analysis, route modelling and testing of a clean bus (most probably electric midi bus) for 12 months. The bus will be equipped with sensors for performance & environmental impact (e.g. air quality) monitoring.	S.O.2.3 - Number of pilot actions implemented for low-carbon mobility in functional urban areas	1,00	11.2020
Output O.T3.4	Action plan for implementation of multipurpose charging infrastructure for multimodal PT e-services	Development of action plan for implementation of multipurpose charging infrastructure for multimodal PT e-services in Parma's FUA. Based on the plan to introduce new electric bus lines in Parma's FUA, PP TEP – supported by associated PP City of Parma - will analyse the potential for the multipurpose use of charging infrastructure for electric vehicles, allowing for seamless multimodal local zero-emission mobility in Parma. The existing trolleybus network will be a key asset for this plan.	S.O.2.3 - Number of strategies and action plans developed and/or implemented for low-carbon mobility in functional urban areas	1,00	11.2020

<b>Target groups</b>	
Who will use the outputs of this work package or the investment?	<ul style="list-style-type: none"> <li>• Local public authority</li> <li>• Regional public authority</li> <li>• National public authority</li> <li>• Infrastructure and (public) service provider</li> <li>• Interest groups including NGOs</li> <li>• Large enterprises</li> <li>• SME</li> <li>• International organisation, EEIG under national law</li> <li>• General public</li> </ul>
How will you involve those target groups (and other stakeholders) in the development of the outputs of this work package or the implementation of the investment?	Local/regional public authorities as well as the general public will be involved in the realisation of all pilot actions/investments, incl. stakeholder workshops & citizens' participation. Infrastructure & service providers (e.g. energy suppliers) and SMEs & large enterprises will be key stakeholders to realise the pilots, e.g. to provide novel low-carbon technologies. Experts of interest groups & relevant international organisations will be involved through peer reviews & targeted events.

<b>Sustainability and transferability of work package outputs (not applicable for investment specification)</b>	
<p><u>Sustainability (institutional, financial and political)</u> How will the work package outputs be further used by project partners once the project has ended? Please describe concrete measures (including e.g. institutional structures, financial resources, policy improvements etc.) taken during and after project implementation to ensure the sustainability of the project outputs. If relevant, please explain who will be responsible and/or the owner of the outputs.</p>	The pilot implementation of low-carbon mobility services in FUAs Salzburg, Koprivnica (linked to WPs T1&2) & Skawina are part of the SUMP strategies and in case of successful implementation & testing, authorities will provide financial resources to extend these pilots in the FUAs. The integrated mobility platform & devices for open data based mobility planning in Leipzig and Szeged are part of a wider digitalisation strategy towards a smart city & will be based on improved policies (WP T1).
<p><u>Transferability (linked to the WP Communication)</u> Which work package outputs will be transferred to which additional target audiences during project lifetime and beyond? Why are these outputs the most relevant ones to be transferred? Please describe the additional target audiences (e.g. other organisations/regions/countries outside of the current partnership) and ensure links to the strategy of the communication work package.</p>	All pilot actions will be based on publicly available concepts and open/approved technology standards to ensure their applicability & replicability in FUAs beyond the PPs. Pilots will be prepared as good practice cases for LOW-CARB's publications (WP C), the CE Competence Centre (WP T2) & also published on EU platforms CIVITAS & ELTIS. The Open Call for follower cities/regions (WP C) will offer support, opportunities for knowledge exchange & site visits for uptake of similar pilots across CE.

Activity A.T3.1	Activity title <b>Implementation of pilot action 1: multimodal mobility platform for FUA of Leipzig</b>	Start date <b>06.2017</b>	End date <b>11.2020</b>	Indicative budget <b>146.432,10</b>
<b>Deliverables for activity A.T3.1</b>				
<b>Deliverable D.T3.1.1</b>	Deliverable title Report on pilot action 1 preparation phase	Description of deliverable Documentation of the preparation phase of pilot action by PPs MDV, LVB and LEI, including technical requirements, basic concept for new pilot functionalities of platform, report on stakeholder involvement and definition of testing & evaluation concept.	Delivery month 11.2017	Quantification/target 1,00

<b>Deliverable D.T3.1.2</b>	<i>Deliverable title</i> Report on pilot action 1 implementation phase	<i>Description of deliverable</i> Documentation of the implementation phase of pilot action, incl. documentation of proof of pilot functionalities demonstration/tests, peer review by external experts, first pilot user feedback & recommendations for improvement and public launch event.	<i>Delivery month</i> 12.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.1.3</b>	<i>Deliverable title</i> Evaluation report on pilot action 1	<i>Description of deliverable</i> Report on main evaluation findings of 12 months demo phase, incl. key performance indicators (KPIs) "CO2 emissions reduction" & "potential for modal shift" towards low-carbon mobility in Leipzig's FUA & assessment of pilot transferability & replicability.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T3.2</b>	<i>Activity title</i> <b>Implementation of pilot action 2: applications for open data based planning in FUA of Szeged</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>140.878,20</b>
<b>Deliverables for activity A.T3.2</b>				
<b>Deliverable D.T3.2.1</b>	<i>Deliverable title</i> Preparatory technical analysis for WiFi based dynamic real passenger counting & CO2 calculator app	<i>Description of deliverable</i> Documentation of the preparation phase of pilot applications by PP SZKT, incl. technical requirements for open data collection with WiFi routers on trolleybuses and trams, basic concept and for data clearing and definition of testing & evaluation concept.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.2.2</b>	<i>Deliverable title</i> Documentation and validation of WiFi based dynamic real passenger counting application	<i>Description of deliverable</i> Report on installation of WiFi based dynamic real passenger counting application, interface design for transferring data to open data platform, testing efficiency and accuracy of the application in use case scenarios & validation on the full grid/network.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.2.3</b>	<i>Deliverable title</i> Documentation and validation of CO2 trip calculator application	<i>Description of deliverable</i> Documentation of CO2 trip calculator application development based on open data from passenger counting system & other data sources provided through Szeged's "Green Mobility" portal; documentation of "Hackathon" for "app" development linked to (D.C.4.5).	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00

<b>Deliverable D.T3.2.4</b>	<i>Deliverable title</i> Report on pilot action 2: applications for open data based planning in FUA of Szeged	<i>Description of deliverable</i> Report on technical details & main findings of the pilot applications usefulness for open data based mobility management (based on a 12 months period of data collection & usage of CO2 calculator); incl. potential analysis for planning new PT services.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T3.3</b>	<i>Activity title</i> <b>Implementation of pilot action 3: combined PT &amp; e-bike sharing service in Krakow's FUA</b>	<i>Start date</i> <b>12.2018</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>57.594,23</b>
<b>Deliverables for activity A.T3.3</b>				
<b>Deliverable D.T3.3.1</b>	<i>Deliverable title</i> Report on pilot action 3 preparation phase	<i>Description of deliverable</i> Documentation of the preparation phase of pilot action by ZTP, incl. concept of combined PT service, design of bikes/stations, stakeholder/citizens participation and identification of location for 7 bike sharing stations in Krakow's FUA.	<i>Delivery month</i> 11.2019	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.3.2</b>	<i>Deliverable title</i> Report on pilot action 3 implementation phase	<i>Description of deliverable</i> Documentation of the implementation phase of pilot action; incl. planning permission, tender & procurement processes and investment implementation (incl. public launch event, see related WP I1 and D.C.4.4).	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.3.3</b>	<i>Deliverable title</i> Evaluation report on pilot action 3	<i>Description of deliverable</i> Report on main evaluation findings of demonstration phase, incl. KPIs "CO2 emissions reduction" & "potential for modal shift" towards low-carbon mobility in Krakow's FUA & assessment of pilot transferability & replicability by PPs.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T3.4</b>	<i>Activity title</i> <b>Implementation of pilot action 4: smart multimodal electric mobility station in Koprivnica's FUA</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>41.299,40</b>
<b>Deliverables for activity A.T3.4</b>				

<b>Deliverable D.T3.4.1</b>	<i>Deliverable title</i> Report on pilot action 4 preparation phase	<i>Description of deliverable</i> Documentation of the preparation phase of pilot action by PP KOP, incl. concept of smart multimodal mobility station for FUA, potential analysis for RES charging power, design of station, stakeholder/citizens participation for service specifications.	<i>Delivery month</i> 02.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.4.2</b>	<i>Deliverable title</i> Report on pilot action 4 implementation phase	<i>Description of deliverable</i> Documentation of the implementation phase of pilot action by PP KOP; incl. planning permission, tender & procurement processes and investment implementation (incl. construction & connection to the grid works & public launch event, see related WP I2).	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.4.3</b>	<i>Deliverable title</i> Evaluation report on pilot action 4	<i>Description of deliverable</i> Report on main evaluation findings of about 12 months demonstration phase, incl. KPIs "CO2 emissions reduction" & "potential for modal shift" towards low-carbon mobility in Koprivnica's FUA & assessment of pilot transferability & replicability by PPs.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T3.5</b>	<i>Activity title</i> <b>Implementation of pilot action 5: call-a-clean-bus service to connect Skawina to FUA's regional PT</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>204.254,15</b>
<b>Deliverables for activity A.T3.5</b>				
<b>Deliverable D.T3.5.1</b>	<i>Deliverable title</i> Report on pilot action 5 preparation phase	<i>Description of deliverable</i> Documentation of the preparation phase of pilot action by PP SKW, incl. concept of new PT service (operational/technical/in frastructure conditions), site visits to (associated) PPs MDV & VRS, demand analysis, stakeholder participation & citizens survey.	<i>Delivery month</i> 11.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.5.2</b>	<i>Deliverable title</i> Report on pilot action 5 implementation phase	<i>Description of deliverable</i> Documentation of the implementation phase of pilot action by PP SKW; incl. tender & procurement processes for clean bus test service package (for 12 months), training of authority employees for service implementation and local campaign for new PT service.	<i>Delivery month</i> 06.2020	<i>Quantification/target</i> 1,00



<b>Deliverable D.T3.5.3</b>	<i>Deliverable title</i> Evaluation report on pilot action 5	<i>Description of deliverable</i> Report on main evaluation findings of about 12 months service demo phase, incl. KPIs "CO2 emissions reduction" & "potential for modal shift" towards low-carbon mobility in Skawina's FUA & assessment of pilot transferability & replicability by PPs.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T3.6</b>	<i>Activity title</i> <b>Development of action plan for multipurpose charging infrastructure for multimodal PT e-services</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>09.2020</b>	<i>Indicative budget</i> <b>74.744,00</b>
<b>Deliverables for activity A.T3.6</b>				
<b>Deliverable D.T3.6.1</b>	<i>Deliverable title</i> Report on preparatory activities for development of action plan	<i>Description of deliverable</i> Documentation of stakeholder & PPs involvement & citizens' participation for potential analysis of e-mobility services in Parma's FUA (incl. SWOT analysis), analysis of energy market regulations & market research for multipurpose charging infrastructure.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.T3.6.2</b>	<i>Deliverable title</i> Action plan for multipurpose charging infrastructure for multimodal PT e-services in Parma's FUA	<i>Description of deliverable</i> Action plan incl. vision, strategies & aims, concrete (prioritised) measures for implementation & potential analysis of low-carbon impact for FUA. Before end of project, the plan shall be integrated into existing SUMP - based on city council decision.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 1,00
<b>Activity A.T3.7</b>	<i>Activity title</i> <b>Transnational review and compilation of transnational handbook on LOW-CARB's pilots</b>	<i>Start date</i> <b>11.2018</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>88.580,63</b>
<b>Deliverables for activity A.T3.7</b>				
<b>Deliverable D.T3.7.1</b>	<i>Deliverable title</i> Transnational peer review and transferability report	<i>Description of deliverable</i> Documentation of the outcomes of a transnational peer review process of pilots and Parma's AP for novel low-carbon mobility offers in FUAs, incl. expert workshops & site visits. Recommendations for transferability & PT support policies will be included.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00

<b>Deliverable D.T3.7.2</b>	<i>Deliverable title</i> Transnational handbook on LOW-CARB's pilots for low carbon mobility in functional urban areas	<i>Description of deliverable</i> This final transnational core deliverable will compile the reports on LOW-CARB's pilot actions & AP for novel low-carbon mobility offers into one handbook. The handbook is targeted to transport authorities/operators & will be provided in all CE languages.	<i>Delivery month</i> 11.2020	<i>Quantification/target</i> 1,00
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**Investment specification (to be completed for each investment exceeding EUR 15.000 total costs)**

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date (month)</b>	<b>WP end date (month)</b>	<b>WP budget</b>
I1	<b>Pilot investment for an e-bike sharing system</b>	12.2018	11.2020	158.670,00
<b>Partner</b>				
<i>WP responsible partner</i>	Krakow Transport Authority			
<i>Partner's involvement</i>				
	Leipzig Transport Company (LVB), LP, LVB			
	Central German Transport Association, PP, MDV			
	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
	City of Brno, PP, SMB			
	City of Koprivnica, PP, KOP			
	University North, PP, UNIN			
	Electric Tramways Parma, PP, TEP			
	Municipality of Skawina, PP, SKW			
	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
	Szeged Transport Ltd., PP, SZKT			
12	Krakow Transport Authority, PP, ZTP			

**Technical description of the investment**

*Please describe the foreseen investment and specify its technical characteristics.*

*Indicate the thematic work package and pilot action to which the investment is linked.*

*Provide also a quantification and break down of costs related to the investment.*

ZTP on behalf of the City of Krakow, is planning to invest in a ebike-sharing scheme as a new low-carbon mobility service linking the existing PT services with trams and buses to a seamless low-carbon PT offer, with the aim of Increasing the modal share of sustainable modes. The City recognized some gaps in bike-sharing accessibility in the suburbs between FUA and hinterland, which should be filled to increase functionality and attractiveness of the local bikesharing system. Due to the distances and hilly area, e-bike scheme is optimal. Another gap is a cargo bike sharing subsystem dedicated for access restriction inner city areas, which are closed for deliveries during the day. In LOW-CARB, ZTP wants to analyze and transfer knowledge on how to make the public bike-sharing systems an ideal complement to existing PT within the functional urban area (FUA). In the pilot action, 1 new multi-modal station will be developed and tested in a site located in the FUA of Krakow, as well as 2 cargo stations dedicated for deliveries mostly starting in FUA of Krakow with destination in the city centre closed for the traffic. The pilot action will comprise a concept, incl. implementation timeline, and a business plan for sustainable operation, incl. a detailed scheme planning and technical requirements, the public procurement process, construction of the stations, implementation of IT infrastructure, bike purchase, a public campaign and a monitoring & evaluation phase. Breakdown of cost: cost for e-bikes (43 e-bikes, each 3.661€; 5 e-cargo bikes, each 5.136 €, racks 2.800 €); cost for stations (1x totem 2.800-€ per bike station and per e-cargo station incl. IT/radio technology, electrical connection, traffic signs and city map and PT network as well as floor anchorage) and fence, app integration (10.500€ for both e-bike and e-cargo sharing stations service).

<p><b>Justification</b>  <i>Pilot investments must have a demonstrating/model or pilot character and show a clear transnational effect being jointly strived for and evaluated by the partnership.</i></p> <p>Please therefore explain</p> <ul style="list-style-type: none"> <li>• how the investment will contribute to achieving the project objectives and results</li> <li>• the transnational relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders</li> <li>• who is benefiting (e.g. partners, regions, end-users etc.) from the investment and in which way</li> </ul>	
<p>The ZTP &amp; the associated PP City of Krakow have as mobility objectives to reduce the CO2 emissions and to increase the modal share of PT &amp; non-motorized transport. The additional services linked to PT that encourage seamless mobility is one of the most successful strategies to develop low-carbon &amp; energy-efficient PT services. The integration of PT services with non-motorized mobility is becoming more and more mainstream in EU and international. The City of Krakow's pilot investment will be built on tested international best practices and the sound testing and evaluation phase will enable ZTP to transfer the newly gained knowledge to cities of similar contexts from CE and beyond. Through this pilot action, ZTP will gain important insights and transnational expertise around public e-bike sharing systems, which will be the basis for potential future expansion of the system to create a region-wide public bike-sharing system integrated in the PT system, based on low-carbon mobility principles. The pilot in Krakow will be realised with the involvement of all PPs exchanging on activities like requirements specifications and CBA, which will provide a validated business use case of the pilot action &amp; will contribute to further take up in the CE area. The aim of Krakow is to add the new bike-sharing scheme in the database of innovative low-carbon mobility best practices in Europe. The investment is connected to the activities in WP T3 Pilot actions for low carbon mobility in FUA's.</p>	
<p><b>Location of the investment</b></p>	
<p><b>Location</b>  Please indicate the location of investment at NUTS level and provide a short explanation</p>	<p>Nuts0: PL, POLAND  Nuts1: PL2, Region Południowy  Nuts2: PL21, Małopolskie  Nuts3: PL213, Miasto Kraków</p>
<p>The investment is planned to be located in the FUA City of Krakow. An analysis of the best locations to extend the bike-sharing system outside the city centre to cover the FUA is part of the pilot action, however draft places were chosen against the criteria of the LOW-CARB goals related to reduce CO2 emissions and provide low-carbon services in on FUA level. A network extension potential analysis will be undertaken and the best locations for running the pilot action will be chosen. All multi-modal stations will be linked to the existing network of PT tram and bus stations that are managed by ZTP.</p>	
<p><b>Risks associated with the investment</b>  Please describe any potential risks associated with the investment, go/no-go decisions, etc.  Please also indicate if the investment might have any potential negative effects on the environment. If yes, please specific which mitigation measures are foreseen.</p>	
<p>ZTP is planning to heavily invest into the transition to innovative low-carbon mobility offers and services to ensure the infrastructure and service backbone towards the development of a smart city and region. A risk analysis will be included in the potential analysis for the network extension in the outskirts of Krakow's FUA where the multi-modal stations (the pilot one included) will be placed. In addition, the system is based on the principles of low-cost maintenance, flexible layouting and user-friendliness, thus allowing for future changes and adaptation of the network. Thus, any risk of the pilot action will be addressed in the monitoring &amp; evaluation phase of the investment.</p>	
<p><b>Investment preparation</b>  If applicable, please specify the technical requirements and permissions (e.g. feasibility study, building permits) necessary for the realisation of the investment according to the respective national legislation. Please indicate if they are already available or their expected time of availability.</p>	
<p>The realisation of the investment implies: concept, design, and all the necessary building permits (location and construction permits). All necessary documents will be developed by ZTP. The concept will comprise detailed technical requirements for the multi-modal station, types of bikes and the renting system, as well as an implementation timeline. The pilot action will comprise a concept, incl. implementation timeline, and the development of a business case for sustainable operation, incl. a detailed scheme planning and technical requirements, the public procurement process, construction of the stations, implementation of IT infrastructure, bike purchase, a public campaign and a monitoring &amp; evaluation phase.</p>	
<p><b>Ownership and durability</b>  Who owns the site where the investment is located? Who will retain ownership of the investment after the end of the project? How will the investment be further used after the project end? Who will take care of maintenance of the investment? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and after project implementation to ensure the durability of the investment.</p>	
<p>The sites where the 3 multi-modal bike sharing stations (incl. 2 cargo-e-bike stations) will be located are on the premises of the City of Krakow. After the service period (3- 5 years, tbc) bicycles will be transferred to the city. As 4th generation bicycles are planned there is only few infrastructure planned at a station (totem and bicycle racks) with low cost implementation. To ensure sustainability, it is planned that the network of multi-modal hub stations will be extended or adapted following the demand, due to the flexibility of the stations' layout.</p>	

**Project outputs**

Please describe **the outputs of the project** that will be the outcome of the activities carried out in this work package. Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit). In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
<b>Output O.I1.1</b>	Multimodal public transport pilot: e-bike sharing system	As part of WP T3, PP ZTP will introduce a multimodal pilot for a combined PT and e-bike sharing offer in Krakow's FUA. The pilot will include 3 public bike sharing stations - incl. 2 stations for e-cargo bikes - and 43 bikes. These will be introduced as a new complement of mobility service (to an existing bike sharing system and with connection to PT) in Krakow's FUA. This shall increase the modal share of low-carbon mobility modes.	S.O.2.3 - Investment	1,00	11.2018

<b>Activity A.I1.1</b>	<i>Activity title</i> <b>Investment implementation</b>	<i>Start date</i> <b>12.2018</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>158.670,00</b>
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**Investment specification (to be completed for each investment exceeding EUR 15.000 total costs)**

<b>WP Nr</b>	<b>WP title</b>	<b>WP start date (month)</b>	<b>WP end date (month)</b>	<b>WP budget</b>
12	<b>Pilot investment for a smart multimodal electric mobility station with PV installation</b>	06.2018	11.2020	85.800,00
<b>Partner</b>				
<i>WP responsible partner</i>	City of Koprivnica			
<i>Partner's involvement</i>				
	Leipzig Transport Company (LVB), LP, LVB			
	Central German Transport Association, PP, MDV			
	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
	City of Brno, PP, SMB			
6	City of Koprivnica, PP, KOP			
	University North, PP, UNIN			
	Electric Tramways Parma, PP, TEP			
	Municipality of Skawina, PP, SKW			
	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
	Szeged Transport Ltd., PP, SZKT			
	Krakow Transport Authority, PP, ZTP			
<b>Technical description of the investment</b>				
<p><i>Please describe the foreseen investment and specify its technical characteristics. Indicate the thematic work package and pilot action to which the investment is linked. Provide also a quantification and break down of costs related to the investment.</i></p>				
<p>PP KOP will invest into an innovative "smart multimodal mobility station" which is powered by renewable energy through PV installations. The multimodal "smart station" will become a flagship pilot to serve the University campus, and it will be built on the principles of energy efficiency and use of alternative energy sources. Furthermore, vehicle to grid technology enabling bilateral energy flows between electric grid and electric vehicles will be realised making the multimodal station a "smart" one. The smart station will be based on a PV system incl. urban furniture to accommodate the PV station as the central part of the station and comprise an e-bike terminal for 5 e-bikes and information point for passenger travel time, charging status and saved CO2 emissions information etc. and battery system to store PV energy (planned for 16 individual batteries, 220 Ah, 48 V, with a changeover system to "normal" electricity grid in case of insufficient electrical power supply from PV station connected to the charging station with 2 AC chargers with a maximum power of 3,7 kW for e-bikes and e-buses). The investment will include construction works for assembling the PV, battery and charging station as well as the e-kiosk to a "smart multimodal mobility station" and works for connections to power supply from both PV and "normal" grid. The total cost of the investment is estimated at 53.200,00 €, which is including the equipment cost for 33.200,00 € and 20.000,00 € for the necessary works. The initial goal of the station was that the buses consume around 15-20 % of (renewable) energy purely from the batteries stored and produced at the station. But, due to the COVID crisis, the bus operations in Koprivnica are reduced, also for the near future. Because of the limited operation, the usage of the buses is limited and in order to reach that goal of 15 - 20% less equipment is needed, i.e. a smaller battery pack and a smaller PV system.</p>				

<p><b>Justification</b>  <i>Pilot investments must have a demonstrating/model or pilot character and show a clear transnational effect being jointly strived for and evaluated by the partnership.</i></p> <p>Please therefore explain</p> <ul style="list-style-type: none"> <li>• <i>how the investment will contribute to achieving the project objectives and results</i></li> <li>• <i>the transnational relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders</i></li> <li>• <i>who is benefiting (e.g. partners, regions, end-users etc.) from the investment and in which way</i></li> </ul>	
<p>The combination of public e-bikes, e-buses and use of renewable energy is one of the most promising strategies to develop low-carbon and energy efficient PT services. This type of integrated service will show communities of similar size like Koprivnica how to integrate e-mobility with renewable energy sources in PT. Also, it will show how to include e-bikes in the PT system of small and medium-sized cities. The station model will be presented in the new study programme on SUMP of PP UNIN, via the SUMP Competence Centre for CE and LOW-CARB's final printed materials (e.g. lessons learned brochure), in order to promote this innovative low-carbon PT service solution beyond the partnership. The PP UNIN will play an important role in the "smart station" concept &amp; design phase by participating in its development together with the design expert and PPs, launching a contest for best design of LOW-CARB's "smart mobility station" (during EMW). Expected findings that will arise from this endeavor are the following: finding out the optimal combination of PT service and the usage of renewable energy, analysis of the return of investment, the option of making such a station financially self-sustainable by feeding the "surplus" energy back into the grid and through the opportunity to replicate the smart station model in the wider region around Koprivnica. The investment is connected to the activities in WP T3 "Pilot actions for low carbon mobility in functional urban areas".</p>	
<p><b>Location of the investment</b></p>	
<p><b>Location</b>  <i>Please indicate the location of investment at NUTS level and provide a short explanation</i></p>	<p>Nuts0: HR, CROATIA  Nuts1: HR0, Hrvatska  Nuts2: HR04, Kontinentalna Hrvatska  Nuts3: HR045, Koprivničko-križevačka županija</p>
<p>The investment will be located in the city of Koprivnica, a city of 30,854 inhabitants in North-West Croatia, on the premises of the newly-founded University North in Koprivnica. The investment will be part of a major pilot project including a complete reconstruction of former Croatian army barracks into a zero CO2 emissions site with an integrated sustainable mobility system. The city is cooperating closely with the PP UNIN as regards this development. These experiences in sustainable urban mobility and integrated land use and mobility planning efforts will become a LOW-CARB best practice prepared by PP KOP.</p>	
<p><b>Risks associated with the investment</b>  <i>Please describe any potential risks associated with the investment, go/no-go decisions, etc.  Please also indicate if the investment might have any potential negative effects on the environment. If yes, please specific which mitigation measures are foreseen.</i></p>	
<p>This investment is part of the SUMP action plan for the city of Koprivnica in relation to multimodality in PT service of the city &amp; its hinterland. A potential risk regarding this investment is the possibility of changing the actual PT system of the City of Koprivnica that is currently consisting of electric buses, adding more conventional diesel buses to PT service. The main mitigation measure would be to use the charging infrastructure for e-cars as part of the recently launched car sharing system in Koprivnica which also includes e-cars. The car sharing system is used by the city administration, with the intention of expanding the system to private companies too. Event though, the opening of the car-sharing scheme to private users and companies is also a low-carbon mobility measure planned in the SUMP, the further development of a clean low-carbon PT system is number one priority for PP KOP &amp; this innovative smart multimodal mobility station will strengthen the PT system of PP KOP.</p>	
<p><b>Investment preparation</b>  <i>If applicable, please specify the technical requirements and permissions (e.g. feasibility study, building permits) necessary for the realisation of the investment according to the respective national legislation. Please indicate if they are already available or their expected time of availability.</i></p>	
<p>The realisation of the investment implies: concept, design, feasibility study, electrical technical study and all the necessary building permits (location and construction permits). All necessary documents will be developed in house by PP KOP.</p>	
<p><b>Ownership and durability</b>  <i>Who owns the site where the investment is located? Who will retain ownership of the investment after the end of the project? How will the investment be further used after the project end? Who will take care of maintenance of the investment? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and after project implementation to ensure the durability of the investment.</i></p>	
<p>The smart station will be built on the premises of the City of Koprivnica's University Campus. The Campus is fully owned by the City of Koprivnica. After the project is implemented, the City of Koprivnica will remain the owner of the investment and will use it in normal service conditions, undertaking also the monitoring and maintenance activities. To ensure sustainability, it is planned that the smart station will be made available for private e-car owners in the future and by this even enlarge the concept of the smart multimodal station.</p>	

**Project outputs**  
Please describe **the outputs of the project** that will be the outcome of the activities carried out in this work package. Each output should be linked to a programme output indicator (please ensure that it has the same measurement unit). In case of investment specification, the investment as such is to be defined as output and linked to the category "investment" as included in the list of output indicators.

Output title		Please provide a brief description of the project output	Programme output indicator to which the output will contribute	Quantification / target	Delivery date
Output O.12.1	Smart multimodal mobility station with PV installation for (re)charging e-bikes and e-buses	The smart station will be based on a PV system and will comprise parking spaces for electric buses and e-bikes, information point in the form of an e-kiosk that will offer real time passenger information regarding PT in the city, availability and location of public (e-)bikes, saved CO2 emissions, cost savings, concept and functionality. Moreover, it will feature a 10kw PV system that will be used as a power source for charging e-bikes and e-buses.	S.O.2.3 - Investment	1,00	11.2020

Activity A.12.1	Activity title <b>Investment implementation</b>	Start date <b>06.2018</b>	End date <b>11.2020</b>	Indicative budget <b>85.800,00</b>
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### Type: Communication

WP Nr	WP title	WP start date (month)	WP end date (month)	WP budget
C	Communication	06.2017	11.2020	350.808,64
<b>Partner</b>				
WP responsible partner	Leipzig Transport Company (LVB)			
<b>Partner's involvement</b>				
1	Leipzig Transport Company (LVB), LP, LVB			
2	Central German Transport Association, PP, MDV			
3	City of Leipzig, PP, LEI			
	Salzburg AG for Energy, Transportation and Telecommunication, PP, SBG AG			
5	City of Brno, PP, SMB			
6	City of Kopřivnica, PP, KOP			
7	University North, PP, UNIN			
8	Electric Tramways Parma, PP, TEP			
9	Municipality of Skawina, PP, SKW			
10	The Regional Environmental Center for Central and Eastern Europe, PP, REC			
11	Szeged Transport Ltd., PP, SZKT			
12	Krakow Transport Authority, PP, ZTP			
<b>Summary description and objectives of the work package (including activities and deliverables) and how partners will be involved.</b>				
<p>LOW-CARB will raise awareness, increase knowledge and influence attitude and behaviour for integrated low-carbon mobility planning and new low-carbon mobility offers and services in FUA through online, print and in-person communication activities. Active stakeholder involvement will transfer LOW-CARB's outputs to relevant target groups and low-carbon mobility service users. Former PP REC coordinated all communication activities, providing support in thematic WPs, e.g. local pilot action promotion, with input from PPs as local organisers until RP4 (REC withdraw from the project due to financial problems). From RP4 on until the end of project, LP LVB took over the WP C lead role. Awareness raising activities will be communicated through a regularly updated project website, active social media accounts (Twitter,FB,LinkedIn), project leaflets, biannual newsletters and press releases on key results/outputs. Public promotional events include local launch events for pilots, activities linked to EU mobility &amp; energy weeks, the LOW-CARB final conference and an open call for CE follower cities/regions active in regional SUMP development/pilot implementation. To capitalise on LOW-CARB's results, lessons learned brochures and pilot fact sheets will offer strategic guidance on project results which will be published via the implemented CE SUMP Competence Centre and the European Mobility Observatory ELTIS. Targeted events will foster knowledge exchange incl. workshops on regional SUMP strategies, e.g. governance models, (open) data-based mobility planning and pilot action activities. An Exploitation Workshop for follow-up investments/deployment for LOW-CARB's results will be organised. Open Innovation "Slams" will provide opportunities to develop innovations for low-carbon mobility services and the LOW-CARB Declaration, signed by low-carbon mobility stakeholders, will attract publicity and ensure that LOW-CARB objectives are maintained and promoted beyond the project's lifetime.</p>				

<b>Project key outputs for communication</b> <i>(choose up to five outputs)</i>	<b>Communication objectives</b> <i>What can communication do to increase the sustainability of the selected output? Please choose at least one of the communication objective(s)</i>	<b>Approach/Tactics</b> <i>Briefly summarise your approach to reaching the communication objective: To which target audiences will the selected key output be transferred? Which communication tactic(s) will you use?</i>
O.T1.1	Raise awareness and increase knowledge	LOW-CARB will use large-scale dissemination, e.g. website, social media, leaflets and biannual newsletters, to raise awareness for integrated low-carbon mobility planning in FUAs. Strong involvement of stakeholders from transport authorities/operators via companies to citizens participation will be a key tactic to raise awareness for regional SUMP in LOW-CARB. Through targeted LOW-CARB events and publications (lessons learnt and fact sheets) the project will increase knowledge on strategies, action plans and tools for regional SUMP in FUAs. Events will be linked to EU Mobility & Energy Weeks and other existing SUMP initiatives (e.g. CIVITAS or European SUMP conference) and thus raise awareness and increase knowledge on transnational level.
O.T1.1	Influence attitude and behaviour	The increased knowledge among transport authorities/companies and other relevant stakeholders on integrated low-carbon mobility planning in FUA will be stabilised and exploited through capacity building activities in LOW-CARB. Publications of developed strategies and low-carbon impact assessment results of pilots will lead to a new way of thinking about cooperation (governance models, round tables, joint financing of low-carbon mobility services etc.) in mobility planning for FUAs and change the attitude and behaviour of stakeholders towards more integrated and sustainable planning approaches. Key stakeholders will be invited to attend targeted workshops to build upon LOW-CARB's strategies and action plans beyond the project lifetime.
O.T2.1	Raise awareness and increase knowledge	LOW-CARB will develop a series of capacity building resources incl. a handbook for strategies for integrated low-carbon mobility planning in FUAs, instruction manuals for supporting tools as well as lessons learned and pilots' fact sheets on low-carbon impact of these pilots. This will increase the knowledge basis about low-carbon mobility offers' performance indicators and "good practice" for low-carbon mobility planning and services. The implemented CE Competence Centre will offer explicit knowledge to LOW-CARB's key target audiences. Information on LOW-CARB's capacity building resources will be promoted at targeted events in CE. Finally, online resources like webinars and case study reports (published on ELTIS) will be created.
O.T3.1	Raise awareness and increase knowledge	LOW-CARB aims to raise awareness for low-carbon mobility technologies and services among local and regional transport authorities/operators and the public as potential users of these facilities. General awareness for the completed pilots by PPs on low-carbon multimodal mobility platforms and services will be promoted via LOW-CARB's website, social media accounts, at targeted events and local launch events. Results of pilots will also be made available as lessons learned, fact sheets on the online platforms CE Competence Centre and ELTIS as well as through dedicated press releases and webinars. The communication activities on pilots will also serve as good practice examples for other transport authorities/operators to follow in their FUAs.
O.T3.1	Influence attitude and behaviour	LOW-CARB will influence the attitude of transport authorities/operators and relevant stakeholders towards a mobility as a service concept for FUAs. Furthermore, openness towards new ways of designing, financing and operating mobility services will be triggered through an integrated stakeholder involvement approach and open innovation formats like LOW-CARB's "Slams" and "Hackathons" for mobility app developments (e.g. personal low-carbon trip calculator). Finally, LOW-CARB promotes local/regional pilots with the aim to influence mobility behaviour in PPs FUAs towards low-carbon mobility, as the pilots offer multimodal services complement to PT offering more flexible options and help to shift the focus away from car-based transport in FUAs.



<b>Activity A.C.1</b>	<i>Activity title</i> <b>Start-up activities including communication strategy and website</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>10.2017</b>	<i>Indicative budget</i> <b>26.000,00</b>
<b>Deliverables for activity A.C.1</b>				
<b>Deliverable D.C.1.1</b>	<i>Deliverable title</i> Communication strategy	<i>Description of deliverable</i> WP leader REC and LP LVB will prepare a comprehensive LOW-CARB communication strategy according to the INTERREG CE template. It will detail the input needed from all partners to meet the project specific objectives and a local communication action plan.	<i>Delivery month</i> 09.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.1.2</b>	<i>Deliverable title</i> Outline of website content	<i>Description of deliverable</i> The LOW-CARB project and results presented on the project website will be outlined according to the programme's project design manual. WP leader REC (until RP4) and LP LVB (from RP4 until the end of the project) will maintain the website and regularly update it as project results are achieved and for event promotion.	<i>Delivery month</i> 06.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.1.3</b>	<i>Deliverable title</i> Visual identity, document templates	<i>Description of deliverable</i> LOW-CARB will establish a visual identity according to the programme's project design manual. A PowerPoint template and Word templates will be developed to ensure that this visual identity is consistently reflected in all LOW-CARB communications.	<i>Delivery month</i> 07.2017	<i>Quantification/target</i> 5,00
<b>Activity A.C.2</b>	<i>Activity title</i> <b>Media relations</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>14.500,00</b>
<b>Deliverables for activity A.C.2</b>				
<b>Deliverable D.C.2.1</b>	<i>Deliverable title</i> LOW-CARB community database of relevant media professionals and key stakeholders	<i>Description of deliverable</i> A database of ca. 250 relevant media professionals and key stakeholders at local, regional, national and EU levels will constitute the LOW-CARB community. It will be used for outreach, awareness raising and knowledge exchange with key target groups.	<i>Delivery month</i> 10.2017	<i>Quantification/target</i> 1,00

<b>Deliverable D.C.2.2</b>	<i>Deliverable title</i> Press releases	<i>Description of deliverable</i> 10 press releases will be distributed in total (7 per city region, 3 from project perspective) to announce key LOW-CARB innovations and results. These are expected to result in min. 30 news items on platforms targeting cities, PT operators and the public.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 10,00
<b>Activity A.C.3</b>	<i>Activity title</i> <b>Publications</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>125.229,52</b>
<b>Deliverables for activity A.C.3</b>				
<b>Deliverable D.C.3.1</b>	<i>Deliverable title</i> Project leaflet	<i>Description of deliverable</i> The project leaflet will broadly communicate LOW-CARB's objectives, partnership, activities and expected results at a glance. It will be made available in glossy print for distribution at relevant events and as a downloadable PDF on the project website.	<i>Delivery month</i> 09.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.3.2</b>	<i>Deliverable title</i> Newsletter	<i>Description of deliverable</i> Twice yearly electronic newsletters will be issued to keep all relevant stakeholders updated on LOW-CARB's progress and results. It will feature some fixed sections, e.g. "LOW-CARB City in the Spotlight", "LOW-CARB Champions", "Good practice examples".	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 6,00
<b>Deliverable D.C.3.3</b>	<i>Deliverable title</i> Lessons learned brochure	<i>Description of deliverable</i> All partners will compile the lessons they learned while developing strategies and implementing pilots. These will be reviewed and summarised at-a-glance in a brochure to share valuable insights with interested stakeholders across CE.	<i>Delivery month</i> 10.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.3.4</b>	<i>Deliverable title</i> LOW-CARB output pilot fact sheets	<i>Description of deliverable</i> Fact sheets will be published for each strategy/completed pilot incl. design, technology used, stakeholders involved, financing, timeline and results, targeting transport authorities/ operators interested in implementing similar pilots.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 10,00

<b>Deliverable D.C.3.5</b>	<i>Deliverable title</i> Exploitation strategy/plan	<i>Description of deliverable</i> An exploitation strategy/plan for capitalising on LOW-CARB's outputs will be created based on discussions at the Exploitation Workshop and internal discussions on business models.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 1,00
<b>Activity A.C.4</b>	<i>Activity title</i> <b>Public events</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>79.477,74</b>
<b>Deliverables for activity A.C.4</b>				
<b>Deliverable D.C.4.1</b>	<i>Deliverable title</i> European Mobility Week and European Energy Week activities and events	<i>Description of deliverable</i> LOW-CARB will organise activities and events connected to European Mobility & Energy Weeks in 2018 and 2019 in partner cities, e.g. an Ideas Contest. It will promote LOW-CARB's results to raise awareness for low-carbon mobility planning and PT Solutions.	<i>Delivery month</i> 10.2020	<i>Quantification/target</i> 5,00
<b>Deliverable D.C.4.2</b>	<i>Deliverable title</i> Final conference	<i>Description of deliverable</i> LOW-CARB's final conference will present the project's main results & outputs to stakeholders. It will also organise a marketplace of strategies for integrated low-carbon mobility planning and new pilot services for FUAs, e.g. through poster sessions.	<i>Delivery month</i> 10.2020	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.4.3</b>	<i>Deliverable title</i> List of LOW-CARB relevant conferences/events	<i>Description of deliverable</i> Upon completion of each pilot, local launch events will raise awareness and increase knowledge among the public and media for the new mobility service. Attendees will learn about the benefits and how to use the new technology, infrastructure or service.	<i>Delivery month</i> 11.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.4.4</b>	<i>Deliverable title</i> Local launch events for pilots	<i>Description of deliverable</i> Upon completion of each pilot, local launch events will raise awareness and increase knowledge among the public and media for the new mobility service. Attendees will learn about the benefits and how to use the new technology, infrastructure or service.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 7,00

<b>Deliverable D.C.4.5</b>	<i>Deliverable title</i> LoCarbility Open Innovation Slams for low-carbon mobility products and services	<i>Description of deliverable</i> PPs will provide information about their strategic plans and open data about their PT system available for innovation incubators, start-ups and the general public to submit their ideas for innovative low-carbon products and services.	<i>Delivery month</i> 09.2019	<i>Quantification/target</i> 3,00
<b>Activity A.C.5</b>	<i>Activity title</i> <b>Targeted events</b>	<i>Start date</i> <b>12.2017</b>	<i>End date</i> <b>09.2020</b>	<i>Indicative budget</i> <b>39.000,00</b>
<b>Deliverables for activity A.C.5</b>				
<b>Deliverable D.C.5.1</b>	<i>Deliverable title</i> Transnational workshops on regional SUMP strategies, policies and low-carbon mobility pilots	<i>Description of deliverable</i> These workshops aim at sharing experiences, results and lessons learned with CE cities/regions. They will focus on strategies, e.g. preparing regional SUMPs; data-based mobility planning, & pilot results. The policy workshop will be organised in Brussels.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 3,00
<b>Deliverable D.C.5.2</b>	<i>Deliverable title</i> LOW-CARB open call	<i>Description of deliverable</i> LOW-CARB will issue an open call for 18 CE cities/regions interested in creating a regional SUMP/implementing a pilot & gaining support through site visits. Candidates should be committed & already planning a SUMP for their FUA or a relevant pilot.	<i>Delivery month</i> 05.2018	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.5.3</b>	<i>Deliverable title</i> Exploitation workshop for LOW-CARB outputs	<i>Description of deliverable</i> A workshop will be held with potential financiers (e.g. EIB, World Bank, KfW) implementation partners and selected political stakeholders to discuss exploitation of the LOW-CARB results (incl. pilots and SUMP action plans) beyond the project lifetime.	<i>Delivery month</i> 06.2020	<i>Quantification/target</i> 1,00
<b>Activity A.C.6</b>	<i>Activity title</i> <b>Digital activities including social media and multimedia</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>16.551,38</b>
<b>Deliverables for activity A.C.6</b>				
<b>Deliverable D.C.6.1</b>	<i>Deliverable title</i> Online capacity building resources/ webinars	<i>Description of deliverable</i> PPs will create webinar training materials for thematic WPs T1 and T3. They will provide insights on strategies, tools and pilots developed and implemented in LOW-CARB.	<i>Delivery month</i> 09.2020	<i>Quantification/target</i> 5,00

<b>Deliverable D.C.6.2</b>	<i>Deliverable title</i> Social media concept	<i>Description of deliverable</i> LOW-CARB Twitter, LinkedIn and Facebook accounts will be set up to maximise the project's outreach and awareness raising and to support active dialogue with LOW-CARB's stakeholders. It also enables monitoring mentions of LOW-CARB and its project outcomes.	<i>Delivery month</i> 09.2017	<i>Quantification/target</i> 1,00
<b>Activity A.C.7</b>	<i>Activity title</i> <b>Promotional materials</b>	<i>Start date</i> <b>06.2017</b>	<i>End date</i> <b>11.2020</b>	<i>Indicative budget</i> <b>50.050,00</b>
<b>Deliverables for activity A.C.7</b>				
<b>Deliverable D.C.7.1</b>	<i>Deliverable title</i> LOW-CARB Declaration	<i>Description of deliverable</i> Relevant stakeholders and members of networks (e.g. ICLEI, Polis, UITP, EMTA) will be invited to sign a LOW-CARB Declaration advocating the Introduction of integrated low-carbon mobility planning and services for FUAs.	<i>Delivery month</i> 10.2017	<i>Quantification/target</i> 1,00
<b>Deliverable D.C.7.2</b>	<i>Deliverable title</i> Event kit with roll-up banners	<i>Description of deliverable</i> Two roll-up Banners will be made for general LOW-CARB objectives (EN) and for each partner language. These will promote the project at events and form a coherent identity with other LOW-CARB communication materials and activities.	<i>Delivery month</i> 09.2017	<i>Quantification/target</i> 8,00

## D.2 Target groups

<u>Target groups</u>	<i>Please further specify the target groups (e.g., ministry, university, chamber of commerce etc.) - see examples in annex IV of the application manual (classification of target groups)</i>	<u>Target value</u> <i>Please indicate the size of the target group the project aims to actively involve.</i>
Local public authority	Local public authorities are a key target group for low-carbon mobility planning. They will be reached through network institutions such as REC, CIVINETS etc. and will be actively involved through trainings, workshops and an open call for follower cities.	180,00
Regional public authority	Regional transport authorities will be contacted via dedicated networks from PPs such as the Czech and German transport associations and REC networks. They will be involved via workshops, training activities and the open call for follower cities/regions.	45,00
National public authority	Relevant national authorities/ministries for the framework legislation for mobility planning (e.g. for the regional transport master plan process in HR) will be involved by participating in workshops and stakeholder round tables in the partner countries.	7,00

Sectoral agency	Different environmental and energy agencies from CE countries will be involved (e.g. EA from AT); in particular the office network from PP REC for HU, CZ, HR, PL, SK and SL will be actively involved in the open call, workshops and training activities.	11,00
Infrastructure and (public) service provider	This group is a key target group for LOW-CARB. PT operators, utility companies (esp. electricity supply), railway institutions etc. are the main addressee for regional SUMP processes and the open call for follower cities/regions, workshops and trainings.	180,00
Interest groups including NGOs	Cooperation with European, national, municipality/regional associations such as Eurocities, VDV (DE), RTC (AT) & ASTRA (IT) will contribute expertise in workshops/trainings to promote low-carbon mobility planning and pilots.	10,00
Large enterprises	Large enterprises are a key target group for low-carbon mobility services in a functional urban area. PPs will approach large enterprises in their FUAs and involve them as stakeholder in integrated mobility planning processes and regional workshops.	14,00
SME	SMEs will be involved in the implementation of LOW-CARB's pilot actions as enabler for low-carbon mobility services. Start-ups will be the main addressee for the "Open Innovation Slams" which will be announced at the EU Mobility and Energy Weeks.	30,00
International organisation, EEIG under national law	The following international organisations will be involved: UITP, Eurocities, EURELECTRIC, Polis, ICLEI, Climate Alliance & ITxPT. They are interested in being actively involved in the project by organising joint trainings, workshops & declarations.	7,00
General public	The public will be actively involved through citizens' participation in regional SUMP processes (through workshops) and pilot implementations in WPs T1 and T3. Interested citizens are invited to take part in Innovation Slams and idea contests.	700,00
Higher education and research	Research institutions and universities will be subcontracted to conduct studies in the context of the pilot implementations. They will also be addressed to participate in LOW-CARB's targeted events, trainings and webinars as experts or attendees.	23,00
Education/training centre and school	LOW-CARB will cooperate with training centres for vocational training in mobility topics for public authorities and PT operators, such as low-carbon mobility planning and solutions, to include LOW-CARB results into their curricula and trainings.	5,00
Business support organisation	Business clusters (among others) will promote the LOW-CARB "Open Innovation Slams". The chambers of commerce, trade and crafts are important actors for successful low-carbon mobility planning. PPs will involve them in stakeholder participation (WP T1).	10,00

### D.3 Periods

<i>Period number</i>	<i>Start date</i>	<i>End date</i>	<i>Reporting date</i>
0	01.01.2017	01.05.2017	31.05.2020
1	01.06.2017	30.11.2017	30.01.2018
2	01.12.2017	31.05.2018	31.07.2018
3	01.06.2018	30.11.2018	30.01.2019
4	01.12.2018	31.05.2019	31.07.2019
5	01.06.2019	30.11.2019	30.01.2020
6	01.12.2019	31.05.2020	31.07.2020
7	01.06.2020	30.11.2020	28.02.2021

## SECTION E - Partner budget

### E.1.1 Partner list

<i>Partner number</i>	1
<i>Name of partner organisation</i>	Leipziger Verkehrsbetriebe (LVB) GmbH
<i>Country</i>	DE
<i>Abbreviation</i>	LVB
<i>Partner role</i>	LP

### E.1.2 Budget flat rates

<i>Budget flat rates</i>	Yes	
<i>Flat rate staff costs</i>	No	20,00
<i>Flat rate office and administrative expenditure</i>	Yes	15,00

### E.1.3 Partner budget overview

#### E.1.3.a Partner budget overview - budget line/ per work package

<b>Budget line</b>	<b>Specification</b>	<b>WP P</b>	<b>WP M</b>	<b>WP T1</b>	<b>WP T2</b>	<b>WP T3</b>	<b>WP I1</b>	<b>WP I2</b>	<b>WP C</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	74.620,00	50.114,00	25.800,00	56.896,00	0,00	0,00	35.800,00	<b>243.230,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	11.193,00	7.517,10	3.870,00	8.534,40	0,00	0,00	5.370,00	<b>36.484,50</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	7.500,00	1.476,38	539,24	1.499,38	0,00	0,00	1.500,00	<b>12.515,00</b>
<b>BL4 External exp. and services</b>	WP Preparation - External expertise support during application preparation stage incl. consortium building, proposal writing, financial planning and internal communication during this stage.	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00



	Costs for FLC audits	0,00	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00
	D.M.1.1 - D.M.4.11 External expert for project, financial and internal communication management	0,00	141.300,00	0,00	0,00	0,00	0,00	0,00	0,00	141.300,00
	D.T1.4.2 & D.T1.5.5 External expertise for development and compilation of transnational handbook on strategies & guidelines for integrated low-carbon mobility planning in FUAs	0,00	0,00	16.500,00	0,00	0,00	0,00	0,00	0,00	16.500,00
	D.T2.2.1 - D.T2.2.3 External expertise for 1) the development of a web-based regional SUMP self-assessment tool incl. stakeholder analysis, process evaluation/quality assurance & D.T2.1.1 2) input/training materials for (trans-)national (online) trainings	0,00	0,00	0,00	58.200,00	0,00	0,00	0,00	0,00	58.200,00

	D.C.4.2 LOW-CARB Final Conference, public 1 day event with approximately 120 participants in Leipzig (venue, catering, handouts, translation etc.)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	13.000,00	13.000,00
	Travel & accommodation cost for associated partners VRS, UIRS & WYTA to participate at 3 AB meetings (D.M.3.7-9), 1 Exploitation WS & at the transnational thematic WS (D.C.5.3 & D.C.5.1) (15 travels, each 750,-€); venues: Leipzig, Salzburg, Brussels, tbd.	0,00	6.750,00	0,00	0,00	0,00	0,00	0,00	4.500,00	11.250,00

	D.T2.1.2 Organisation of 3 national events on regional stakeholder involvement, coordinated low-carbon multimodal service development & open data based mobility planning (catering, room rent etc.) - 3 events (about 40 participants each).	0,00	0,00	0,00	6.000,00	0,00	0,00	0,00	0,00	6.000,00
	D.C.5.2 Organsiation of open call for 18 follower cities/regions (budget for 18 site visits, 2-4 persons each, max. 2.000,-€ per city/region)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	36.000,00	36.000,00
	D.T1.4.2 Translation cost for translating handbook on strategies for integrated low-carbon mobility planning into CE programme area languages (7 languages, each 3.000,-; besides EN and DE).	0,00	0,00	21.000,00	0,00	0,00	0,00	0,00	0,00	21.000,00

	D.T2.2.3 Translation cost for translating web-based regional SUMP self-assessment tool into CE programme area languages (8 languages, each 750,-€).	0,00	0,00	0,00	6.000,00	0,00	0,00	0,00	0,00	6.000,00
	D.T1.1.3 & D.T1.2.3: Cost for a transnational expert workshop on updating the SUMP guidelines regarding PT focus for low-carbon mobility planning for FUAs and analysis of CE challenges in Brussels (cost for catering, venue, handouts and travel cost for external experts).	0,00	0,00	6.000,00	0,00	0,00	0,00	0,00	0,00	6.000,00
	WP C: Support by external Communication Manager to fulfill all former and remaining tasks from withdrawn PP10 REC until the end of the project.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	99.960,00	99.960,00

	D.C.3.3: external expert support for design and editing of the lessons learned brochure.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	5.000,00	5.000,00
	D.C.5.3: cost for organisation of the exploitation workshop (rent, catering and promotion material cost, plus travel cost for external stakeholders, in particular from potential funding and financing organisations, e.g. EIB, ERDB etc.)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	3.893,74	3.893,74
<b>Total BL4 External expertise and services costs</b>		15.000,00	163.050,00	43.500,00	70.200,00	0,00	0,00	0,00	162.353,74	<b>454.103,74</b>
<b>BL5 Equipment</b>	D.M.1.1 - D.M.4.11 Laptop to be used by LP/local project manager - 1 item - equipment for general office use.	0,00	1.500,00	0,00	0,00	0,00	0,00	0,00	0,00	1.500,00
<b>Total BL5 Equipment expenditure</b>		0,00	1.500,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>1.500,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>

<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>15.000,00</b>	<b>257.863,00</b>	<b>102.607,48</b>	<b>100.409,24</b>	<b>66.929,78</b>	<b>0,00</b>	<b>0,00</b>	<b>205.023,74</b>	<b>747.833,24</b>

**E.1.3.b Partner budget overview - budget line/ per period**

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	32.933,00	33.933,00	33.933,00	36.933,00	36.933,00	34.089,00	34.476,00	<b>243.230,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	4.939,95	5.089,95	5.089,95	5.539,95	5.539,95	5.113,35	5.171,40	<b>36.484,50</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	750,00	2.976,38	2.250,00	2.249,38	3.539,24	750,00	0,00	<b>12.515,00</b>
<b>BL4 External exp. and services</b>	WP Preparation - External expertise support during application preparation stage incl. consortium building, proposal writing, financial planning and internal communication during this stage.	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00
	Costs for FLC audits	0,00	2.500,00	2.500,00	2.500,00	2.500,00	2.500,00	0,00	2.500,00	15.000,00
	D.M.1.1 - D.M.4.11 External expert for project, financial and internal communication management	0,00	23.550,00	23.550,00	23.550,00	23.550,00	23.550,00	11.775,00	11.775,00	141.300,00

D.T1.4.2 & D.T1.5.5 External expertise for development and compilation of transnational handbook on strategies & guidelines for integrated low-carbon mobility planning in FUAs	0,00	2.500,00	2.500,00	2.500,00	2.500,00	2.500,00	2.500,00	2.000,00	2.000,00	16.500,00
D.T2.2.1 - D.T2.2.3 External expertise for 1) the development of a web-based regional SUMP self-assessment tool incl. stakeholder analysis, process evaluation/quality assurance & D.T2.1.1 2) input/training materials for (trans-)national (online) trainings	0,00	7.500,00	10.800,00	10.800,00	10.800,00	10.800,00	10.800,00	3.750,00	3.750,00	58.200,00
D.C.4.2 LOW-CARB Final Conference, public 1 day event with approximately 120 participants in Leipzig (venue, catering, handouts, translation etc.)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	13.000,00	13.000,00

	<p>Travel &amp; accomodation cost for associated partners VRS, UIRS &amp; WYTA to participate at 3 AB meetings (D.M.3.7-9), 1 Exploitation WS &amp; at the transnational thematic WS (D.C.5.3 &amp; D.C.5.1) (15 travels, each 750,-€); venues: Leipzig, Salzburg, Brussels, tbd.</p>	0,00	2.250,00	0,00	1.500,00	3.750,00	1.500,00	2.250,00	0,00	11.250,00
	<p>D.T2.1.2 Organisation of 3 national events on regional stakeholder involvement, coordinated low-carbon multimodal service development &amp; open data based mobility planning (catering, room rent etc.) - 3 events (about 40 participants each).</p>	0,00	0,00	0,00	2.000,00	2.000,00	2.000,00	0,00	0,00	6.000,00



	D.C.5.2 Organsiation of open call for 18 follower cities/regions (budget for 18 site visits, 2-4 persons each, max. 2.000,-€ per city/region)	0,00	0,00	0,00	9.000,00	9.000,00	9.000,00	4.500,00	4.500,00	36.000,00
	D.T1.4.2 Tranlation cost for translating handbook on strategies for integrated low-carbon mobility planning into CE programme area languages (7 languages, each 3.000,-; besides EN and DE).	0,00	0,00	0,00	0,00	0,00	0,00	0,00	21.000,00	21.000,00
	D.T2.2.3 Tranlation cost for translating web-based regional SUMP self-assessme nt tool into CE programme area languages (8 languages, each 750,-€).	0,00	0,00	0,00	0,00	0,00	6.000,00	0,00	0,00	6.000,00

	D.T1.1.3 & D.T1.2.3: Cost for a transnational expert workshop on updating the SUMP guidelines regarding PT focus for low-carbon mobility planning for FUAs and analysis of CE challenges in Brussels (cost for catering, venue, handouts and travel cost for external experts).	0,00	0,00	0,00	0,00	6.000,00	0,00	0,00	0,00	6.000,00
	WP C: Support by external Communication Manager to fulfill all former and remaining tasks from withdrawn PP10 REC until the end of the project.	0,00	0,00	0,00	0,00	0,00	30.000,00	30.000,00	39.960,00	99.960,00
	D.C.3.3: external expert support for design and editing of the lessons learned brochure.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	5.000,00	5.000,00

	D.C.5.3: cost for organisation of the exploitation workshop (rent, catering and promotioan material cost, plus travel cost for external stsakeholders, in particular from potential funding and financing organisations, e.g. EIB, ERDB etc.)	0,00	0,00	0,00	0,00	0,00	0,00	3.893,74	0,00	3.893,74
<b>Total BL4 External expertise and services costs</b>		15.000,00	38.300,00	39.350,00	51.850,00	60.100,00	87.850,00	58.168,74	103.485,00	<b>454.103,74</b>
<b>BL5 Equipment</b>	D.M.1.1 - D.M.4.11 Laptop to be used by LP/local project manager - 1 item - equipment for general office use.	0,00	1.500,00	0,00	0,00	0,00	0,00	0,00	0,00	1.500,00
<b>Total BL5 Equipment expenditure</b>		0,00	1.500,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>1.500,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>15.000,00</b>	<b>78.422,95</b>	<b>81.349,33</b>	<b>93.122,95</b>	<b>104.822,33</b>	<b>133.862,19</b>	<b>98.121,09</b>	<b>143.132,40</b>	<b>747.833,24</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00
Period 1	0,00	42.935,50	9.421,85	12.445,00	8.675,60	0,00	0,00	4.945,00	78.422,95
Period 2	0,00	39.935,50	11.298,23	15.745,00	9.425,60	0,00	0,00	4.945,00	81.349,33
Period 3	0,00	39.935,50	10.571,85	17.745,00	8.675,60	0,00	0,00	16.195,00	93.122,95
Period 4	0,00	42.185,50	16.571,85	17.745,00	12.874,98	0,00	0,00	15.445,00	104.822,33
Period 5	0,00	39.935,50	11.321,85	24.284,24	12.125,60	0,00	0,00	46.195,00	133.862,19
Period 6	0,00	27.160,50	8.921,85	7.200,00	11.500,00	0,00	0,00	43.338,74	98.121,09
Period 7	0,00	25.775,00	34.500,00	5.245,00	3.652,40	0,00	0,00	73.960,00	143.132,40
<b>TOTAL</b>	<b>15.000,00</b>	<b>257.863,00</b>	<b>102.607,48</b>	<b>100.409,24</b>	<b>66.929,78</b>	<b>0,00</b>	<b>0,00</b>	<b>205.023,74</b>	<b>747.833,24</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	598.266,59	80,00
Partner co-financing	149.566,65	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>747.833,24</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Leipziger Verkehrsbetriebe (LVB) GmbH	public	100,00 %	149.566,65
<b>Sub-total public co-financing</b>		<b>100,00 %</b>	<b>149.566,65</b>
<b>Sub-total automatic public co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>149.566,65</b>
<b>Partner co-financing (target value)</b>			<b>149.566,65</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>747.833,24</b>

### E.1.1 Partner

Partner number	2
Name of partner organisation	Mitteldeutscher Verkehrsverbund GmbH
Country	DE
Abbreviation	MDV
Partner role	PP

### E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

### E.1.3 Partner budget overview

#### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	25.998,00	87.400,00	27.000,00	76.800,00	0,00	0,00	18.616,00	<b>235.814,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	3.899,70	13.110,00	4.050,00	11.520,00	0,00	0,00	2.792,40	<b>35.372,10</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	7.500,00	0,00	2.000,00	2.000,00	0,00	0,00	750,00	<b>12.250,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	12.000,00	0,00	0,00	0,00	0,00	0,00	0,00	12.000,00

	D.T1.5.3 Stakeholder & citizens involvement / participation workshops for low-carbon mobility action plan development (2 workshops; one for regional stakeholders and one for citizens in pilot area; handouts, venue & catering for ca. 30 participants each)	0,00	0,00	2.000,00	0,00	0,00	0,00	0,00	0,00	2.000,00
	D.T1.1.1 Stakeholder & external experts involvement: 2 workshops for development of low-carbon mobility info platform (one for regional stakeholders and one with external experts; handouts, venue & catering for ca. 30-40 participants each)	0,00	0,00	2.500,00	0,00	0,00	0,00	0,00	0,00	2.500,00
<b>Total BL4 External expertise and services costs</b>		0,00	12.000,00	4.500,00	0,00	0,00	0,00	0,00	0,00	<b>16.500,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>

<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>49.397,70</b>	<b>105.010,00</b>	<b>33.050,00</b>	<b>90.320,00</b>	<b>0,00</b>	<b>0,00</b>	<b>22.158,40</b>	<b>299.936,10</b>

**E.1.3.b Partner budget overview - budget line/ per period**

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	33.983,00	39.633,00	41.466,00	39.633,00	41.466,00	25.000,00	14.633,00	<b>235.814,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	5.097,45	5.944,95	6.219,90	5.944,95	6.219,90	3.750,00	2.194,95	<b>35.372,10</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	750,00	2.500,00	2.750,00	1.500,00	3.250,00	1.500,00	0,00	<b>12.250,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	2.000,00	2.000,00	2.000,00	2.000,00	2.000,00	0,00	2.000,00	12.000,00
	D.T1.5.3 Stakeholder & citizens involvement / participation workshops for low-carbon mobility action plan development (2 workshops; one for regional stakeholders and one for citizens in pilot area; handouts, venue & catering for ca. 30 participants each)	0,00	0,00	1.000,00	1.000,00	0,00	0,00	0,00	0,00	2.000,00

	D.T1.1.1 Stakeholder & external experts involvement: 2 workshops for developemnt of low-carbon mobility info platform (one for regional stakeholders and one with external experts; handouts, venue & catering for ca. 30-40 participants each)	0,00	0,00	1.000,00	1.500,00	0,00	0,00	0,00	0,00	2.500,00
<b>Total BL4 External expertise and services costs</b>		0,00	2.000,00	4.000,00	4.500,00	2.000,00	2.000,00	0,00	2.000,00	<b>16.500,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>41.830,45</b>	<b>52.077,95</b>	<b>54.935,90</b>	<b>49.077,95</b>	<b>52.935,90</b>	<b>30.250,00</b>	<b>18.827,95</b>	<b>299.936,10</b>



### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	7.732,95	11.385,00	5.175,00	14.720,00	0,00	0,00	2.817,50	41.830,45
Period 2	0,00	8.482,95	19.825,00	5.675,00	15.220,00	0,00	0,00	2.875,00	52.077,95
Period 3	0,00	8.482,95	20.325,00	5.675,00	15.470,00	0,00	0,00	4.982,95	54.935,90
Period 4	0,00	8.482,95	17.825,00	5.175,00	14.720,00	0,00	0,00	2.875,00	49.077,95
Period 5	0,00	8.482,95	17.825,00	6.175,00	15.470,00	0,00	0,00	4.982,95	52.935,90
Period 6	0,00	4.200,00	8.912,50	3.450,00	11.500,00	0,00	0,00	2.187,50	30.250,00
Period 7	0,00	3.532,95	8.912,50	1.725,00	3.220,00	0,00	0,00	1.437,50	18.827,95
<b>TOTAL</b>	<b>0,00</b>	<b>49.397,70</b>	<b>105.010,00</b>	<b>33.050,00</b>	<b>90.320,00</b>	<b>0,00</b>	<b>0,00</b>	<b>22.158,40</b>	<b>299.936,10</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	239.948,88	80,00
Partner co-financing	59.987,22	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>299.936,10</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Mitteldeutscher Verkehrsverbund GmbH	public	100,00 %	59.987,22
<b>Sub-total public co-financing</b>		<b>100,00 %</b>	<b>59.987,22</b>
<b>Sub-total automatic public co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>59.987,22</b>
<b>Partner co-financing (target value)</b>			<b>59.987,22</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>299.936,10</b>

### E.1.1 Partner

Partner number	3
Name of partner organisation	Stadt Leipzig
Country	DE
Abbreviation	LEI
Partner role	PP

### E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

### E.1.3 Partner budget overview

#### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	10.500,00	31.000,00	13.300,00	28.000,00	0,00	0,00	10.000,00	<b>92.800,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.575,00	4.650,00	1.995,00	4.199,95	0,00	0,00	1.500,00	<b>13.919,95</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	3.500,00	1.250,00	1.250,00	1.500,00	0,00	0,00	1.500,00	<b>9.000,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	12.000,00	0,00	0,00	0,00	0,00	0,00	0,00	12.000,00
	D.M.1.2 Cost for organisation of the kick-off event in Leipzig (catering, room rent, handouts for ca. 50-60 participants) - 1 meeting	0,00	3.000,05	0,00	0,00	0,00	0,00	0,00	0,00	3.000,05

	D.C.4.5 Organisation of LoCarbility Open Innovation Slam in Leipzig ("Hackathon" as part of open innovation strategy); cost for venue, catering for ca. 50-60 participants, event promotion materials (flyer, poster, adverts for social media announcement s)	0,00	0,00	0,00	0,00	0,00	0,00	0,00	7.500,00	7.500,00
	D.C.4.1 LOW-CARB promotion material for active participation in 4 EU Mobility and Energy Weeks in 2018/19, incl. idea contest for citizens on low-carbon mobility services; cost for flyer, poster, gadgets and promo booth.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	7.500,00	7.500,00

	D.T1.3.1-D.T1.3.4 Development of an open data mobility planning strategy/policy incl. status of analysis of potential, organisational barriers/risks & processes like data security, training needs & architectural design (interfaes) incl. test of platform	0,00	0,00	45.000,00	0,00	0,00	0,00	0,00	0,00	45.000,00
<b>Total BL4 External expertise and services costs</b>		0,00	15.000,05	45.000,00	0,00	0,00	0,00	0,00	15.000,00	<b>75.000,05</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>30.575,05</b>	<b>81.900,00</b>	<b>16.545,00</b>	<b>33.699,95</b>	<b>0,00</b>	<b>0,00</b>	<b>28.000,00</b>	<b>190.720,00</b>

#### E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	14.166,66	15.366,66	16.916,66	15.366,66	16.116,66	11.791,70	3.075,00	<b>92.800,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	2.124,99	2.304,99	2.537,49	2.304,99	2.417,49	1.768,75	461,25	<b>13.919,95</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	0,00	1.250,00	1.550,00	3.950,00	1.500,00	750,00	0,00	<b>9.000,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	2.000,00	2.000,00	2.000,00	2.000,00	2.000,00	0,00	2.000,00	12.000,00

	D.M.1.2 Cost for organisation of the kick-off event in Leipzig (catering, room rent, handouts for ca. 50-60 participants) - 1 meeting	0,00	3.000,05	0,00	0,00	0,00	0,00	0,00	0,00	3.000,05
	D.C.4.5 Organisation of LoCarbility Open Innovation Slam in Leipzig ("Hackathon" as part of open innovation strategy); cost for venue, catering for ca. 50-60 participants, event promotion materials (flyer, poster, adverts for social media announcements)	0,00	0,00	0,00	7.500,00	0,00	0,00	0,00	0,00	7.500,00

	D.C.4.1 LOW-CARB promotion material for active participation in 4 EU Mobility and Energy Weeks in 2018/19, incl. idea contest for citizens on low-carbon mobility services; cost for flyer, poster, gadgets and promo booth.	0,00	0,00	0,00	5.000,00	0,00	2.500,00	0,00	0,00	7.500,00
	D.T1.3.1-D.T1. 3.4 Development of an open data mobility planning strategy/policy incl. status of analysis of potential, organisational barriers/risks & processes like data security, training needs & architectural design (interfaes) incl. test of platform	0,00	0,00	10.000,00	20.000,00	15.000,00	0,00	0,00	0,00	45.000,00
<b>Total BL4 External expertise and services costs</b>		0,00	5.000,05	12.000,00	34.500,00	17.000,00	4.500,00	0,00	2.000,00	<b>75.000,05</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>

<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>21.291,70</b>	<b>30.921,65</b>	<b>55.504,15</b>	<b>38.621,65</b>	<b>24.534,15</b>	<b>14.310,45</b>	<b>5.536,25</b>	<b>190.720,00</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	7.012,55	5.750,00	1.725,00	5.366,65	0,00	0,00	1.437,50	21.291,70
Period 2	0,00	4.762,50	15.980,00	3.375,00	5.366,65	0,00	0,00	1.437,50	30.921,65
Period 3	0,00	4.812,50	26.730,00	3.220,00	5.366,65	0,00	0,00	15.375,00	55.504,15
Period 4	0,00	5.212,50	21.480,00	3.625,00	6.116,65	0,00	0,00	2.187,50	38.621,65
Period 5	0,00	4.762,50	5.980,00	2.300,00	6.116,65	0,00	0,00	5.375,00	24.534,15
Period 6	0,00	1.150,00	4.600,00	1.725,00	5.366,70	0,00	0,00	1.468,75	14.310,45
Period 7	0,00	2.862,50	1.380,00	575,00	0,00	0,00	0,00	718,75	5.536,25
<b>TOTAL</b>	<b>0,00</b>	<b>30.575,05</b>	<b>81.900,00</b>	<b>16.545,00</b>	<b>33.699,95</b>	<b>0,00</b>	<b>0,00</b>	<b>28.000,00</b>	<b>190.720,00</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	152.576,00	80,00
Partner co-financing	38.144,00	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>190.720,00</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Stadt Leipzig	public	100,00 %	38.144,00
Sub-total public co-financing		100,00 %	38.144,00
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>38.144,00</b>
Partner co-financing (target value)			38.144,00
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			190.720,00

## E.1.1 Partner

Partner number	4
Name of partner organisation	Salzburg AG für Energie, Verkehr und Telekommunikation
Country	AT
Abbreviation	SBG AG
Partner role	PP

## E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	Yes	20,00
Flat rate office and administrative expenditure	Yes	15,00

## E.1.3 Partner budget overview

### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL4 External expertise and services costs</b>	BL4 External expertise and services costs	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>



E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL4 External expertise and services costs</b>	BL4 External expertise and services costs	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>

E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>Period 0</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 1</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 2</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 3</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 4</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 5</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 6</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 7</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>TOTAL</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>

## E.1.4 Partner co-financing

### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	0,00	80,00
Partner co-financing	0,00	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>0,00</b>	

### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Salzburg AG für Energie, Verkehr und Telekommunikation	public	0,00 %	0,00
<b>Sub-total public co-financing</b>			<b>0,00</b>
<b>Sub-total automatic public co-financing</b>			<b>0,00</b>
<b>Sub-total private co-financing</b>			<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>0,00</b>
<b>Partner co-financing (target value)</b>			<b>0,00</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>0,00</b>

## E.1.1 Partner

Partner number	5
Name of partner organisation	Statuárni město Brno
Country	CZ
Abbreviation	SMB
Partner role	PP

## E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

## E.1.3 Partner budget overview

### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
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<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	22.905,00	46.500,00	10.514,76	8.585,24	0,00	0,00	10.470,00	<b>98.975,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	3.435,72	6.975,00	1.577,17	1.287,74	0,00	0,00	1.570,48	<b>14.846,11</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	6.000,00	1.000,00	2.000,00	1.500,00	0,00	0,00	1.500,00	<b>12.000,00</b>
<b>BL4 External exp. and services</b>	D.T2.1.1, D.T3.1.2, D.T3.3.2, D.T3.4.2, & D.C.5.3 Travel & accomodation costs for associated partners KORDIS and DPMB for participation at local pilot launch events, exploitation and transantional workshops (6 travels, each 750,-€).	0,00	0,00	0,00	2.250,00	1.500,00	0,00	0,00	750,00	4.500,00
	D.M.1.1 Translation costs (for internal administration; subsidy contract and partnership agreement); each document 500,-€.	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
	D.M.2.3 Cost for partner meeting (catering), ca. 25 participants.	0,00	2.500,00	0,00	0,00	0,00	0,00	0,00	0,00	2.500,00

D.C.4.1 Promotion material for active participation in EU Mobility/Energy Weeks in 2018/19 (incl. citizens idea contest) and GIS Day in Brno; roll-ups, notepads, cotton bags, pens and pencils, posters and flyers.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	9.000,00	9.000,00
D.T1.5.1 & D.T1.5.4 Organisation of local/regional stakeholder (2 meetings) and citizens participation (2 public events); cost for catering, venue and handouts; about 30-40 participants each meeting/event.	0,00	0,00	2.500,00	0,00	0,00	0,00	0,00	0,00	0,00	2.500,00
D.T1.6.1 & D.T1.6.2 External expert to program web-based/GIS-based SUMP impact assessment tool.	0,00	0,00	50.000,00	0,00	0,00	0,00	0,00	0,00	0,00	50.000,00

	D.T1.6.2 External expertise to set up communication plan for awareness raising of relevant stakeholders and general public to use SUMP impact assessment and monitoring tool and compilation of a reference manual for tool usage.	0,00	0,00	12.000,00	0,00	0,00	0,00	0,00	0,00	12.000,00
	D.T1.6.4 Translation of reference manual for SUMP impact assessment and monitoring tool into 7 CE languages plus EN; each translation about 1.500,-€.	0,00	0,00	12.000,00	0,00	0,00	0,00	0,00	0,00	12.000,00
	<b>Total BL4 External expertise and services costs</b>	0,00	3.500,00	76.500,00	2.250,00	1.500,00	0,00	0,00	9.750,00	<b>93.500,00</b>
<b>BL5 Equipment</b>	D.M.1.1 - D.M.4.11 Purchase of 1 laptop with software for technical and administrative project management (for general office use)	0,00	2.000,00	0,00	0,00	0,00	0,00	0,00	0,00	2.000,00

<b>Total BL5 Equipment expenditure</b>		0,00	2.000,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>2.000,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>37.840,72</b>	<b>130.975,00</b>	<b>16.341,93</b>	<b>12.872,98</b>	<b>0,00</b>	<b>0,00</b>	<b>23.290,48</b>	<b>221.321,11</b>

#### E.1.3.b Partner budget overview - budget line/ per period

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	15.005,78	17.073,24	16.718,24	16.030,74	17.073,24	9.908,75	7.165,01	<b>98.975,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	2.250,85	2.560,96	2.507,71	2.404,59	2.560,96	1.486,31	1.074,73	<b>14.846,11</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	1.200,00	1.600,00	1.250,00	2.700,00	2.700,00	2.550,00	0,00	<b>12.000,00</b>
<b>BL4 External exp. and services</b>	D.T2.1.1, D.T3.1.2, D.T3.3.2, D.T3.4.2, & D.C.5.3 Travel & accomodation costs for associated partners KORDIS and DPMB for participation at local pilot launch events, exploitation and transantional workshops (6 travels, each 750,-€).	0,00	0,00	0,00	0,00	2.250,00	1.500,00	750,00	0,00	4.500,00

D.M.1.1 Translation costs (for internal administration ; subsidy contract and partnership agreement); each document 500,-€.	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.000,00
D.M.2.3 Cost for partner meeting (catering), ca. 25 participants.	0,00	0,00	2.500,00	0,00	0,00	0,00	0,00	0,00	0,00	2.500,00
D.C.4.1 Promotion material for active participation in EU Mobility/Energy Weeks in 2018/19 (incl. citizens idea contest) and GIS Day in Brno; roll-ups, notepads, cotton bags, pens and pencils, posters and flyers.	0,00	2.000,00	0,00	3.000,00	0,00	2.000,00	0,00	2.000,00	0,00	9.000,00

	D.T1.5.1 & D.T1.5.4 Organisation of local/regional stakeholder (2 meetings) and citizens participation (2 public events); cost for catering, venue and handouts; about 30-40 participants each meeting/event .	0,00	0,00	1.000,00	1.500,00	0,00	0,00	0,00	0,00	2.500,00
	D.T1.6.1 & D.T1.6.2 External expert to program web-based/GIS-based SUMP impact assessment tool.	0,00	3.000,00	10.000,00	0,00	12.000,00	0,00	20.000,00	5.000,00	50.000,00
	D.T1.6.2 External expertise to set up communication plan for awareness raising of relevant stakeholders and general public to use SUMP impact assessment and monitoring tool and compilation of a reference manual for tool usage.	0,00	0,00	4.000,00	4.000,00	4.000,00	0,00	0,00	0,00	12.000,00



	D.T1.6.4 Translation of reference manual for SUMP impact assessment and monitoring tool into 7 CE languages plus EN; each translation about 1.500,-€.	0,00	0,00	0,00	0,00	0,00	12.000,00	0,00	0,00	12.000,00
<b>Total BL4 External expertise and services costs</b>		0,00	6.000,00	17.500,00	8.500,00	18.250,00	15.500,00	20.750,00	7.000,00	<b>93.500,00</b>
<b>BL5 Equipment</b>	D.M.1.1 - D.M.4.11 Purchase of 1 laptop with software for technical and administrative project management (for general office use)	0,00	2.000,00	0,00	0,00	0,00	0,00	0,00	0,00	2.000,00
<b>Total BL5 Equipment expenditure</b>		0,00	2.000,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>2.000,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>26.456,63</b>	<b>38.734,20</b>	<b>28.975,95</b>	<b>39.385,33</b>	<b>37.834,20</b>	<b>34.695,06</b>	<b>15.239,74</b>	<b>221.321,11</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	8.590,12	11.912,50	1.373,28	1.373,23	0,00	0,00	3.207,50	26.456,63
Period 2	0,00	8.090,12	24.312,50	2.143,73	1.781,48	0,00	0,00	2.406,37	38.734,20
Period 3	0,00	4.390,12	14.412,50	2.643,73	1.373,23	0,00	0,00	6.156,37	28.975,95
Period 4	0,00	5.590,12	24.912,50	4.393,73	3.281,48	0,00	0,00	1.207,50	39.385,33
Period 5	0,00	5.590,12	20.912,50	3.643,73	2.531,48	0,00	0,00	5.156,37	37.834,20
Period 6	0,00	3.395,06	26.350,00	1.150,00	1.900,00	0,00	0,00	1.900,00	34.695,06
Period 7	0,00	2.195,06	8.162,50	993,73	632,08	0,00	0,00	3.256,37	15.239,74
<b>TOTAL</b>	<b>0,00</b>	<b>37.840,72</b>	<b>130.975,00</b>	<b>16.341,93</b>	<b>12.872,98</b>	<b>0,00</b>	<b>0,00</b>	<b>23.290,48</b>	<b>221.321,11</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	188.122,94	85,00
Partner co-financing	33.198,17	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>221.321,11</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Statuárni město Brno	public	100,00 %	33.198,17
<b>Sub-total public co-financing</b>		<b>100,00 %</b>	<b>33.198,17</b>
<b>Sub-total automatic public co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>33.198,17</b>
<b>Partner co-financing (target value)</b>			<b>33.198,17</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>221.321,11</b>

### E.1.1 Partner

Partner number	6
Name of partner organisation	Grad Koprivnica
Country	HR
Abbreviation	KOP
Partner role	PP

### E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

### E.1.3 Partner budget overview

#### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	7.320,00	28.500,00	6.600,00	28.840,00	0,00	0,00	5.280,00	<b>76.540,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.098,00	4.275,00	990,00	4.326,00	0,00	0,00	792,00	<b>11.481,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	6.000,00	500,00	600,00	500,00	0,00	0,00	1.400,00	<b>9.000,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	3.350,00	0,00	0,00	0,00	0,00	0,00	0,00	3.350,00
	D.T1.2.1 - D.T1.2.1 & D.T1.5.4 External expertise to develop a strategy and action plan for KOP's FUA integrating local SUMP and regional mobility master plan.	0,00	0,00	15.000,00	0,00	0,00	0,00	0,00	0,00	15.000,00

	D.T2.2.1 Organisation and development of regional and national trainings on regional SUMP development and planning and implementatio n of multimodal PT offers (related to pilot action) incl. printing cost of training materials (PT development handbook).	0,00	0,00	0,00	10.990,00	0,00	0,00	0,00	0,00	10.990,00
<b>Total BL4 External expertise and services costs</b>		0,00	3.350,00	15.000,00	10.990,00	0,00	0,00	0,00	0,00	<b>29.340,00</b>
<b>BL5</b>	D.T3.4.2 Equipment for the smart multimodal mobility station: 10 KW PV system (24.500,-€) incl. urban furniture to accommodate the PV station (6.700,-€) as well as e-bike terminal for 5 e-bikes (5 e-bike racks, each 960,-€; = 4.800,-€), an information point (e-kiosk) for passenger travel time, charging status and saved CO2 emissions information etc. (monitor:									

<b>Equipment</b>	900,-€) and battery system to store PV energy (planned for 16 individual batteries, 220 Ah, 48 V, with a changeover system to "normal" electricity grid in case of insufficient electrical power supply from PV station; 18.000,-€) connected to the charging station (2 AC chargers with a maximum power of 3,7 kW; 11.800,-€) for e-bikes and e-buses.	0,00	0,00	0,00	0,00	0,00	0,00	66.700,00	0,00	66.700,00
<b>Total BL5 Equipment expenditure</b>		0,00	0,00	0,00	0,00	0,00	0,00	66.700,00	0,00	<b>66.700,00</b>

<b>BL6 Infrastr. and works</b>	D.T3.4.2 Construction works for smart multimodal mobility station incl. assembling the PV, battery and charging station as well as the e-kiosk to a "smart multimodal mobility station" (14.000,-€) and works for connections to power supply from both PV and "normal" grid (5.100,-€, BL6)..	0,00	0,00	0,00	0,00	0,00	0,00	19.100,00	0,00	19.100,00
<b>Total BL6 Infrastructure and works expenditure</b>		0,00	0,00	0,00	0,00	0,00	0,00	19.100,00	0,00	<b>19.100,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>17.768,00</b>	<b>48.275,00</b>	<b>19.180,00</b>	<b>33.666,00</b>	<b>0,00</b>	<b>85.800,00</b>	<b>7.472,00</b>	<b>212.161,00</b>

#### E.1.3.b Partner budget overview - budget line/ per period

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	12.690,00	13.410,00	13.230,00	12.190,00	13.830,00	8.580,00	2.610,00	<b>76.540,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.903,50	2.011,50	1.984,50	1.828,50	2.074,50	1.287,00	391,50	<b>11.481,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	1.200,00	850,00	1.200,00	3.150,00	600,00	2.000,00	0,00	<b>9.000,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	510,00	510,00	510,00	510,00	510,00	0,00	800,00	3.350,00

	D.T1.2.1 - D.T1.2.1 & D.T1.5.4 External expertise to develop a strategy and action plan for KOP's FUA integrating local SUMP and regional mobility master plan.	0,00	0,00	10.000,00	5.000,00	0,00	0,00	0,00	0,00	15.000,00
	D.T2.2.1 Organisation and development of regional and national trainings on regional SUMP development and planning and implementatio n of multimodal PT offers (related to pilot action) incl. printing cost of training materials (PT development handbook).	0,00	0,00	5.000,00	5.990,00	0,00	0,00	0,00	0,00	10.990,00
<b>Total BL4 External expertise and services costs</b>		0,00	510,00	15.510,00	11.500,00	510,00	510,00	0,00	800,00	<b>29.340,00</b>
	D.T3.4.2 Equipment for the smart multimodal mobility station: 10 KW PV system (24.500,-€) incl. urban furniture to accommodate the PV station									

<b>BL5 Equipment</b>	(6.700,-€) as well as e-bike terminal for 5 e-bikes (5 e-bike racks, each 960,-€; = 4.800,-€), an information point (e-kiosk) for passenger travel time, charging status and saved CO2 emissions information etc. (monitor: 900,-€) and battery system to store PV energy (planned for 16 individual batteries, 220 Ah, 48 V, with a changeover system to "normal" electricity grid in case of insufficient electrical power supply from PV station; 18.000,-€) connected to the charging station (2 AC chargers with a maximum power of 3,7 kW; 11.800,-€) for e-bikes and e-buses.	0,00	0,00	0,00	0,00	0,00	26.700,00	10.000,00	30.000,00	66.700,00
<b>Total BL5 Equipment expenditure</b>		0,00	0,00	0,00	0,00	0,00	26.700,00	10.000,00	30.000,00	<b>66.700,00</b>



<b>BL6 Infrastr. and works</b>	D.T3.4.2 Construction works for smart multimodal mobility station incl. assembling the PV, battery and charging station as well as the e-kiosk to a "smart multimodal mobility station" (14.000,-€) and works for connections to power supply from both PV and "normal" grid (5.100,-€, BL6)..	0,00	0,00	0,00	0,00	0,00	0,00	9.100,00	10.000,00	19.100,00
<b>Total BL6 Infrastructure and works expenditure</b>		0,00	0,00	0,00	0,00	0,00	0,00	9.100,00	10.000,00	<b>19.100,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>16.303,50</b>	<b>31.781,50</b>	<b>27.914,50</b>	<b>17.678,50</b>	<b>43.714,50</b>	<b>30.967,00</b>	<b>43.801,50</b>	<b>212.161,00</b>

#### E.1.3.c Partner budget overview - period/ per work package

<b>Period</b>	<b>WP P</b>	<b>WP M</b>	<b>WP T1</b>	<b>WP T2</b>	<b>WP T3</b>	<b>WP I1</b>	<b>WP I2</b>	<b>WP C</b>	<b>TOTAL</b>
<b>Period 0</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 1</b>	0,00	3.113,00	4.025,00	1.265,00	6.888,50	0,00	0,00	1.012,00	16.303,50
<b>Period 2</b>	0,00	2.513,00	16.000,00	6.265,00	5.991,50	0,00	0,00	1.012,00	31.781,50
<b>Period 3</b>	0,00	3.113,00	10.750,00	7.255,00	5.784,50	0,00	0,00	1.012,00	27.914,50
<b>Period 4</b>	0,00	3.113,00	6.000,00	1.865,00	5.088,50	0,00	0,00	1.612,00	17.678,50
<b>Period 5</b>	0,00	2.513,00	5.750,00	1.265,00	6.474,50	0,00	26.700,00	1.012,00	43.714,50
<b>Period 6</b>	0,00	1.901,50	3.450,00	1.265,00	3.438,50	0,00	19.100,00	1.812,00	30.967,00
<b>Period 7</b>	0,00	1.501,50	2.300,00	0,00	0,00	0,00	40.000,00	0,00	43.801,50
<b>TOTAL</b>	<b>0,00</b>	<b>17.768,00</b>	<b>48.275,00</b>	<b>19.180,00</b>	<b>33.666,00</b>	<b>0,00</b>	<b>85.800,00</b>	<b>7.472,00</b>	<b>212.161,00</b>

## E.1.4 Partner co-financing

### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	180.336,85	85,00
Partner co-financing	31.824,15	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>212.161,00</b>	

### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Grad Koprivnica	public	100,00 %	31.824,15
<b>Sub-total public co-financing</b>		<b>100,00 %</b>	<b>31.824,15</b>
<b>Sub-total automatic public co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>31.824,15</b>
<b>Partner co-financing (target value)</b>			<b>31.824,15</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>212.161,00</b>

## E.1.1 Partner

Partner number	7
Name of partner organisation	SVEUČILIŠTE SJEVER
Country	HR
Abbreviation	UNIN
Partner role	PP

## E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

### **E.1.3 Partner budget overview**

#### **E.1.3.a Partner budget overview - budget line/ per work package**

<b>Budget line</b>	<b>Specification</b>	<b>WP P</b>	<b>WP M</b>	<b>WP T1</b>	<b>WP T2</b>	<b>WP T3</b>	<b>WP I1</b>	<b>WP I2</b>	<b>WP C</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	3.399,50	4.300,00	26.312,50	7.100,00	0,00	0,00	2.400,00	<b>43.512,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	509,92	645,00	3.946,85	1.065,00	0,00	0,00	360,00	<b>6.526,77</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	4.200,00	0,00	2.025,53	0,00	0,00	0,00	0,00	<b>6.225,53</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	3.300,95	0,00	0,00	0,00	0,00	0,00	0,00	3.300,95
	D.T2.3.2: External Support for developing the CE SUMP Competence Centre (programming website framework, functionalities, e.g. keyword search, mult-language website backbone, best-practice template (incl. upload).	0,00	0,00	0,00	6.885,05	0,00	0,00	0,00	0,00	6.885,05
<b>Total BL4 External expertise and services costs</b>		0,00	3.300,95	0,00	6.885,05	0,00	0,00	0,00	0,00	<b>10.186,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>11.410,37</b>	<b>4.945,00</b>	<b>39.169,93</b>	<b>8.165,00</b>	<b>0,00</b>	<b>0,00</b>	<b>2.760,00</b>	<b>66.450,30</b>

E.1.3.b Partner budget overview - budget line/ per period

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	6.900,00	6.762,50	6.762,50	7.162,50	8.562,50	4.624,75	2.737,25	<b>43.512,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.035,00	1.014,37	1.014,37	1.074,37	1.284,37	693,71	410,58	<b>6.526,77</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	600,00	600,00	1.000,00	1.350,00	1.000,00	1.675,53	0,00	<b>6.225,53</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	510,00	510,00	510,00	510,00	510,00	0,00	750,95	3.300,95
	D.T2.3.2: External Support for developing the CE SUMP Competence Centre (programming website framework, functionalities, e.g. keyword search, multilanguage website backbone, best-practice template (incl. upload).	0,00	0,00	0,00	0,00	0,00	0,00	4.000,00	2.885,05	6.885,05
<b>Total BL4 External expertise and services costs</b>		0,00	510,00	510,00	510,00	510,00	510,00	4.000,00	3.636,00	<b>10.186,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>9.045,00</b>	<b>8.886,87</b>	<b>9.286,87</b>	<b>10.096,87</b>	<b>11.356,87</b>	<b>10.993,99</b>	<b>6.783,83</b>	<b>66.450,30</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	1.570,00	805,00	5.175,00	1.035,00	0,00	0,00	460,00	9.045,00
Period 2	0,00	1.570,00	805,00	5.016,87	1.035,00	0,00	0,00	460,00	8.886,87
Period 3	0,00	1.570,00	805,00	5.416,87	1.035,00	0,00	0,00	460,00	9.286,87
Period 4	0,00	2.030,00	805,00	5.766,87	1.035,00	0,00	0,00	460,00	10.096,87
Period 5	0,00	2.030,00	862,50	5.416,87	2.587,50	0,00	0,00	460,00	11.356,87
Period 6	0,00	1.544,71	575,00	7.925,53	718,75	0,00	0,00	230,00	10.993,99
Period 7	0,00	1.095,66	287,50	4.451,92	718,75	0,00	0,00	230,00	6.783,83
<b>TOTAL</b>	<b>0,00</b>	<b>11.410,37</b>	<b>4.945,00</b>	<b>39.169,93</b>	<b>8.165,00</b>	<b>0,00</b>	<b>0,00</b>	<b>2.760,00</b>	<b>66.450,30</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	56.482,75	85,00
Partner co-financing	9.967,55	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>66.450,30</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
SVEUČILIŠTE SJEVER	public	100,00 %	9.967,55
Sub-total public co-financing		100,00 %	9.967,55
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	9.967,55
Partner co-financing (target value)			9.967,55
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			66.450,30

### E.1.1 Partner

Partner number	8
Name of partner organisation	Tramvie Elettriche Parmensi
Country	IT
Abbreviation	TEP
Partner role	PP

## E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

## E.1.3 Partner budget overview

### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	10.000,00	16.000,00	6.000,00	48.200,00	0,00	0,00	7.300,00	<b>87.500,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.500,00	2.400,00	900,00	7.230,00	0,00	0,00	1.095,00	<b>13.125,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	6.000,00	800,00	900,00	1.000,00	0,00	0,00	1.600,00	<b>10.300,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	4.800,00	0,00	0,00	0,00	0,00	0,00	0,00	4.800,00
	D.M.2.3 Cost for partner meeting in Parma (catering, venue) for about 30 participants, 2 days meeting.	0,00	3.000,00	0,00	0,00	0,00	0,00	0,00	0,00	3.000,00
	D.C.4.1 Promotion and campaign material for active participation in EU Mobility and Energy weeks (incl. citizens idea contests; flyer, poster, roll-ups, pencils and pens, notepads, cotton bags.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	5.000,00	5.000,00

	D.T3.6.1-2 Development of study & planning permission for multipurpose charging infrastructure, linked to Parma's newly planned e-bus line incl. technical aspects, energy regulations & potential analysis for new multimodal low-carbon mobility offers.	0,00	0,00	0,00	0,00	25.000,00	0,00	0,00	0,00	25.000,00
	D.T1.2.4 & D.T3.6.1 Cost for four local/regional stakeholder/general public participation events on low-carbon mobility planning strategies & new multimodal mobility offers (cost for catering, handouts & posters, 6 events with 30-40 participants each)	0,00	0,00	5.500,00	0,00	0,00	0,00	0,00	0,00	5.500,00



	D.T1.2.2 & D.T1.2.4 External expertise for analysing Parma's SUMP and SEAP action plans regarding potential and impact assessment of new low-carbon multimodal electromobility measures in Parma's FUA.	0,00	0,00	6.800,00	0,00	0,00	0,00	0,00	0,00	6.800,00
	D.T2.2.1 Organsiation of 2 regional & 1 national trainings on integrated low-carbon mobility planning strategies & planning/implementatation of low-carbon mobility services; catering, venue, handouts & event promotion material; each with ca. 40 participants	0,00	0,00	0,00	4.000,00	0,00	0,00	0,00	0,00	4.000,00
	D.T2.2.1 & D.T3.3.2 Cost for travel and accomodation of associated partner City of Parma to transnational training and pilot action launch event in Salzburg	0,00	0,00	0,00	750,00	750,00	0,00	0,00	0,00	1.500,00

<b>Total BL4 External expertise and services costs</b>		0,00	7.800,00	12.300,00	4.750,00	25.750,00	0,00	0,00	5.000,00	<b>55.600,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>25.300,00</b>	<b>31.500,00</b>	<b>12.550,00</b>	<b>82.180,00</b>	<b>0,00</b>	<b>0,00</b>	<b>14.995,00</b>	<b>166.525,00</b>

#### E.1.3.b Partner budget overview - budget line/ per period

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	6.400,00	14.400,00	16.500,00	16.500,00	17.700,00	10.900,00	5.100,00	<b>87.500,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	960,00	2.160,00	2.475,00	2.475,00	2.655,00	1.635,00	765,00	<b>13.125,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	1.500,00	1.150,00	1.050,00	3.100,00	1.200,00	2.300,00	0,00	<b>10.300,00</b>
<b>BL4 External exp. and services</b>	D.M.4.6 - D.M.4.11 Costs for FLC audits	0,00	800,00	800,00	800,00	800,00	800,00	800,00	0,00	4.800,00
	D.M.2.3 Cost for partner meeting in Parma (catering, venue) for about 30 participants, 2 days meeting.	0,00	0,00	0,00	0,00	0,00	3.000,00	0,00	0,00	3.000,00

	D.C.4.1 Promotion and campaign material for active participation in EU Mobility and Energy weeks (incl. citizens idea contests; flyer, poster, roll-ups, pencils and pens, notepads, cotton bags.	0,00	0,00	0,00	2.000,00	0,00	2.000,00	0,00	1.000,00	5.000,00
	D.T3.6.1-2 Development of study & planning permission for multipurpose charging infrastructure, linked to Parma's newly planned e-bus line incl. technical aspects, energy regulations & potential analysis for new multimodal low-carbon mobility offers.	0,00	0,00	5.000,00	5.000,00	5.000,00	5.000,00	3.000,00	2.000,00	25.000,00

	D.T1.2.4 & D.T3.6.1 Cost for four local/regional stakeholder/general public participation events on low-carbon mobility planning strategies & new multimodal mobility offers (cost for catering, handouts & posters, 6 events with 30-40 participants each)	0,00	0,00	1.000,00	1.500,00	1.500,00	1.500,00	0,00	0,00	5.500,00
	D.T1.2.2 & D.T1.2.4 External expertise for analysing Parma's SUMP and SEAP action plans regarding potential and impact assessment of new low-carbon multimodal electromobility measures in Parma's FUA.	0,00	0,00	0,00	0,00	6.800,00	0,00	0,00	0,00	6.800,00

	D.T2.2.1 Organsiation of 2 regional & 1 national trainings on integrated low-carbon mobility planning strategies & planning/impl ementation of low-carbon mobility services; catering, venue, handouts & event promotion material; each with ca. 40 participants	0,00	0,00	0,00	1.000,00	1.000,00	2.000,00	0,00	0,00	4.000,00
	D.T2.2.1 & D.T3.3.2 Cost for travel and accomodation of associated partner City of Parma to transnational training and pilot action launch event in Salzburg	0,00	0,00	0,00	0,00	750,00	750,00	0,00	0,00	1.500,00
<b>Total BL4 External expertise and services costs</b>		0,00	800,00	6.800,00	10.300,00	15.850,00	15.050,00	3.800,00	3.000,00	<b>55.600,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructur e and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>9.660,00</b>	<b>24.510,00</b>	<b>30.325,00</b>	<b>37.925,00</b>	<b>36.605,00</b>	<b>18.635,00</b>	<b>8.865,00</b>	<b>166.525,00</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	4.140,00	1.725,00	0,00	2.875,00	0,00	0,00	920,00	9.660,00
Period 2	0,00	3.390,00	4.275,00	1.725,00	13.970,00	0,00	0,00	1.150,00	24.510,00
Period 3	0,00	3.505,00	4.950,00	3.025,00	15.120,00	0,00	0,00	3.725,00	30.325,00
Period 4	0,00	4.255,00	13.300,00	2.900,00	15.520,00	0,00	0,00	1.950,00	37.925,00
Period 5	0,00	5.755,00	3.800,00	3.750,00	19.575,00	0,00	0,00	3.725,00	36.605,00
Period 6	0,00	3.450,00	2.300,00	575,00	10.360,00	0,00	0,00	1.950,00	18.635,00
Period 7	0,00	805,00	1.150,00	575,00	4.760,00	0,00	0,00	1.575,00	8.865,00
<b>TOTAL</b>	<b>0,00</b>	<b>25.300,00</b>	<b>31.500,00</b>	<b>12.550,00</b>	<b>82.180,00</b>	<b>0,00</b>	<b>0,00</b>	<b>14.995,00</b>	<b>166.525,00</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	133.220,00	80,00
Partner co-financing	33.305,00	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>166.525,00</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Tramvie Elettriche Parmensi	public	0,00 %	0,00
Ministry for economic development	automatic public	100,00 %	33.305,00
	private	0,00 %	0,00
<b>Sub-total public co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>Sub-total automatic public co-financing</b>		<b>100,00 %</b>	<b>33.305,00</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>33.305,00</b>
<b>Partner co-financing (target value)</b>			<b>33.305,00</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>166.525,00</b>

### E.1.1 Partner

Partner number	9
Name of partner organisation	Gmina Skawina
Country	PL
Abbreviation	SKW
Partner role	PP

### E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	Yes	20,00
Flat rate office and administrative expenditure	Yes	15,00

### E.1.3 Partner budget overview

#### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	1.060,00	260,00	0,00	9.624,71	0,00	0,00	160,00	<b>11.104,71</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	159,00	39,00	0,00	1.443,70	0,00	0,00	24,00	<b>1.665,70</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	2.300,00	0,00	0,00	600,00	0,00	0,00	800,00	<b>3.700,00</b>
<b>BL4 External exp. and services</b>	D.T3.5.1 - D.T3.5.3 External expertise for preparing a plan (based on passenger surveys/participation, modelling) for pilot implementation and evaluation (including a model for evaluation of pilot's low-carbon impact).	0,00	0,00	0,00	0,00	40.000,00	0,00	0,00	0,00	40.000,00

	D.M.2.3 Cost for a 2 days partner meeting in Krakow (catering, venue) for about 30 participants.	0,00	3.000,00	0,00	0,00	0,00	0,00	0,00	0,00	3.000,00
	D.T3.5.2 Cost for local pilot launch event incl. promotion campaign for the new mobility service "call-a-clean-bus"; cost for catering and promotion materials (posters, flyers, adverts for social media channels).	0,00	0,00	0,00	0,00	7.523,59	0,00	0,00	0,00	7.523,59
	D.T1.3.4 Local/regional stakeholder and citizens participation events; cost for 2 events for catering, venue, handouts, event promotion materials (for public event: posters).	0,00	0,00	1.300,00	0,00	0,00	0,00	0,00	0,00	1.300,00
<b>Total BL4 External expertise and services costs</b>		0,00	3.000,00	1.300,00	0,00	47.523,59	0,00	0,00	0,00	<b>51.823,59</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>



<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>6.519,00</b>	<b>1.599,00</b>	<b>0,00</b>	<b>59.192,00</b>	<b>0,00</b>	<b>0,00</b>	<b>984,00</b>	<b>68.294,00</b>

#### E.1.3.b Partner budget overview - budget line/ per period

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	800,00	2.200,00	1.740,00	1.580,00	1.700,00	1.880,00	1.204,71	<b>11.104,71</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	120,00	330,00	261,00	237,00	255,00	282,00	180,70	<b>1.665,70</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	500,00	0,00	400,00	400,00	1.000,00	1.400,00	0,00	<b>3.700,00</b>
<b>BL4 External exp. and services</b>	D.T3.5.1 - D.T3.5.3 External expertise for preparing a plan (based on passenger surveys/participation, modelling) for pilot implementation and evaluation (including a model for evaluation of pilot's low-carbon impact).	0,00	3.500,00	7.500,00	7.500,00	7.500,00	5.000,00	5.000,00	4.000,00	40.000,00
	D.M.2.3 Cost for a 2 days partner meeting in Krakow (catering, venue) for about 30 participants.	0,00	0,00	3.000,00	0,00	0,00	0,00	0,00	0,00	3.000,00

	D.T3.5.2 Cost for local pilot launch event incl. promotion campaign for the new mobility service "call-a-clean-bus"; cost for catering and promotion materials (posters, flyers, adverts for social media channels).	0,00	0,00	0,00	0,00	0,00	2.500,00	3.000,00	2.023,59	7.523,59
	D.T1.3.4 Local/regional stakeholder and citizens participation events; cost for 2 events for catering, venue, handouts, event promotion materials (for public event: posters).	0,00	0,00	500,00	800,00	0,00	0,00	0,00	0,00	1.300,00
<b>Total BL4 External expertise and services costs</b>		0,00	3.500,00	11.000,00	8.300,00	7.500,00	7.500,00	8.000,00	6.023,59	<b>51.823,59</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>4.920,00</b>	<b>13.530,00</b>	<b>10.701,00</b>	<b>9.717,00</b>	<b>10.455,00</b>	<b>11.562,00</b>	<b>7.409,00</b>	<b>68.294,00</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	615,00	0,00	0,00	4.305,00	0,00	0,00	0,00	4.920,00
Period 2	0,00	3.690,00	615,00	0,00	9.225,00	0,00	0,00	0,00	13.530,00
Period 3	0,00	492,00	984,00	0,00	9.225,00	0,00	0,00	0,00	10.701,00
Period 4	0,00	492,00	0,00	0,00	9.225,00	0,00	0,00	0,00	9.717,00
Period 5	0,00	492,00	0,00	0,00	9.963,00	0,00	0,00	0,00	10.455,00
Period 6	0,00	738,00	0,00	0,00	9.840,00	0,00	0,00	984,00	11.562,00
Period 7	0,00	0,00	0,00	0,00	7.409,00	0,00	0,00	0,00	7.409,00
<b>TOTAL</b>	<b>0,00</b>	<b>6.519,00</b>	<b>1.599,00</b>	<b>0,00</b>	<b>59.192,00</b>	<b>0,00</b>	<b>0,00</b>	<b>984,00</b>	<b>68.294,00</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	58.049,90	85,00
Partner co-financing	10.244,10	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>68.294,00</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Gmina Skawina	public	100,00 %	10.244,10
Sub-total public co-financing		100,00 %	10.244,10
Sub-total automatic public co-financing		0,00 %	0,00
Sub-total private co-financing		0,00 %	0,00
TOTAL partner co-financing		100 %	10.244,10
Partner co-financing (target value)			10.244,10
Total public expenditure (= ERDF + public co-financing + automatic public co-financing)			68.294,00

### E.1.1 Partner

Partner number	10
Name of partner organisation	The Regional Environmental Center for Central and Eastern Europe
Country	HU
Abbreviation	REC
Partner role	PP

## E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	No	20,00
Flat rate office and administrative expenditure	Yes	15,00

## E.1.3 Partner budget overview

### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	7.000,00	0,00	0,00	0,00	0,00	0,00	25.800,00	<b>32.800,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.050,00	0,00	0,00	0,00	0,00	0,00	3.870,00	<b>4.920,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	2.000,00	0,00	0,00	0,00	0,00	0,00	3.242,87	<b>5.242,87</b>
<b>BL4 External exp. and services</b>	D.C.4.1 Cost for exhibiton stand and space rent for LOW-CARB promotion at EU Energy and Mobility Weeks in 2018 and 2019.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	400,00	400,00
	D.C.5.1 Cost for organisation of "1" 1-day thematic transnational workshop on low-carbon mobility planning & novel mobility offers, ca. 30 participants; cost for catering, venue.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	850,00	850,00
	D.C.3.1 Cost for project leaflets (design and printing).	0,00	0,00	0,00	0,00	0,00	0,00	0,00	1.826,78	1.826,78

	D.C.7.2 Design and production of one event kit including 2 roll-ups & brochure display stand.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	541,37	541,37
<b>Total BL4 External expertise and services costs</b>		0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	3.618,15	<b>3.618,15</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>10.050,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>36.531,02</b>	<b>46.581,02</b>

#### E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	12.900,00	11.900,00	8.000,00	0,00	0,00	0,00	0,00	<b>32.800,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	1.935,00	1.785,00	1.200,00	0,00	0,00	0,00	0,00	<b>4.920,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	2.000,00	2.442,87	800,00	0,00	0,00	0,00	0,00	<b>5.242,87</b>
<b>BL4 External exp. and services</b>	D.C.4.1 Cost for exhibiton stand and space rent for LOW-CARB promotion at EU Energy and Mobility Weeks in 2018 and 2019.	0,00	0,00	400,00	0,00	0,00	0,00	0,00	0,00	400,00

	D.C.5.1 Cost for organisation of "1" 1-day thematic transnational workshop on low-carbon mobility planning & novel mobility offers, ca. 30 participants; cost for catering, venue.	0,00	0,00	850,00	0,00	0,00	0,00	0,00	0,00	850,00
	D.C.3.1 Cost for project leaflets (design and printing).	0,00	1.826,78	0,00	0,00	0,00	0,00	0,00	0,00	1.826,78
	D.C.7.2 Design and production of one event kit including 2 roll-ups & brochure display stand.	0,00	541,37	0,00	0,00	0,00	0,00	0,00	0,00	541,37
<b>Total BL4 External expertise and services costs</b>		0,00	2.368,15	1.250,00	0,00	0,00	0,00	0,00	0,00	<b>3.618,15</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>19.203,15</b>	<b>17.377,87</b>	<b>10.000,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>46.581,02</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	4.650,00	0,00	0,00	0,00	0,00	0,00	14.553,15	19.203,15
Period 2	0,00	3.100,00	0,00	0,00	0,00	0,00	0,00	14.277,87	17.377,87
Period 3	0,00	2.300,00	0,00	0,00	0,00	0,00	0,00	7.700,00	10.000,00
Period 4	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 5	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 6	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 7	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>TOTAL</b>	<b>0,00</b>	<b>10.050,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>36.531,02</b>	<b>46.581,02</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	39.593,86	85,00
Partner co-financing	6.987,16	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>46.581,02</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
The Regional Environmental Center for Central and Eastern Europe	public	30,00 %	2.096,15
Ministry for National Economy	automatic public	70,00 %	4.891,01
	private	0,00 %	0,00
<b>Sub-total public co-financing</b>		<b>30,00 %</b>	<b>2.096,15</b>
<b>Sub-total automatic public co-financing</b>		<b>70,00 %</b>	<b>4.891,01</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>6.987,16</b>
<b>Partner co-financing (target value)</b>			<b>6.987,16</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>46.581,02</b>

### E.1.1 Partner

<i>Partner number</i>	11
<i>Name of partner organisation</i>	Szegedi Közlekedési Kft.
<i>Country</i>	HU
<i>Abbreviation</i>	SZKT
<i>Partner role</i>	PP

### E.1.2 Budget flat rates

<i>Budget flat rates</i>	Yes	
<i>Flat rate staff costs</i>	Yes	20,00
<i>Flat rate office and administrative expenditure</i>	Yes	15,00

### E.1.3 Partner budget overview

#### E.1.3.a Partner budget overview - budget line/ per work package

<b>Budget line</b>	<b>Specification</b>	<b>WP P</b>	<b>WP M</b>	<b>WP T1</b>	<b>WP T2</b>	<b>WP T3</b>	<b>WP I1</b>	<b>WP I2</b>	<b>WP C</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	1.280,00	10.980,00	80,00	24.080,00	0,00	0,00	560,00	<b>36.980,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	192,00	1.647,00	12,00	3.612,00	0,00	0,00	84,00	<b>5.547,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	6.400,00	0,00	400,00	1.400,00	0,00	0,00	800,00	<b>9.000,00</b>



<b>BL4 External exp. and services</b>	D.T1.5.1 - D.T1.5.6 Development of an action plan for company mobility management in the pilot area of Szeged's Industrial Logistic Centre. Incl. consultancy, company/stakeholder involvement. data-based modelling & planning (of prioritised measures).	0,00	0,00	53.900,00	0,00	0,00	0,00	0,00	0,00	53.900,00
	D.T3.2.1 Design and implementation of an open data portal (as part of a public website) for collection & publication of transport-related data; incl. a low-carbon mobility scoreboard & public campaign for scoreboard and open data based planning/policy. The external expertise services will include the development of a concept for a low-carbon transport related open data portal	0,00	0,00	0,00	0,00	25.000,00	0,00	0,00	0,00	25.000,00

	and its integration into the public webiste presence of the City of Szeged / SZKT (to be decided) as well as the development of a scoreboard application and campaign elements - linked to Szeged's mobility planning and open data policy - how to make use of the open data for the developemt of low-carbon mobility services.									
	D.T3.2.3 Campaign for open data based low-carbon mobility app development and gamification strategy and implementation as incentive for low-carbon mobility modes use. Incl. organisation of "Hackathon" for CO2 trip calculator app (based on open data).	0,00	0,00	0,00	0,00	34.000,00	0,00	0,00	0,00	34.000,00
	D.T3.2.1 & D.T3.2.2 Development									

	& implementation of a WiFi-based dynamic passenger counting system for open data-based low-carbon mobility planning (e.g. new service planning, gap analysis) and main input to public low-carbon scoreboard. The external expert services will include the development of the concept for data clearing (data formats as well as how to read out and process the data) and development of methods how to link and correlate the data provided by the existing Wifi antennas on tram and trolleybuses to dynamic real passenger counting and mobility planning and open data platform information as well as concepts for testing and evaluation of	0,00	0,00	0,00	0,00	60.000,00	0,00	0,00	0,00	60.000,00
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	the new service (e.g. on efficiency and accuracy) in use case scenarios in PP11 SZKT's trolleybus and tram grids.									
	D.T1.3.2 Cost for organsiation of local/regional stakeholder involvement for joint policy developement of open data based mobility planning for Szege'd's FUA; cost for catering & handouts for two meetings, each with about 30 participants.	0,00	0,00	1.000,00	0,00	0,00	0,00	0,00	0,00	1.000,00
	D.C.4.1 Promotion material for active LOW-CARB promotion during EU Mobility & Energy Weeks (incl. citizens ide contest) incl. roll-ups, posters, notepads, cotton bags, pens and pencils, adverts for social media.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	2.000,00	2.000,00
<b>Total BL4 External expertise and services costs</b>		0,00	0,00	54.900,00	0,00	119.000,00	0,00	0,00	2.000,00	<b>175.900,00</b>

<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>7.872,00</b>	<b>67.527,00</b>	<b>492,00</b>	<b>148.092,00</b>	<b>0,00</b>	<b>0,00</b>	<b>3.444,00</b>	<b>227.427,00</b>

### E.1.3.b Partner budget overview - budget line/ per period

<b>Budget line</b>	<b>Specification</b>	<b>Period 0</b>	<b>Period 1</b>	<b>Period 2</b>	<b>Period 3</b>	<b>Period 4</b>	<b>Period 5</b>	<b>Period 6</b>	<b>Period 7</b>	<b>TOTAL</b>
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	3.140,00	7.060,00	9.460,00	8.320,00	5.490,00	2.800,00	710,00	<b>36.980,00</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	471,00	1.059,00	1.419,00	1.248,00	823,50	420,00	106,50	<b>5.547,00</b>
<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	1.200,00	800,00	1.600,00	1.600,00	1.800,00	2.000,00	0,00	<b>9.000,00</b>
<b>BL4 External exp. and services</b>	D.T1.5.1 - D.T1.5.6 Development of an action plan for company mobility management in the pilot area of Szeged's Industrial Logistic Centre. Incl. consultancy, company/stakeholder involvement. data-based modelling & planning (of prioritised measures).	0,00	4.000,00	10.000,00	10.000,00	10.000,00	10.000,00	8.000,00	1.900,00	53.900,00
	D.T3.2.1 Design and implementation of an open data portal (as part of a									

	public website) for collection & publication of transport-related data; incl. a low-carbon mobility scoreboard & public campaign for scoreboard and open data based planning/policy. The external expertise services will include the development of a concept for a low-carbon transport related open data portal and its integration into the public website presence of the City of Szeged / SZKT (to be decided) as well as the development of a scoreboard application and campaign elements - linked to Szeged's mobility planning and open data policy - how to make use of the open data for the development of low-carbon mobility services.	0,00	5.000,00	5.000,00	10.000,00	5.000,00	0,00	0,00	0,00	25.000,00
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	<p>D.T3.2.3  Campaign for open data based low-carbon mobility app development and gamification strategy and implementation as incentive for low-carbon mobility modes use. Incl. organisation of "Hackathon" for CO2 trip calculator app (based on open data).</p>	0,00	0,00	4.000,00	10.000,00	10.000,00	10.000,00	0,00	0,00	34.000,00
	<p>D.T3.2.1 &amp; D.T3.2.2  Development &amp; implementation of a WiFi-based dynamic passenger counting system for open data-based low-carbon mobility planning (e.g. new service planning, gap analysis) and main input to public low-carbon scoreboard. The external expert services will include the development of the concept for data clearing (data</p>									

	formats as well as how to read out and process the data) and development of methods how to link and correlate the data provided by the existing Wifi antennas on tram and trolleybuses to dynamic real passenger counting and mobility planning and open data platform information as well as concepts for testing and evalutaion of the new service (e.g. on efficiency and accuracy) in use case scenarios in PP11 SZKT's trolleybus and tram grids.	0,00	5.000,00	15.000,00	15.000,00	15.000,00	5.000,00	4.000,00	1.000,00	60.000,00
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	D.T1.3.2 Cost for organsiation of local/regional stakeholder involvement for joint policy developement of open data based mobility planning for Szegeď's FUA; cost for catering & handouts for two meetings, each with about 30 participants.	0,00	500,00	500,00	0,00	0,00	0,00	0,00	0,00	1.000,00
	D.C.4.1 Promotion material for active LOW-CARB promotion during EU Mobility & Energy Weeks (incl. citizens ide contest) incl. roll-ups, posters, notepads, cotton bags, pens and pencils, adverts for social media.	0,00	0,00	0,00	700,00	0,00	650,00	0,00	650,00	2.000,00
<b>Total BL4 External expertise and services costs</b>		0,00	14.500,00	34.500,00	45.700,00	40.000,00	25.650,00	12.000,00	3.550,00	<b>175.900,00</b>
<b>BL5 Equipment expenditure</b>	BL5 Equipment expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>

<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>19.311,00</b>	<b>43.419,00</b>	<b>58.179,00</b>	<b>51.168,00</b>	<b>33.763,50</b>	<b>17.220,00</b>	<b>4.366,50</b>	<b>227.427,00</b>

#### E.1.3.c Partner budget overview - period/ per work package

<b>Period</b>	<b>WP P</b>	<b>WP M</b>	<b>WP T1</b>	<b>WP T2</b>	<b>WP T3</b>	<b>WP I1</b>	<b>WP I2</b>	<b>WP C</b>	<b>TOTAL</b>
<b>Period 0</b>	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Period 1</b>	0,00	1.476,00	5.535,00	0,00	12.300,00	0,00	0,00	0,00	19.311,00
<b>Period 2</b>	0,00	984,00	12.915,00	0,00	29.520,00	0,00	0,00	0,00	43.419,00
<b>Period 3</b>	0,00	984,00	12.300,00	0,00	44.034,00	0,00	0,00	861,00	58.179,00
<b>Period 4</b>	0,00	1.476,00	12.300,00	492,00	36.900,00	0,00	0,00	0,00	51.168,00
<b>Period 5</b>	0,00	1.476,00	12.300,00	0,00	19.188,00	0,00	0,00	799,50	33.763,50
<b>Period 6</b>	0,00	1.476,00	9.840,00	0,00	4.920,00	0,00	0,00	984,00	17.220,00
<b>Period 7</b>	0,00	0,00	2.337,00	0,00	1.230,00	0,00	0,00	799,50	4.366,50
<b>TOTAL</b>	<b>0,00</b>	<b>7.872,00</b>	<b>67.527,00</b>	<b>492,00</b>	<b>148.092,00</b>	<b>0,00</b>	<b>0,00</b>	<b>3.444,00</b>	<b>227.427,00</b>

#### E.1.4 Partner co-financing

##### E.1.4.a Partner budget and co-financing

	<i>Amount</i>	<i>Co-financing rate</i>
<i>ERDF co-financing</i>	193.312,95	85,00
<i>Partner co-financing</i>	34.114,05	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>227.427,00</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Szegedi Közlekedési Kft.	public	30,00 %	10.234,22
Ministry for National Economy	automatic public	70,00 %	23.879,83
	private	0,00 %	0,00
	private	0,00 %	0,00
	private	0,00 %	0,00
	private	0,00 %	0,00
<b>Sub-total public co-financing</b>		30,00 %	10.234,22
<b>Sub-total automatic public co-financing</b>		70,00 %	23.879,83
<b>Sub-total private co-financing</b>		0,00 %	0,00
<b>TOTAL partner co-financing</b>		100 %	34.114,05
<b>Partner co-financing (target value)</b>			34.114,05
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			227.427,00

#### E.1.1 Partner

Partner number	12
Name of partner organisation	Zarząd Transportu Publicznego w Krakowie
Country	PL
Abbreviation	ZTP
Partner role	PP

#### E.1.2 Budget flat rates

Budget flat rates	Yes	
Flat rate staff costs	Yes	20,00
Flat rate office and administrative expenditure	Yes	15,00

#### E.1.3 Partner budget overview

##### E.1.3.a Partner budget overview - budget line/ per work package

Budget line	Specification	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	800,00	0,00	100,00	35.555,28	25.800,00	0,00	1.000,00	<b>63.255,28</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	120,00	0,00	15,00	5.333,29	3.870,00	0,00	150,00	<b>9.488,29</b>

<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	4.000,00	0,00	0,00	1.000,00	0,00	0,00	1.000,00	<b>6.000,00</b>
<b>BL4 External exp. and services</b>	D.T2.1.1 Organisation of 1 regional training/expert workshop event on low-carbon mobility planning for Krakow's FUA based on SUMP Self-Assessment Tool	0,00	0,00	0,00	500,00	0,00	0,00	0,00	0,00	500,00
	D.T3.3.1 & D.T1.3.4 Regional stakeholder involvement events on joint mobility service development, financing & procurement based on pilot example (catering, venue, handouts), 4 events: each about 20 participants.	0,00	0,00	0,00	0,00	1.500,00	0,00	0,00	0,00	1.500,00

	D.T3.3.2 Cost for local pilot launch events (pilot investment WP I1) incl. promotion materials for the e-bike sharing scheme; cost for flyers, posters, graphics in social media & cost for 3*catering, ca. 180 participants.	0,00	0,00	0,00	0,00	13.000,00	0,00	0,00	0,00	13.000,00
	D.T3.3.2 External expertise for design and integration of pilot stations of existing bike sharing service offer (reservation, booking and clearing system as well as into existing mobile application and website of the existing bike sharing system) and business plan development for e-bike sharing pilot stations in Krakow's FUA. Incl. Summary report on pilot implementation.	0,00	0,00	0,00	0,00	27.276,43	0,00	0,00	0,00	27.276,43

	D.C.4.1 Promotion material for active participation in EU Mobility and Energy Weeks in 2019 incl. citizens idea contest (2 events in 2019); cost for flyers, posters, gadgets, graphics for social media.	0,00	0,00	0,00	0,00	0,00	0,00	0,00	4.000,00	4.000,00
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	<p>D.T3.5.2 Assignment of a "call-a-clean-bus" test service package incl. service implementation for a 9 months operation of the pilot (clean bus pilot line for PP9 SKW) will be provided by a transport service contractor with whom PP12 ZTP has a framework contract for bus services in Krakow FUA. The test service package includes registration, booking and clearing services (needed software will also be provided by transport service contractor) drivers and maintenance services; total cost of the "clean-bus" test service package: ca. 15.000,-€ per month.</p>	0,00	0,00	0,00	0,00	135.000,00	0,00	0,00	0,00	135.000,00
<b>Total BL4 External expertise and services costs</b>		0,00	0,00	0,00	500,00	176.776,43	0,00	0,00	4.000,00	<b>181.276,43</b>

<b>BL5 Equipment</b>	D.T3.3.2: cost for e-bikes incl. stands /racks (50 e-bikes, each 1.800€; 6 e-cargo bikes, each 2.650€); cost for stations (5x totem 1.000-€ per e-bike station and 2x 3.800€ per e-cargo station incl. IT/radio technology, electrical connection, traffic signs and city map and PT network as well as floor anchorage); app integration (10.500€ for both e-bike and e-cargo sharing stations service).	0,00	0,00	0,00	0,00	0,00	129.000,00	0,00	0,00	129.000,00
<b>Total BL5 Equipment expenditure</b>		0,00	0,00	0,00	0,00	0,00	129.000,00	0,00	0,00	<b>129.000,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>4.920,00</b>	<b>0,00</b>	<b>615,00</b>	<b>218.665,00</b>	<b>158.670,00</b>	<b>0,00</b>	<b>6.150,00</b>	<b>389.020,00</b>

E.1.3.b Partner budget overview - budget line/ per period

Budget line	Specification	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	TOTAL
<b>BL1 Staff costs</b>	BL1 Staff costs	0,00	0,00	0,00	0,00	7.250,00	7.050,00	33.000,00	15.955,28	<b>63.255,28</b>
<b>BL2 Office and admin.</b>	BL2 Office and admin.	0,00	0,00	0,00	0,00	1.087,50	1.057,50	4.950,00	2.393,29	<b>9.488,29</b>



<b>BL3 Travel and accom.</b>	BL3 Travel and accom.	0,00	0,00	0,00	0,00	1.500,00	2.000,00	2.500,00	0,00	<b>6.000,00</b>
<b>BL4 External exp. and services</b>	D.T2.1.1 Organisation of 1 regional training/expert workshop event on low-carbon mobility planning for Krakow's FUA based on SUMP Self-Assessment Tool	0,00	0,00	0,00	0,00	0,00	0,00	0,00	500,00	500,00
	D.T3.3.1 & D.T1.3.4 Regional stakeholder involvement events on joint mobility service development, financing & procurement based on pilot example (catering, venue, handouts), 4 events: each about 20 participants.	0,00	0,00	0,00	0,00	750,00	750,00	0,00	0,00	1.500,00

	D.T3.3.2 Cost for local pilot launch events (pilot investment WP 11) incl. promotion materials for the e-bike sharing scheme; cost for flyers, posters, graphics in social media & cost for 3*catering, ca. 180 participants.	0,00	0,00	0,00	0,00	0,00	5.000,00	5.000,00	3.000,00	13.000,00
	D.T3.3.2 External expertise for design and integration of pilot stations of existing bike sharing service offer (reservation, booking and clearing system as well as into existing mobile application and website of the existing bike sharing system) and business plan development for e-bike sharing pilot stations in Krakow's FUA. Incl. Summary report on pilot implementation.	0,00	0,00	0,00	0,00	5.000,00	5.000,00	10.000,00	7.276,43	27.276,43

	D.C.4.1 Promotion material for active participation in EU Mobility and Energy Weeks in 2019 incl. citizens idea contest (2 events in 2019); cost for flyers, posters, gadgets, graphics for social media.	0,00	0,00	0,00	0,00	1.000,00	1.500,00	0,00	1.500,00	4.000,00
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	<p>D.T3.5.2 Assignment of a "call-a-clean-bus" test service package incl. service implementation for a 9 months operation of the pilot (clean bus pilot line for PP9 SKW) will be provided by a transport service contractor with whom PP12 ZTP has a framework contract for bus services in Krakow FUA. The test service package includes registration, booking and clearing services (needed software will also be provided by transport service contractor) drivers and maintenance services; total cost of the "clean-bus" test service package: ca. 15.000,-€ per month.</p>	0,00	0,00	0,00	0,00	0,00	0,00	67.500,00	67.500,00	135.000,00
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<b>Total BL4 External expertise and services costs</b>		0,00	0,00	0,00	0,00	6.750,00	12.250,00	82.500,00	79.776,43	<b>181.276,43</b>
<b>BL5 Equipment</b>	D.T3.3.2: cost for e-bikes incl. stands /racks (50 e-bikes, each 1.800€; 6 e-cargo bikes, each 2.650€); cost for stations (5x totem 1.000-€ per e-bike station and 2x 3.800€ per e-cargo station incl. IT/radio technology, electrical connection, traffic signs and city map and PT network as well as floor anchorage); app integration (10.500€ for both e-bike and e-cargo sharing stations service).	0,00	0,00	0,00	0,00	28.000,00	21.000,00	80.000,00	0,00	129.000,00
<b>Total BL5 Equipment expenditure</b>		0,00	0,00	0,00	0,00	28.000,00	21.000,00	80.000,00	0,00	<b>129.000,00</b>
<b>BL6 Infrastructure and works expenditure</b>	BL6 Infrastructure and works expenditure	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Net revenues expected</b>	Net revenues expected	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	<b>0,00</b>
<b>Total</b>		<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>44.587,50</b>	<b>43.357,50</b>	<b>202.950,00</b>	<b>98.125,00</b>	<b>389.020,00</b>

### E.1.3.c Partner budget overview - period/ per work package

Period	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL
Period 0	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 1	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 2	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 3	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
Period 4	0,00	1.230,00	0,00	0,00	7.687,50	34.440,00	0,00	1.230,00	44.587,50
Period 5	0,00	1.230,00	0,00	0,00	13.837,50	25.830,00	0,00	2.460,00	43.357,50
Period 6	0,00	2.460,00	0,00	0,00	101.475,00	98.400,00	0,00	615,00	202.950,00
Period 7	0,00	0,00	0,00	615,00	95.665,00	0,00	0,00	1.845,00	98.125,00
<b>TOTAL</b>	<b>0,00</b>	<b>4.920,00</b>	<b>0,00</b>	<b>615,00</b>	<b>218.665,00</b>	<b>158.670,00</b>	<b>0,00</b>	<b>6.150,00</b>	<b>389.020,00</b>

### E.1.4 Partner co-financing

#### E.1.4.a Partner budget and co-financing

	Amount	Co-financing rate
ERDF co-financing	330.667,00	85,00
Partner co-financing	58.353,00	
<b>PARTNER TOTAL ELIGIBLE BUDGET</b>	<b>389.020,00</b>	

#### E.1.4.b Origin of partner co-financing

Source of co-financing	Legal status	% of total partner co-financing	Amount
Zarząd Transportu Publicznego w Krakowie	public	100,00 %	58.353,00
<b>Sub-total public co-financing</b>		<b>100,00 %</b>	<b>58.353,00</b>
<b>Sub-total automatic public co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>Sub-total private co-financing</b>		<b>0,00 %</b>	<b>0,00</b>
<b>TOTAL partner co-financing</b>		<b>100 %</b>	<b>58.353,00</b>
<b>Partner co-financing (target value)</b>			<b>58.353,00</b>
<b>Total public expenditure (= ERDF + public co-financing + automatic public co-financing)</b>			<b>389.020,00</b>

## E.2 Activities outside the programme area

*If applicable, please list activities to be carried out outside the programme area by CE partners (as further explain in part B, chapter II.2 of the application manual). Describe how these activities will benefit the programme area and why they are essential for the implementation of the project.*

LOW-CARB will carry out few - however very relevant - activities outside of the CE programme area. The reasons for these activities are to allow for networking and communicating with similar initiatives beyond CE programme area in order to raise awareness, exchange knowledge and advance the cause of integrated low-carbon mobility planning in FUA and new low-carbon mobility offers and services (e.g. with the cities.multimodal, BSR programme, and Go SUMP, MED programme, projects. This includes getting to know good practice examples by making site visits to cities/regions in which regional SUMP and pilots (such as call-a-bus systems or multimodal PT stations) already exist and pilot experiences have been made. PPs delegations will visit the associated partners West Yorkshire Transport Authority and regional VRS transport association to learn about regional integrated and coordinated mobility planning, joint financing and organisation of low-carbon mobility services. Furthermore, activities related to networking and cooperation on joint policy making on EU-level will be realised. These cooperation-seeking activities will create synergies with other ongoing low-carbon mobility planning projects, such as SUMP-UP or Prosperity, and will organise joint events to reach policy stakeholders and key actors beyond CE programme area. LOW-CARB's policy workshop will be organised in Brussels to reach relevant EC institutions and decision-makers, e.g. from CoR or DGs Regio, MOVE and Energy. Finally, communication activities outside CE area will be planned. PPs will visit relevant fairs and events, such as the annual European SUMP, POLIS, CIVITAS or ECOMM conferences as well as Smart City Focus Group meetings on sustainable mobility, relevant UITP committee meetings and IT-Trans for trends and innovations for low-carbon mobility to promote LOW-CARB and to increase knowledge on the latest developments in integrated low-carbon mobility planning, services and technologies for FUA.

<i>ERDF for activities implemented by CE partners outside the programme area (indicative)</i>	40.000,00
<i>% of total (indicative) ERDF</i>	1,84 %

## SECTION F Project budget

### F.0 Project budget - breakdown per partner

Partner name and N°			Programme Co-financing			Partner Co-financing					TOTAL ELIGIBLE BUDGET
Partner Name	Partner abbreviation	Country	ERDF	ERDF co-financing rate (%)	% of Total ERDF	Public co-financing			Private co-financing	Total co-financing	
						Automatic public co-financing	Other co-financing	Total public co-financing			
1 - Leipziger Verkehrsbetriebe (LVB) GmbH	LVB	GERMANY	598.266,59	80,00 %	27,56 %	0,00	149.566,65	149.566,65	0,00	149.566,65	747.833,24
2 - Mitteldeutscher Verkehrsverbund GmbH	MDV	GERMANY	239.948,88	80,00 %	11,05 %	0,00	59.987,22	59.987,22	0,00	59.987,22	299.936,10
3 - Stadt Leipzig	LEI	GERMANY	152.576,00	80,00 %	7,02 %	0,00	38.144,00	38.144,00	0,00	38.144,00	190.720,00
4 - Salzburg AG für Energie, Verkehr und Telekommunikation	SBG AG	AUSTRIA	0,00	80,00 %	0,00 %	0,00	0,00	0,00	0,00	0,00	0,00
5 - Statuárni město Brno	SMB	CZECH REPUBLIC	188.122,94	85,00 %	8,66 %	0,00	33.198,17	33.198,17	0,00	33.198,17	221.321,11
6 - Grad Koprivnica	KOP	CROATIA	180.336,85	85,00 %	8,30 %	0,00	31.824,15	31.824,15	0,00	31.824,15	212.161,00
7 - SVEUČILIŠTE SJEVER	UNIN	CROATIA	56.482,75	85,00 %	2,60 %	0,00	9.967,55	9.967,55	0,00	9.967,55	66.450,30
8 - Tramvie Elettriche Parmensi	TEP	ITALY	133.220,00	80,00 %	6,13 %	33.305,00	0,00	33.305,00	0,00	33.305,00	166.525,00
9 - Gmina Skawina	SKW	POLAND	58.049,90	85,00 %	2,67 %	0,00	10.244,10	10.244,10	0,00	10.244,10	68.294,00
10 - The Regional Environmental Center for Central and Eastern Europe	REC	HUNGARY	39.593,86	85,00 %	1,82 %	4.891,01	2.096,15	6.987,16	0,00	6.987,16	46.581,02



11 - Szegedi Közlekedési Kft.	SZKT	HUNGARY	193.312,95	85,00 %	8,90 %	23.879,83	10.234,22	34.114,05	0,00	34.114,05	227.427,00
12 - Zarząd Transportu Publicznego w Krakowie	ZTP	POLAND	330.667,00	85,00 %	15,23 %	0,00	58.353,00	58.353,00	0,00	58.353,00	389.020,00
<i>Sub-total for PPs inside the programme area</i>			2.170.577,72	---	100,00 %	62.075,84	403.615,21	465.691,05	0,00	465.691,05	2.636.268,77
<i>Sub-total for PPs outside the programme area</i>			0,00	---	0,00 %	0,00	0,00	0,00	0,00	0,00	0,00
<i>Total</i>			2.170.577,72	---	100 %	62.075,84	403.615,21	465.691,05	0,00	465.691,05	2.636.268,77

## F.1 Project budget - overview per partner/ per budget line

Partner name and N°	BL1 Staff costs	BL2 Office and admin.	BL3 Travel and accom.	BL4 External exp. and services	BL5 Equipment	BL6 Infrastr. and works	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
1 - Leipziger Verkehrsbetriebe (LVB) GmbH	243.230,00	36.484,50	12.515,00	454.103,74	1.500,00	0,00	747.833,24	0,00	747.833,24
2 - Mitteldeutscher Verkehrsverband GmbH	235.814,00	35.372,10	12.250,00	16.500,00	0,00	0,00	299.936,10	0,00	299.936,10
3 - Stadt Leipzig	92.800,00	13.919,95	9.000,00	75.000,05	0,00	0,00	190.720,00	0,00	190.720,00
4 - Salzburg AG für Energie, Verkehr und Telekommunikation	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
5 - Statuárni město Brno	98.975,00	14.846,11	12.000,00	93.500,00	2.000,00	0,00	221.321,11	0,00	221.321,11
6 - Grad Koprivnica	76.540,00	11.481,00	9.000,00	29.340,00	66.700,00	19.100,00	212.161,00	0,00	212.161,00
7 - SVEUČILIŠTE SJEVER	43.512,00	6.526,77	6.225,53	10.186,00	0,00	0,00	66.450,30	0,00	66.450,30
8 - Tramvie Elettriche Parmensi	87.500,00	13.125,00	10.300,00	55.600,00	0,00	0,00	166.525,00	0,00	166.525,00
9 - Gmina Skawina	11.104,71	1.665,70	3.700,00	51.823,59	0,00	0,00	68.294,00	0,00	68.294,00
10 - The Regional Environmental Center for Central and Eastern Europe	32.800,00	4.920,00	5.242,87	3.618,15	0,00	0,00	46.581,02	0,00	46.581,02
11 - Szegedi Közlekedési Kft.	36.980,00	5.547,00	9.000,00	175.900,00	0,00	0,00	227.427,00	0,00	227.427,00
12 - Zarząd Transportu Publicznego w Krakowie	63.255,28	9.488,29	6.000,00	181.276,43	129.000,00	0,00	389.020,00	0,00	389.020,00
<b>Total</b>	<b>1.022.510,99</b>	<b>153.376,42</b>	<b>95.233,40</b>	<b>1.146.847,96</b>	<b>199.200,00</b>	<b>19.100,00</b>	<b>2.636.268,77</b>	<b>0,00</b>	<b>2.636.268,77</b>
<b>% of total budget</b>	<b>38,78 %</b>	<b>5,81 %</b>	<b>3,61 %</b>	<b>43,50 %</b>	<b>7,55 %</b>	<b>0,72 %</b>	<b>100,00 %</b>	<b>0,00 % Of Total Budget</b>	<b>100,00 % Of Total Budget</b>

Project budget - overview ERDF co-financing per budget line

ERDF	836.167,13	125.424,86	78.745,13	944.760,56	169.245,00	16.235,00	2.170.577,72	0,00	2.170.577,72
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## F.2 Project budget - overview per partner/ per period

Partner name and N°	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
1 - Leipziger Verkehrsbetriebe (LVB) GmbH	15.000,00	78.422,95	81.349,33	93.122,95	104.822,33	133.862,19	98.121,09	143.132,40	747.833,24	0,00	747.833,24
2 - Mitteldeutscher Verkehrsverbund GmbH	0,00	41.830,45	52.077,95	54.935,90	49.077,95	52.935,90	30.250,00	18.827,95	299.936,10	0,00	299.936,10
3 - Stadt Leipzig	0,00	21.291,70	30.921,65	55.504,15	38.621,65	24.534,15	14.310,45	5.536,25	190.720,00	0,00	190.720,00
4 - Salzburg AG für Energie, Verkehr und Telekommunikation	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
5 - Statuárni město Brno	0,00	26.456,63	38.734,20	28.975,95	39.385,33	37.834,20	34.695,06	15.239,74	221.321,11	0,00	221.321,11
6 - Grad Koprivnica	0,00	16.303,50	31.781,50	27.914,50	17.678,50	43.714,50	30.967,00	43.801,50	212.161,00	0,00	212.161,00
7 - SVEUČILIŠTE SJEVER	0,00	9.045,00	8.886,87	9.286,87	10.096,87	11.356,87	10.993,99	6.783,83	66.450,30	0,00	66.450,30
8 - Tramvie Elettriche Parmensi	0,00	9.660,00	24.510,00	30.325,00	37.925,00	36.605,00	18.635,00	8.865,00	166.525,00	0,00	166.525,00
9 - Gmina Skawina	0,00	4.920,00	13.530,00	10.701,00	9.717,00	10.455,00	11.562,00	7.409,00	68.294,00	0,00	68.294,00
10 - The Regional Environmental Center for Central and Eastern Europe	0,00	19.203,15	17.377,87	10.000,00	0,00	0,00	0,00	0,00	46.581,02	0,00	46.581,02
11 - Szegedi Közlekedési Kft.	0,00	19.311,00	43.419,00	58.179,00	51.168,00	33.763,50	17.220,00	4.366,50	227.427,00	0,00	227.427,00
12 - Zarząd Transportu Publicznego w Krakowie	0,00	0,00	0,00	0,00	44.587,50	43.357,50	202.950,00	98.125,00	389.020,00	0,00	389.020,00

<i>Total</i>	15.000,00	246.444,38	342.588,37	378.945,32	403.080,13	428.418,81	469.704,59	352.087,17	2.636.268,77	0,00	2.636.268,77
<i>% of total budget</i>	0,56 %	9,34 %	12,99 %	14,37 %	15,28 %	16,25 %	17,81 %	13,35 %	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

**project budget - overview ERDF co-financing per period**

<i>ERDF</i>	12.000,00	201.917,45	281.757,14	310.409,10	331.095,74	351.759,10	391.183,07	290.455,99	2.170.577,72	0,00	2.170.577,72
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### F.3 Project budget - overview per partner/ per WP

Partner name and N°	WP P	WP M	WP T1	WP T2	WP T3	WP I1	WP I2	WP C	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
1 - Leipziger Verkehrsbetriebe (LVB) GmbH	15.000,00	257.863,00	102.607,48	100.409,24	66.929,78	0,00	0,00	205.023,74	747.833,24	0,00	747.833,24
2 - Mitteldeutscher Verkehrsverbund GmbH	0,00	49.397,70	105.010,00	33.050,00	90.320,00	0,00	0,00	22.158,40	299.936,10	0,00	299.936,10
3 - Stadt Leipzig	0,00	30.575,05	81.900,00	16.545,00	33.699,95	0,00	0,00	28.000,00	190.720,00	0,00	190.720,00
4 - Salzburg AG für Energie, Verkehr und Telekommunikation	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00
5 - Statuárni město Brno	0,00	37.840,72	130.975,00	16.341,93	12.872,98	0,00	0,00	23.290,48	221.321,11	0,00	221.321,11
6 - Grad Koprivnica	0,00	17.768,00	48.275,00	19.180,00	33.666,00	0,00	85.800,00	7.472,00	212.161,00	0,00	212.161,00
7 - SVEUČILIŠTE SJEVER	0,00	11.410,37	4.945,00	39.169,93	8.165,00	0,00	0,00	2.760,00	66.450,30	0,00	66.450,30
8 - Tramvie Elettriche Parmensi	0,00	25.300,00	31.500,00	12.550,00	82.180,00	0,00	0,00	14.995,00	166.525,00	0,00	166.525,00
9 - Gmina Skawina	0,00	6.519,00	1.599,00	0,00	59.192,00	0,00	0,00	984,00	68.294,00	0,00	68.294,00
10 - The Regional Environmental Center for Central and Eastern Europe	0,00	10.050,00	0,00	0,00	0,00	0,00	0,00	36.531,02	46.581,02	0,00	46.581,02
11 - Szegedi Közlekedési Kft.	0,00	7.872,00	67.527,00	492,00	148.092,00	0,00	0,00	3.444,00	227.427,00	0,00	227.427,00
12 - Zarząd Transportu Publicznego w Krakowie	0,00	4.920,00	0,00	615,00	218.665,00	158.670,00	0,00	6.150,00	389.020,00	0,00	389.020,00

<i>Total</i>	15.000,00	459.515,84	574.338,48	238.353,10	753.782,71	158.670,00	85.800,00	350.808,64	2.636.268,77	0,00	2.636.268,77
<i>% of total budget</i>	0,56 %	17,43 %	21,78 %	9,04 %	28,59 %	6,01 %	3,25 %	13,30 %	100,00 %	0,00 % Of Total Budget	100,00 % Of Total Budget

**Project budget - overview ERDF co-financing per WP**

<i>ERDF</i>	12.000,00	372.431,67	472.136,83	194.472,42	627.058,81	134.869,50	72.930,00	284.678,47	2.170.577,72	0,00	2.170.577,72
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#### F.4 Project budget - overview per WP/ per budget line

<i>WP number</i>	<i>BL1 Staff costs</i>	<i>BL2 Office and admin.</i>	<i>BL3 Travel and accom.</i>	<i>BL4 External exp. and services</i>	<i>BL5 Equipment</i>	<i>BL6 Infrastr. and works</i>	<i>TOTAL BUDGET</i>	<i>Net revenues expected</i>	<i>TOTAL ELIGIBLE BUDGET</i>
WP P	0,00	0,00	0,00	15.000,00	0,00	0,00	15.000,00	0,00	15.000,00
WP M	164.882,50	24.732,34	55.400,00	211.001,00	3.500,00	0,00	459.515,84	0,00	459.515,84
WP T1	275.054,00	41.258,10	5.026,38	253.000,00	0,00	0,00	574.338,48	0,00	574.338,48
WP T2	115.707,26	17.356,02	9.714,77	95.575,05	0,00	0,00	238.353,10	0,00	238.353,10
WP T3	323.681,23	48.552,08	10.999,38	370.550,02	0,00	0,00	753.782,71	0,00	753.782,71
WP I1	25.800,00	3.870,00	0,00	0,00	129.000,00	0,00	158.670,00	0,00	158.670,00
WP I2	0,00	0,00	0,00	0,00	66.700,00	19.100,00	85.800,00	0,00	85.800,00
WP C	117.386,00	17.607,88	14.092,87	201.721,89	0,00	0,00	350.808,64	0,00	350.808,64
<b>Total</b>	<b>1.022.510,99</b>	<b>153.376,42</b>	<b>95.233,40</b>	<b>1.146.847,96</b>	<b>199.200,00</b>	<b>19.100,00</b>	<b>2.636.268,77</b>	<b>0,00</b>	<b>2.636.268,77</b>
<b>% of total budget</b>	<b>38,78 %</b>	<b>5,81 %</b>	<b>3,61 %</b>	<b>43,50 %</b>	<b>7,55 %</b>	<b>0,72 %</b>	<b>100,00 %</b>	<b>0,00 % Of Total Budget</b>	<b>100,00 % Of Total Budget</b>

#### Project budget - overview ERDF co-financing per budget line

<b>ERDF</b>	836.167,13	125.424,86	78.745,13	944.760,56	169.245,00	16.235,00	2.170.577,72	0,00	2.170.577,72
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## F.5 Project budget - overview per WP/ per period

WP number	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	TOTAL BUDGET	Net revenues expected	TOTAL ELIGIBLE BUDGET
WP P	15.000,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	15.000,00	0,00	15.000,00
WP M	0,00	81.835,12	76.518,07	69.585,07	74.067,07	72.267,07	47.475,77	37.767,67	459.515,84	0,00	459.515,84
WP T1	0,00	50.559,35	106.025,73	101.828,35	113.194,35	78.751,85	64.949,35	59.029,50	574.338,48	0,00	574.338,48
WP T2	0,00	27.158,28	39.945,60	44.980,60	41.962,60	46.834,84	23.290,53	14.180,65	238.353,10	0,00	238.353,10
WP T3	0,00	57.538,98	91.535,23	106.083,98	112.449,11	107.869,23	161.018,95	117.287,23	753.782,71	0,00	753.782,71
WP I1	0,00	0,00	0,00	0,00	34.440,00	25.830,00	98.400,00	0,00	158.670,00	0,00	158.670,00
WP I2	0,00	0,00	0,00	0,00	0,00	26.700,00	19.100,00	40.000,00	85.800,00	0,00	85.800,00
WP C	0,00	29.352,65	28.563,74	56.467,32	26.967,00	70.165,82	55.469,99	83.822,12	350.808,64	0,00	350.808,64
<b>Total</b>	<b>15.000,00</b>	<b>246.444,38</b>	<b>342.588,37</b>	<b>378.945,32</b>	<b>403.080,13</b>	<b>428.418,81</b>	<b>469.704,59</b>	<b>352.087,17</b>	<b>2.636.268,77</b>	<b>0,00</b>	<b>2.636.268,77</b>
<b>% of total budget</b>	<b>0,57</b>	<b>9,35</b>	<b>13,00</b>	<b>14,37</b>	<b>15,29</b>	<b>16,25</b>	<b>17,82</b>	<b>13,36</b>	<b>100,00 %</b>	<b>0,00 % Of Total Budget</b>	<b>100,00 % Of Total Budget</b>

### Project budget - overview ERDF co-financing per period

<b>ERDF</b>	12.000,00	201.917,45	281.757,14	310.409,10	331.095,74	351.759,10	391.183,07	290.455,99	2.170.577,72	0,00	2.170.577,72
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## SECTION G - Annexes

### Uploaded file list (annexes attached to this application form)

File name	File type	Upload date
CE_1100_LP_Declaration_LP01_LVB.pdf	pdf	21.06.2016
CE_1100_PP_Declaration_PP02_MDV.pdf	pdf	21.06.2016
CE_1100_PP_Declaration_PP05_Brno.pdf	pdf	21.06.2016
CE_1100_PP_Declaration_PP06_KOP.pdf	pdf	21.06.2016
CE_1100_PP_Declaration_PP07_UNIN.pdf	pdf	22.06.2016
CE_1100_PP_Declaration_PP08_TEP.pdf	pdf	22.06.2016
CE_1100_PP_Declaration_PP10_REC.pdf	pdf	22.06.2016
CE_1100_PP_Declaration_PP11_SZKT.pdf	pdf	22.06.2016
CE_1100_PP_Declaration_PP03_Leipzig.pdf	pdf	22.06.2016
CE_1100_PP_Declaration_PP09_ZAB.pdf	pdf	22.06.2016
CE_1100_PP_Declaration_PP04_SBG.pdf	pdf	23.06.2016
CE_1100_LOW_CARB_request_13_PP11_legal_rep_authorisation_letter.pdf	pdf	19.04.2017
CE_1100_LOW_CARB_request_4_PP4_I1_investment_duration_onwership_offical_report_CitySalzburg.pdf	pdf	20.04.2017
CE_1100_LOW_CARB_request_13_PP06_legal_rep_authorisation_letter.pdf	pdf	28.04.2017
CE_1100_LOW_CARB_request_13_PP10_new_declaration_change_legal_rep_REC.pdf	pdf	03.05.2017
CE_1100_LOW_CARB_request_12_PP04_side_letter_leg_rep_authorisation_SBG_AG.pdf	pdf	03.05.2017
CE_1100_LOW_CARB_request_12_PP04_new_declaration_public_body_change_budget_SBG_AG.pdf	pdf	03.05.2017
CE_1100_LOW_CARB_request_13_PP09_Mayor_Executive_Order_ZAB.pdf	pdf	08.05.2017
LOW_CARB_modification_request_LP_LVB.pdf	pdf	14.07.2017
Annex_V.3_call_2_-_PP_declaration_-_Public+priv+int_org_nat_law_REVISED_Gmina_Skawina.pdf	pdf	14.07.2017
Scan_Signed_PD_after_Partner_change_LVB_190226.pdf	pdf	26.02.2019
LOW_CARB_Annex_call_2_new_PP12_declaration_Krakow.pdf	pdf	07.03.2019
LOW_CARB_CE1100_Request_for_modification_SAG_KRA_190325.pdf	pdf	25.03.2019
CE1100_LOW-CARB_Modification_Request_signed_LP_LVB.pdf	pdf	12.03.2020
CE1100_LOW-CARB_PD_updated_date_PP12_ZTP.pdf	pdf	12.03.2020
LOW_CARB_Change_Log_File_modification_request_template_v1.docx	docx	12.03.2020
CE1100_LOW-CARB_PD_updated_budget_PP7_UNIN.pdf	pdf	13.03.2020
CE1100_LOW-CARB_Modification_Request_signed_updated_LP_LVB_20200317.pdf	pdf	17.03.2020
CE_1100_LOW-CARB_Modification_request_signed_LVB.pdf	pdf	13.08.2020

List of obligatory annexes as defined in the application manual (part D chapter IV.2.6):

- Lead applicant and partner declarations (template is provided as annex V of the application manual)
- In case of private lead applicants: Interreg CE simplified financial statement (SFS) (template is provided as annex VII of the application manual) and further supporting documents

**EINGEGANGEN**  
**10. Okt. 2017**

# SUBSIDY CONTRACT

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**Subsidy Contract for the implementation of the Interreg CENTRAL  
EUROPE project**

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## Subsidy Contract

for the implementation of the Interreg CENTRAL EUROPE project

**CE1100 LOW-CARB**

The following contract between

*City of Vienna*

represented by

**Municipal Department 27**

**(Magistratsabteilung 27)**

**European Affairs**

**Schlesinger Platz 2, A-1080 Vienna,  
Austria**

- acting as Managing Authority of the European Territorial Cooperation Programme Interreg CENTRAL EUROPE, hereinafter referred to as MA -  
on behalf of the Federal Republic of Austria, the Republic of Croatia, the Czech Republic, the Federal Republic of Germany, the Republic of Hungary, the Republic of Italy, the Republic of Poland, the Slovak Republic and the Republic of Slovenia.

and

Leipzig Transport Company (LVB) with its office at  
Georgiring 3  
04103 Leipzig  
Germany  
represented by  
Ronald Juhrs

- hereinafter referred to as **Lead Partner (LP)**, meaning the lead beneficiary, as defined in Article 13 (2) of Regulation (EU) 1299/2013 -

is concluded on the basis of the rules and documents as specified in § 1 of this contract and lays down the implementing arrangements for the project CE1100, Capacity building for integrated low-carbon mobility planning in functional urban areas / LOW-CARB

## § 1

### Legal framework

1. The contract is concluded on the basis of the following legal provisions:

- The European Structural and Investment Funds Regulations, Delegated and Implementing Acts for the period 2014-2020, especially Article 125 (3) c of the Regulation (EU) No 1303/2013 of the European Parliament and of the Council of 17 December 2013 and Article 12 (5) of Regulation (EU) No 1299/2013 of the European Parliament and of the Council of 17 December 2013 as further specified below;
- The European Territorial Cooperation Programme Interreg CENTRAL EUROPE, approved by the European Commission on 16 December 2014 (Decision No C(2014) 10023 final) setting the strategy of the Programme (hereinafter referred to as CENTRAL EUROPE CP);
- The laws of the Republic of Austria applicable to this contractual relationship;

2. The following laws and documents constitute the legal framework applicable to the rights and obligations of the parties to this contract:

- Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002 together with related Delegated or Implementing Acts;
- The European Structural and Investment Funds Regulations, Delegated and Implementing Acts for the period 2014-2020, especially:
  - Regulation (EU) No 1303/2013 of the European Parliament and of the Council of 17 December 2013 laying down common provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund, the European Agricultural Fund for Rural Development and the European Maritime and Fisheries Fund and laying down general provisions on the European Regional Development Fund, the European Social Fund, the Cohesion Fund and the European Maritime and Fisheries Fund and repealing Council Regulation (EC) No 1083/2006 and any amendment
  - Regulation (EU) No 1301/2013 of the European Parliament and of the Council of 17 December 2013 on the European Regional Development Fund and on specific provisions concerning the Investment for growth and jobs goal and repealing Regulation (EC) No 1080/2006, and any amendment
  - Regulation (EU) No 1299/2013 of the European Parliament and of the Council of 17 December 2013 on specific provisions for the support from the European Regional Development Fund to the European territorial cooperation goal and any amendment
  - Implementing and Delegated Acts, especially Commission Delegated Regulation (EU) No 481/2014 of 4 March 2014 supplementing Regulation No 1299/2013 of the European Parliament and of the Council with regard to specific rules on eligibility of expenditure for cooperation programmes and any amendment
- Articles 107 and 108 of the Treaty on the Functioning of the European Union, Commission Regulation (EU) No 1407/2013 on the application of Articles 107 and 108 of the Treaty on the Functioning of the European Union to de minimis aid, Delegated and Implementing acts as well as all applicable decisions and rulings in the field of state aid;
- All other EU legislation and the underlying principles applicable to the LP and its PPs, including the legislation laying down provisions on public procurement, on competition and entry into the markets, the protection of the environment, the equal opportunities between men and women;

- National rules applicable to the LP and its Project Partners (hereinafter referred to as PPs) and their activities
- All Manuals, Guidelines and any other documents relevant for project implementation (e.g. Application Manuals, Implementation Manuals) in their latest version as published on the programme website or handed over to the LP directly during the project implementation.

In case of amendment of the above mentioned legal norms and documents, and any other documents of relevance for the contractual relationship (e.g. application form) the latest version shall apply.

## § 2

### Award of subsidy

1. Based on the application of the LP in its latest version and the supplementing/amending documents in their latest version (altogether hereinafter referred to as “application documents”), in accordance with the decision of the Monitoring Committee of the programme (hereinafter referred to as MC), dated 16 March 2017 (and possible amending decisions) an earmarked subsidy is awarded to the LP for the project CE1100, Capacity building for integrated low-carbon mobility planning in functional urban areas from funds of the CENTRAL EUROPE CP.

	Maximum ERDF of funding awarded	Approved Total Partner Co-financing	Approved TOTAL ELIGIBLE BUDGET <sup>1</sup>	Grant rate of the funding
Sub-total for PPs inside the programme area	2.177.697,38 Euro (€)	471.947,65 Euro (€)	2.649.645,03 Euro (€)	82,19 %
Sub-total for PPs outside the programme area	0,00 Euro (€)	0,00 Euro (€)	0,00 Euro (€)	0,00 %
Total	2.177.697,38 Euro (€)	471.947,65 Euro (€)	2.649.645,03 Euro (€)	82,19 %

2. Grant rate of the funding is understood as being the percentage rate which results from dividing the funding awarded from the programme (ERDF funding) by the CENTRAL EUROPE eligible budget of the project (ERDF funding + national co-financing by CENTRAL EUROPE Member States). The grant rate can change in the course of the implementation of the project. However the maximum amount of ERDF contribution as approved by the MC cannot be exceeded.

The grant rate for the project is up to 80% of the eligible costs for partners located in the Federal Republic of Austria, the Federal Republic of Germany and Italy and up to 85% of the eligible costs for partners located in the Republic of Croatia, the Czech Republic, the Republic of Hungary, the Republic of Poland, the Slovak Republic and the Republic of Slovenia.

## § 3

### Terms of funding

1. The subsidy is awarded exclusively for the project as it is described in the latest version of the application documents in accordance with the conditions set out by the MC. The application form and its annexes as approved by the MC form an integral part of this contract.

2. Disbursement of the subsidy is subject to the condition that the European Commission makes the funds available to the extent described above and that all applicable EU and national rules are observed by the Partnership. In case of non-availability of funds the MA cannot be deemed responsible for late or missing payments.

3. If the European Commission fails to make the funds available due to reasons that are outside of the sphere of influence of the programme, the MA is entitled to terminate this contract and any claim by the LP or the PPs against the MA for whatever reason is excluded. In such a case the LP will be duly notified by the MA and guided on the respective steps to be taken.
4. The LP accepts the subsidy and undertakes to carry out the project under its own responsibility as laid out in the European Structural and Investment Funds Regulations, delegated and implementing acts or the programme rules based thereon.
5. Should it become evident that the project will not spend the maximum amount of ERDF-co-financing awarded to it by the MC, the MC may decide to reduce the award accordingly following the procedure as specified in the programme Implementation Manual.
6. Disbursement of the subsidy is subject to the condition that this subsidy contract is signed by the parties to this contract.
7. In case one or more output and result targets, as set in the latest approved version of the application form, are not successfully reached, corrective measures may be put in place to ensure the project performance as well as to minimise the impact at programme level (e.g. adaptation of the project to the changed situation) following the procedures specified in the programme Implementation Manual.
8. In case a project fails to respect the contractual arrangements on timeliness, budget absorption and achievement of outputs and results, as defined in the latest approved version of the application form, the programme may also reduce the ERDF allocated to the project or, if necessary, stop the project by terminating the subsidy contract.

## **§ 4**

### **Duration of the project and the contract**

1. The project has a duration as provided for in the latest version of the approved application form.
2. Administrative duties of the LP and PPs related to the closure of the project will take place over a period of three months after the project end date specified in the latest version of the approved application form and unless differently agreed by the MA. Further specifications on project closure are laid out in the programme Implementation Manual.
3. Without prejudice to the provision concerning the implementation of the project and the eligibility of expenditure as well as to the rules governing State aid, this contract expires in accordance with obligations on availability of documents as defined in Article 140 of Regulation (EU) No 1303/2013.

## **§ 5**

### **Eligibility of costs**

1. Costs which qualify for a subsidy pursuant to § 2.1 of this contract shall exclusively consist of eligible costs as listed in the approved application form. The eligibility of costs for ERDF co-funding is regulated in the European Structural and Investment Funds Regulations (Article 6 and Art. 65 to 70

of Regulation (EU) No 1303/2013, Article 18 of Regulation (EU) No 1299/2013), the Commission Delegated Regulation (EU) No 481/2014 as well as in the programme's eligibility rules as included in the programme Implementation Manual based thereon. All programme rules are published on the programme website.

2. The LP undertakes to carefully analyse and obey those eligibility rules and principles and to contractually forward this obligation to its project partners.

3. The non-compliance with the relevant rules could lead the programme authorities to take corrective measures and exclude from the project budget ineligible expenditure.

## § 6

### Request for payments and paying out of the Subsidy

1. The LP may only request payments of the ERDF contribution on behalf of the project by providing proof of progress of the project towards the achievement of the outputs and results as set in the approved application form, in compliance with the principle of sound financial management (as determined by the principles of economy, efficiency and effectiveness) and by demonstrating the utility derived from any purchases. To this purpose the LP has to present periodic progress reports and a final report to the MA via the Joint Secretariat (hereinafter referred to as JS) as described in § 7 of this document and the Implementation Manual.

2. Payment of costs claimed together with the above mentioned reports is made subject to the provision that the payment of the amount is due according to the schedule as mentioned in § 7.1 of this document and that the European Commission has paid corresponding amounts beforehand.

3. Furthermore, payment of funds is subject to the condition that the legality and regularity of activities underlying the expenditure declared can be sufficiently demonstrated as stipulated in the European Structural and Investment Funds Regulations, Delegated and Implementing Acts or the Programme rules based thereon and that all supporting documents and certificates necessary for the assessment of the MA/JS are submitted in due time.

4. The MA reserves the right not to accept – in part or in full – certificates of expenditure as described in § 8 of this contract if due to the results of its own checks and/or controls or audits performed by another authority such a certificate or the facts stated therein prove to be incorrect or if the underlying activities are not in line with the legal framework as set out in § 1 of this document. In such a case, the MA will either reduce the claimed certified amount, demand repayment of funds already paid out unduly or set them off against the next payment claim submitted by the LP, if possible. In compliance with Article 132 of Regulation (EU) 1303/2013, payments to the project can be suspended partially or in full in cases of suspicion of an irregularity. The MA or Certifying Authority (hereinafter referred to as CA) <sup>2</sup> is entitled to withhold any ERDF payment to a particular beneficiary (LP or PP) or the project as a whole until all unclear issues related to the implementation, management and reporting are clarified.

5. The MA, through the JS, may request relevant information at any time. That information must be supplied by the LP within the demanded time frame. The LP will also provide information and/or requested documents to other programme authorities, courts of auditors or other control institutions acting within their respective sphere of responsibility.

6. In case of observations and/or reservations raised during the programme designation process as provided for in Art. 123 of Regulation (EU) No 1303/2013, delays in the said procedure, or in case of



system errors detected within audits, the MA and CA also have the right to temporarily withhold payments. Payment suspension(s) shall be lifted as soon as observations and/or reservations raised by the relevant bodies have been withdrawn.

7. The CA ensures that the LP receives payments of the approved contribution from the programme in time and in full. No deduction, retention or further specific charges which would reduce the amount of the payment shall be made, without prejudice of provisions as above in this article. Opposite, the ERDF contribution paid by the CA shall not exceed the share of ERDF resulting from the eligible amount validated by each responsible control authority in compliance with § 8 of this document.

8. The disbursement of funds by the CA is subject to the provision by the LP of at least the following information<sup>3</sup> : identification of national controllers (as referred to in § 8) of partners claiming costs, bank account of the LP, location of project documents at the premises of the LP and each PP, evidence of the occurred signature of the partnership agreement (as set out in § 10 of this document).

9. The funds will be disbursed in Euro (EUR; €) only. Any exchange rate risk will be borne by the LP. The subsidy will be transferred to the account as indicated by the LP in the supplementary information section of the application form. Whenever possible, this account should be of specific project use.

10. By paying out the subsidy according to this contract the MA fulfils its obligations resulting from the present contract.

11. In accordance with Article 13 (3) of Regulation (EU) No 1299/2013) the LP shall ensure that the PPs receive the total amount of their respective share of the ERDF as quickly as possible and in full. No amount shall be deducted or withheld and no specific charge or other charge with equivalent effect shall be levied that would reduce that amount for the PPs.

12. Payments not requested in time and in full or non in compliance with the payment schedule as indicated in § 7.1 and the overview table of reporting targets and deadlines annexed to this contract may be lost.

## § 7

### Reporting

1. In order to demonstrate the progress of the project implementation as described in § 6.1 of this document the LP has to present periodic progress reports and a final report to the MA via the JS according to the timeframe indicated in the overview table of reporting targets and deadlines annexed to this contract. Changes of these periods require prior approval of the MA. Further details on the reporting procedures are specified in the programme Implementation Manual.

2. Each periodic progress report consists of an activity part and a financial part.

3. The final report is to be sent to the MA via JS at the latest three month after the project end date as mentioned in § 4 of this document and the overview table of reporting targets and deadlines annexed to this contract.

4. Further details on the contents of the reports and procedural rules are laid out in the Implementation Manual, the contents of which the LP accepts and contractually forwards to its PPs.

## § 8

### Validation of Expenditure

1. Each progress report submitted by the LP to the MA via the JS must be accompanied by certificates confirming the eligibility of expenditure, both at the LP and the PPs level, issued by national controllers as referred to in Article 23 (4) of Regulation 1299/2013 according to the system set up by each Member State and in compliance with the requirements set by the legal framework listed in §1 of this contract.
2. In cases of LP and PPs from countries having set a decentralised control system, the MA reserves the right, after agreement with the national responsible institution, to require that the controller directly selected by the LP or PPs is replaced if considerations, which were unknown when the contract was signed, cast doubts on the controller's independence or professional standards.
3. The LP notifies the MA, via the supplementary information section of the application form, the persons or institutions performing the control activities and ensures that they were selected in accordance with the system set up by each Member State and meet the requirements of qualification and independence presented in the programme Implementation Manual. In case a controller cannot be named before signing the subsidy contract the information has to be provided in the supplementary information section of the application form that forms part of the contractual relationship. Details about the notification procedure are laid out in the Implementation Manual, which the LP accepts and contractually forwards to its PPs.
4. Changes of address, changes of account number and changes of control authority/institution or name of controller(s) have to be duly notified following the procedure laid out in the Implementation Manual. Should the MA have any objections to the notified changes it may – after prior discussion with the national responsible institution – ask for replacement of the controller or the institution nominated.

## § 9

### Changes in Project

1. Changes in budget allocations per budget lines, work packages and partner as well as changes in activities/outputs and project duration are allowed as long as the maximum amount of funding awarded is not exceeded, if provisions related to State aid discipline are respected and if they follow the conditions and procedures as set out in the Implementation Manual.
2. In the application documents the contribution of the LP and each PP are clearly defined. Changes in the project partnership require the prior approval of the relevant programme bodies as outlined in the Implementation Manual. However, once approved, they are valid retrospectively starting from the date when a written request was submitted to the JS.

## § 10

### Representation of Project Partners, Lead Partner Liability

1. "Project Partners" are the organisations listed as such in the latest approved version of the application form. Only expenditure incurred and paid by the PPs are eligible for ERDF co-financing, with the exception of expenditure calculated as lump sums or on a flat rate basis.
2. The LP guarantees that it is entitled to represent the partners participating in the project and that it has established a partnership agreement according to Article 13 (2) of Regulation (EU) No 1299/2013, holding as a minimum content at least the rules as set in the template of partnership agreement provided by the programme. The allocation of tasks, mutual responsibilities and obligations among the LP and the PPs are specified in this partnership agreement.
3. The LP guarantees that the partnership agreement as a whole provides also for a clear division, in line with the application documents, of the mutual responsibilities between all partners and of the obligation of each PP to assume responsibility in the event of any irregularity or incorrectness in the expenditure which has been declared.
4. The signature of the partnership agreement shall be demonstrated at the latest within three month after the entering in to force of the subsidy contract as laid out in the Implementation Manual. The MA reserves the right to check the partnership agreement in order to verify that it has been signed and that it is in conformity with the minimum requirements as mentioned in § 10 (2) of this document.
5. The LP guarantees furthermore that it has complied with the legal framework according to § 1 of this contract and with all the relevant legal and other requirements under the law which applies to it and to the PPs and their activities and that all necessary approvals (e.g. building permissions, environmental impact assessment statements) have been obtained. The LP is obliged to contractually forward § 1 of this contract in its entirety to the PPs and to include all obligations as set out in this document into the partnership agreement.
6. The LP shall provide the PPs with all information and documents needed for a sound and legally correct project implementation including requirements related to communication and publicity.
7. In accordance with Article 13 (2) of Regulation (EU) No 1299/2013, the LP bears the overall financial and legal responsibility for the entire project and for the PPs. It will be held liable if obligations as laid out in this contract or in applicable European Union's or national laws are not fulfilled by the project partnership.
8. The LP is furthermore liable towards the MA for ensuring that all PPs fulfil their obligations. It is liable towards the MA for infringements by the PPs of obligations under this contract in the same way as for its own conduct.
9. If the MA demands repayment of subsidy funds in accordance with this contract, the LP is liable towards the MA for the total amount of those funds. The LP is entitled to ask repayment from its PPs as stipulated in Article 27 (2) of Regulation (EU) No 1299/2013.
10. The MA cannot under any circumstances or for any reason whatsoever be held liable for damage or injury sustained by the staff or property of the LP or one of its PPs while the project is being carried out. The MA can therefore not accept any claim for compensation or increases in payment in connection with such damage or injury.

11. The LP shall assume sole liability towards third parties, including liability for damage or injury of any kind sustained by them while the project is being carried out. The LP shall discharge the MA of all liability associated with any claim or action brought as a result of an infringement of rules or regulations by the LP or one of its PPs, or as a result of violation of a third party's rights.

## § 11

### Project and Financial Management

1. The LP ensures a professional management of the project.
2. The LP lays down the arrangements for its relation with the other partners participating in the project in a partnership agreement as mentioned in § 10 of this contract.
3. In compliance with Article 65 (11) of Regulation (EU) No 1303/2013 the LP ensures that expenditure items included in requests for reimbursement do not receive support from the same or any other EU Programme, EU fund or Union instrument.
4. The LP coordinates the start and implementation of the project according to the time schedule as indicated in this contract and the work plan included in the application form.
5. The LP shall install a separate accounting system or an adequate accounting code set in place specifically for the project and shall safeguard that the eligible costs as well as the received subsidies can be clearly identified.
6. In line with Article 13 (2) lit. c and d of Regulation (EU) No 1299/2013 the LP ensures that the expenditure made by the PPs has been controlled to verify that it has been used for the purpose of implementing the project and corresponds to the activities agreed between the LP and PPs as set out in the project application form.
7. The LP is responsible for ensuring the implementation of the entire project in observation of the rules and procedures set in the programme Implementation Manual (e.g. with regard to monitoring the project physical and financial progress, recording and storing of documents, written requests for project changes, implementation of information and publicity measures etc.) and for ensuring that the PPs are made aware of their obligations.
8. The LP informs the MA and JS immediately about all circumstances that delay, hinder or make impossible the realisation of the project as well as all circumstances that mean a change of the disbursement conditions and frameworks as laid down in this contract (e.g. loss of a project partner, making use of additional subsidies) or circumstances which oblige the MA to reduce payment or demand repayment of the subsidy wholly or in part.
9. The LP provides the MA and JS with any information requested without delay.
10. The LP implements the project in accordance with European Union's and national legislation as well as in line with the programme requirements, e.g. on public procurement and state aid, and ensures that also that the PPs respect these rules.
11. The LP provides data for the programme electronic monitoring system in compliance with this contract and according to the MA and JS instructions.

12. If possible, the LP submits with the respective progress report the main outputs and deliverables as stated in the application form and following the procedures set in the programme Implementation Manual. One specimen of each developed material shall be stored at the LP's or PP's premises for control and audit purposes.
13. The LP seeks the guidance from the JS where necessary and participates in transnational seminars organised by the programme.
14. The LP invites the MA/JS to participate in project Steering Committee meetings as an observer and sends minutes of these meetings to the MA/JS.
15. The LP supports the programme in its information, communication and evaluation activities (e.g. joins project exhibitions, submits texts for programme website and publications).
16. In the name of all PPs, the LP agrees, according to the Law on Data Protection 2000, Austrian Federal Law Gazette No. 165/1999 in its valid version that the MA is entitled to use personal data, which are contained in the project application form and which are acquired in the organs and authorized representatives of the following bodies and authorities: national control bodies and bodies and authorities involved in audits carried out for the programme, European Commission, auditing bodies of the European Union and the City of Vienna, the federal Ministry of Finance of the Republic of Austria or any other institution responsible for conducting audits or controls according to European Union's or national laws. In addition, the MA is entitled to use such data and to share them with other programmes in order to implement their tasks linked to European anti-corruption policy and to make such data available to bodies and authorities for evaluation and monitoring purposes.
17. Furthermore, the LP agrees on behalf of all PPs, that the names and addresses of all project partners, the purpose and the amount of the subsidy may be used by the programme bodies in the framework of information and communication measures concerning the programme as well as reporting to the European Commission.
18. In accordance with Articles 56 and 57 of Regulation (EU) 1303/2013 the LP and all PPs undertake to provide experts or bodies authorised by the Interreg CENTRAL EUROPE Programme carrying out project evaluations and/or studies with any document or information requested for the evaluation purpose. Information might be provided by the LP and PPs also through surveys and/or interviews.
19. The LP ensures that, in case of aid granted under the de minimis regime, the LP and its PPs will respect all necessary requirements provided for in Regulation (EU) No 1407/2013 and will ensure their respect, when necessary, by those bodies benefitting of project activities/outputs. The LP is obliged to contractually forward this clause in its entirety to the PPs.  
In particular, the project is asked to:
- Any professional low-carbon mobility planners acting as undertakings within their local market taking part in the training on low-carbon mobility planning in FUAs on SUMP and low carbon strategies (D.T2.1.2) receive indirect State aid in form of free of charge services. The LP shall ensure that the project partners in charge of offering the training duly inform the final beneficiaries that the value of the received service is to be considered as a grant under the de minimis regime. The final beneficiaries shall declare the aforementioned de minimis grant to the relevant authorities when required. This condition does not apply to those entities that cannot be qualified as undertakings at the moment of receiving the training.

## § 12

### Financial Controls, Audits

1. The European Commission, the European Anti-Fraud Office (OLAF), the European Court of Auditors (ECA) and, within their responsibility, the auditing bodies of the participating EU Member States or other national public auditing bodies as well as the Programme Audit Authority, the MA or CA and the JS are entitled to audit the proper use of funds by the LP or by its PPs or to arrange for such an audit to be carried out by authorised persons. The LP and PPs will be notified in due time about any audit to be carried out on their expenditure.
2. The LP undertakes all the necessary actions to comply with the fundamental requirements indicated in this contract, the applicable laws and programme documents (Application and Implementation Manuals), which are an integral part of this contract, to provide for comprehensive documentation on compliance with those norms and the accessibility to this documentation. Besides the obligations with regard to reporting and information the LP particularly:
  - a) keeps all documents and data required for controls and audits safely and orderly as further specified in § 11 of this contract;
  - b) makes all necessary arrangements to ensure that any audit, notified by a duly authorized institution as indicated in § 12.1 can be carried out smoothly and
  - c) provides any requested information to these institutions about the project and gives access to their business premises, provides and gives access to all the information and documents supporting the audit trail as requested in the European Structural and Investment Funds Regulations, Delegated and Implementing Acts and the programme Implementation Manual.
3. The LP shall promptly inform the JS about any audits that have been carried out by the bodies mentioned in § 12.1 of this contract.
4. If, as a result of the controls and audits any expenditure is considered non eligible according to the regulatory framework as in § 1 of this contract, the procedure described in § 13 and § 6 (4) of this contract shall apply.

## § 13

### Withdrawal or recovery of unduly paid-out funds

1. In case the MA or CA discover (e.g. during the day-to-day management or during on-site checks) any unduly paid out funds, e.g. due to administrative errors or irregularities, a breach of contract or infringement of the legal provisions as laid out in § 1 of this document, or in case the MA is notified of such cases, the MA or CA shall, if necessary in consultation with the respective MS concerned and by informing the MC, demand from the LP repayment of the subsidy in whole or in part.
2. The LP shall ensure that, if applicable, the concerned PP repays the LP any amounts unduly paid in accordance with the Partnership Agreement and the Implementation Manual. The amount to be repaid can be withdrawn from the next payment to the LP or, where applicable, remaining payments can be suspended. In case of closed projects, the LP is obliged to transfer the unduly paid-out funds

to the MA. The repayment amount is due within one month following the date of receiving the letter by which the MA asserts the repayment claim; the due date will be stated explicitly in the order for recovery. In case of e-mail correspondence the relevant date shall be the date of sending the e-mail, regardless of the date of receiving any mails sent additionally in hardcopy version. If the letter is sent in a hardcopy version only, it is assumed that the mail is received three days after the date on which the mail was posted.

3. Any delay in effecting repayment shall give rise to interest on account of late payment, starting on the due date and ending on the date of actual payment. The rate of the late interest applied to the amount to be recovered will be calculated in accordance with Article 147 of Regulation (EC) No 1303/2013.

4. In case factors behind the recovery procedure show violation of the Subsidy Contract (see § 18 of this contract) the MA will consider the termination of the contract as last resort. In any case the partnership will be heard before taking a final decision on the termination of the contract.

## § 14

### Publicity, communication and branding

1. Unless the MA requests otherwise, any notice or publication made by the project including presentations at conferences or seminars, shall point out that the present project was implemented through financial assistance from ERDF funds of the CENTRAL EUROPE CP as required by Annex XII to Regulation (EU) 1313/2013. All information, communication and branding measures of the project shall be carried out in accordance with the aforementioned rules, the latest version of the approved Application Form, the programme Implementation Manual and any other guidelines issued by the programme on the matter. The LP shall take care that the PPs comply with these requirements and provide them with relevant documents and any programme guidelines.

2. Any notice or publication relating to the project made in any form and by any means, including the Internet, must state that it only reflects the author's view and that the programme authorities are not liable for any use that may be made of the information contained therein.

3. The LP also takes the full responsibility for the content of any notice, publication and marketing product provided to the MA which has been developed by the LP, any of the project partners or third parties on behalf of the LP or the project partners. The LP is liable in case a third party claims compensation for damages (e.g. because of an infringement of intellectual property rights). The LP will indemnify the MA in case the MA suffers any damage because of the content of the publicity and information material.

4. The LP shall ensure that the project partnership complies with all publicity, communication and branding obligations (e.g. on the use of the programme logo, information requirements, organization of events etc.) as further specified in the programme Implementation Manual.

5. The Programme Authorities shall be authorized to publish, in any and by any means, the following information:

- a) the name of the LP and its partners
- b) contact data of project representatives
- c) the project name

- d) the summary of the project activities
- e) the objectives of the project and the subsidy
- f) the project start and end dates
- g) the ERDF funding and the total eligible cost of the project
- h) the geographical location of the project implementation
- i) Abstracts of the progress reports and final report
- j) whether and how the project has previously been publicised

6. The MA is entitled to furthermore use these data for information and communication purposes as listed in Annex XII of Regulation (EU) No 1303/2013, cited in § 1 of this contract.

7. The MA on behalf of the MC and of other programme promoters at national level is entitled to use the outputs of the project in order to guarantee a wide spreading of the project deliverables and outputs and to make them available to the public. The LP agrees that the outputs are forwarded by the MA to other programme authorities as well as the Member States taking part in the programme to use this material to showcase how the subsidy is used.

For the purpose of meeting the objectives as set out in § 6 of this contract the LP has to provide evidence of the deliverables and outputs produced as further specified in the Implementation Manual.

8. Any communication campaign, media appearance or other publicity of the project shall be communicated to the MA/JS for potential website updates or showcases.

## § 15

### Ownership – Use of outputs

1. Ownership, title and industrial and intellectual property rights in the results of the project and the reports and other documents relating to it shall, depending on the applicable national law and/or the Partnership Agreement, vest in the LP and/or its PPs. The partnership is entitled to establish the property rights of the products deriving from the project.

2. The ownership of outputs having the character of investments in infrastructure or productive investments realised within the project must remain with the concerned LP and/or PPs according to the timeframe as well as under the conditions set in Article 71 of Regulation (EU) No 1303/2013. Should any of the conditions set by the mentioned Regulation not be met at a certain point of time, the MA/JS must be immediately informed by the concerned LP or PP. The MA will recover the unduly paid ERDF contribution in proportion to the period for which the requirements have not been fulfilled.

3. The LP respects all applicable rules and the basic principles related to competition law as well as the principles of equal treatment and transparency within the meaning of the funding regulations and it ensures that no undue advantage, i.e. the granting of any advantage that would undermine the basic principles and political objectives of the funding regime, is given to anybody. Outputs and results, especially studies and analyses, produced during project implementation are made available to the general public free of charge and can be used by all interested persons and organizations in the same way and under the same conditions as by the LP or its PPs.



4. The MA reserves the right to use the outputs and results for information and communication actions in respect of the programme. In case there are pre-existing intellectual and industrial property rights which are made available to the project, these are fully respected.

5. Any income generated by the intellectual property rights must be managed in compliance with the applicable EU, national and programme rules on-revenues and state aid.

## § 16

### Revenues

Earnings generated during the project implementation through the sales of products and merchandise, participation fees or any other provisions of services against payment must be deducted from the amount of costs incurred by the project in line with Art 61 of Regulation 1303/2013 and stipulations in the programme Implementation Manual. The LP undertakes to contractually forward these stipulations to its project partners

## § 17

### Assignment, legal succession

1. The MA is entitled at any time to assign its rights under this contract. In case of assignment the MA will inform the LP without delay.

2. The LP is in exceptional cases and in well-founded circumstances allowed to assign its duties and rights under this contract only after prior written consent of the MA and the MC. The procedure will be further specified in the Implementation Manual.

3. Where according to national laws the legal personality does not change and where all assets of the LP or a PP are taken over so that a deterioration of the financial capacity of the acquiring institution is not to be expected (i.e. in cases of universal succession) prior consent by the MC is not necessary. The LP, however, will submit related information together with all documents that are necessary to analyse the legal case in due time to the MA/JS. If the MA/JS comes to the conclusion the conditions as stated above are not fulfilled (e.g. in cases of a singular succession), the LP will be informed that a partner change procedure as stated in § 17 (2) has to be initiated.

4. In case of assignment or any form of legal succession of a LP or PP the LP or PP concerned is obliged to assign all rights and obligations and all project related documents to each and any assignee or legal successor. Related reports to the MA/JS as requested in the programme documents have to be forwarded by the LP.

## § 18

### Termination and repayment

1. In addition to the right of termination as laid down in § 3 the MA is entitled, in whole or in part, to terminate this contract and/or to demand repayment of subsidy in any of the following circumstances:

- a) the LP has obtained the subsidy through false or incomplete statements or through forged documents;
- b) the LP and its partners receive additional funding from the European Union for all or part of the project expenditure reported under the Programme during the period of the implementation of the project;
- c) the project has not been or cannot be implemented, or it has not been or cannot be implemented in due time;
- d) the project has not started in due time and even a written reminder by the MA/JS remains unsuccessful;
- e) a change has occurred, e.g. with regard to nature, scale, ownership, cost, timing, partnership or completion of the project, that has put at risk the achievement of the results planned and stated in the latest version of the approved Application Form;
- f) the project outputs and results are not in line with those described in the approved application;
- g) the LP has failed to submit required reports (e.g. the progress reports according to the overview table of reporting targets and deadlines annexed to this contract) or proofs, or to supply necessary information provided that the LP has received a written reminder setting an adequate deadline and explicitly specifying the legal consequences of a failure to comply with requirements and has failed to comply with this deadline;
- h) the LP has infringed its duty to ask for prior written approval where indicated by this contract or in the programme Implementation Manual or has failed to immediately report events delaying or preventing the implementation of the project funded or any circumstances that mean a change of the disbursement conditions and frameworks as laid down in this contract;
- i) the LP or its PPs obstruct or prevented the financial control and auditing as indicated in § 12 of this contract;
- j) the amount of funding awarded has been partially or entirely misapplied for purposes other than those agreed upon;
- k) insolvency proceedings are instituted against the assets of the LP or one of the PPs or insolvency proceedings are dismissed due to lack of assets for cost recovery or the LP or one of the PPs closes down or liquidates, provided that this appears to prevent or risk the achievement of the project objectives;
- l) the provisions related to income and revenues as mentioned in § 15 and 16 of this contract are infringed or the LP does – for any other reasons – not make available the outputs to the MA;
- m) exceeding the permissible limits of the funding regulations (e.g. Article 61 of Regulation (EU) No 1303/2013) the LP wholly or partly sells, leases or lets the project outputs/results to a third party;
- n) regulations of EU-law including the horizontal policies or national regulations have been violated;
- o) the ownership of project outputs having the character of investments in infrastructure or productive investments did not remain with the concerned LP and/or PPs for the timeframe and under the conditions set in Article 71 of Regulation (EU) No 1303/2013;

p) it has become impossible to verify that the progress report is correct and thus the eligibility of the project by funding from Interreg CENTRAL EUROPE Programme;

q) the LP and/or any of the PPs is in the situation of undertaking in difficulty, within the meaning of point 24 (in conjunction with point 20) of the “Guidelines on State aid for rescuing and restructuring non-financial undertakings in difficulty” (Communication from the Commission No. 2014/C 249/01 of 31.07.2014) as well as in compliance with Article 3(3) d) of Regulation No 1301/2013;

r) the LP has failed to fulfil any other conditions or requirements for assistance stipulated in this contract and the provisions it is based on, notably if these conditions or requirements are meant to guarantee the successful achievement of the programme objectives;

2. Prior to or instead of terminating the contract as provided for in this article, the MA may suspend payments as a precautionary measure, without prior notice. This measure shall be lifted as soon as the reasons for such measures cease to apply or requested proof can be furnished.

3. If the MA exercises its right of termination and the LP is demanded full or partial repayment of amounts already paid, the LP is obliged to transfer the repayment amount to the MA. The repayment amount is due within one month following the date of the letter by which the MA asserts the repayment claim; the due date will be stated explicitly in the order for recovery.

4. If a LP or PP fails to return unduly paid funds in another project funded by the Interreg CENTRAL EUROPE CP, the MA has the right to withdraw the corresponding ERDF from any open payment in this project.

5. If the MA exercises its right of termination, offsetting by the LP is excluded unless its claim is undisputed or recognised by declaratory judgement.

6. If the MA exercises its right of termination and the LP is demanded full or partial repayment of amounts already paid. Any delay in effecting repayment shall give rise to interest on account of late payment, starting on the due date and ending on the date of actual payment. The rate of the late interest applied to the amount to be recovered will be calculated in accordance with Article 147 of Regulation (EC) No. 1303/2013.

7. After termination of this contract, the LP's obligations (inter alia §§ 11, 12, 13, 18, 21) and liabilities remain.

8. Bank charges incurred by the repayment of amounts due to the MA shall be borne entirely by the LP.

9. If any of the circumstances indicated in the aforementioned point 1 of this paragraph occur before the full amount of subsidy has been paid to the LP, payments may be discontinued and there shall be no claims to payment of the remaining amount.

10. As laid out in § 3.3, the MA is entitled to terminate this contract if the European Commission fails to make the funds available due to reasons that are outside of the sphere of influence of the programme.

11. Any further legal claims shall remain unaffected by the above provisions.

## § 19

### Force majeure

1. Force majeure shall mean any unforeseeable and exceptional event affecting the fulfilment of any obligation under this subsidy contract, which is beyond the control of the LP and PPs and cannot be overcome despite their reasonable endeavours (e.g. substantial changes due to changes in political or financial terms) Any default of a product or service or delays in making them available for the purpose of performing this contract and affecting the project performance, including, for instance, anomalies in the functioning or performance of product or services, labour disputes, strikes or financial difficulties do not constitute force majeure.
2. If the LP or PPs are subject to force majeure liable to affect the fulfilment of its/their obligations under this subsidy contract, the LP shall notify the MA via the JS without delay, stating the nature, likely duration and foreseeable effects.
3. If the MA is subject to force majeure liable to affect the fulfilment of its obligations within the framework of this subsidy contract, it shall notify it to the LP without delay, stating the nature, likely duration and foreseeable effects.
4. Neither the MA nor the LP or the PPs shall be considered to be in breach of their obligations to execute the project if it has been prevented from complying by force majeure. Where LP or PPs cannot fulfil their obligations to execute the project due to force majeure, grant for accepted eligible expenditure occurred may be made only for those activities which have actually been executed up to the date of the event identified as force majeure. All necessary measures shall be taken to limit damage to the minimum.

## § 20

### Litigation

1. This contract is governed by and construed in accordance with the laws of the Federal Republic of Austria. Thus, the laws of Austria shall apply to all legal relations arising in connections with this agreement.
2. In case of disputes between the MA and the LP, presumption of the good faith from the LP will be privileged and, prior to litigation, mediation procedures shall be set in place.
3. In case of litigation the venue is the court of competent jurisdiction at the seat of the Administration of the City of Vienna (location 1010 Vienna, City Hall). Legal proceedings will be in German.

## § 21

### Concluding provisions

1. The provisions mentioned in § 1 of this contract shall apply and the rights and obligations derived thereof shall become part of this contract. All cited laws, regulations and Programme documents

mentioned are applicable in their currently valid version. The LP declares to respect the legal framework as mentioned and to contractually forward this obligation to the project partnership.

2. The programme language is English. Thus, all correspondence with the MA/JS under this contract must be in English language. Documents have to be submitted as requested in this contract or other programme documents.

3. Unless otherwise stated, all communication is sent to the JS with its office as mentioned on the programme website.

4. If any provision in this contract should be wholly or partly ineffective, the parties to this contract undertake to replace the ineffective provision by an effective provision which comes as close as possible to the purpose of the ineffective provision.

5. In case of differences that are not ruled by this contract, the parties agree to find a conjoint solution.

6. Amendments and supplements to this contract and any waiver of the requirement of the written form must be in written form and have to be indicated as such. Consequently, any changes of the present contract shall only be effective if they have been agreed on in writing and have been designated as amendment of or supplement to the contract.

7. Any costs, fees or taxes not eligible or any other duties arising from the conclusion or implementation of this agreement shall be borne by the LP and/or its PPs.

8. Two copies will be made of this agreement; of which each party keeps one. The LP is free to accept and sign this contract within two months after having been offered it by the MA (date of the submission by e-mail). After two months the offer of the MA loses any relevance unless the MA agrees to a prolongation of this period of time.

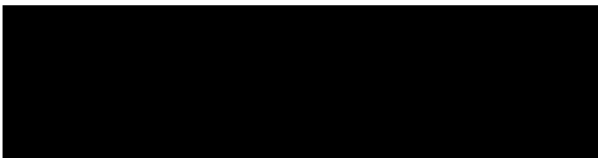
9. The present contract shall come into force upon signature of both parties to this contract. It remains valid as long as any duties linked to the ERDF subsidy might be claimed and in any case at least until the end of the applicable retention period as communicated by the MA to the LP in compliance with the programme Implementation Manual.

Leipzig, 06.10.2017

(Place + Date)

VIENNA, 13 November 2017

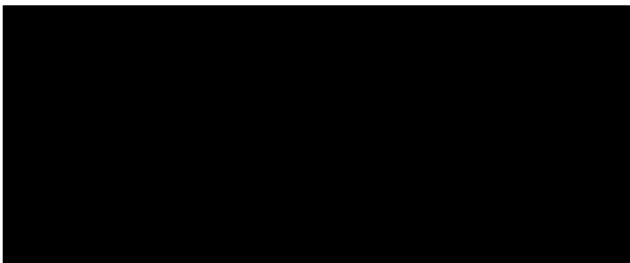
(Place + Date)



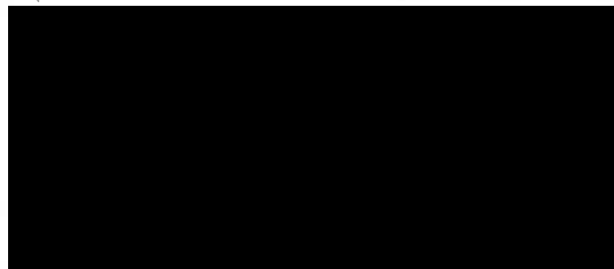
Name of the legal representative  
of the lead partner

CHRISTIANE BREZNIK

Name of the legal representative  
of the City of Vienna  
(Head of the Managing Authority  
of the Interreg CENTRAL EUROPE programme)



(Signature + Stamp)



(Signature + Stamp)

Annexes:

- Approved application form
- Overview table on reporting targets and deadlines
- Financial guarantee (Applicable only in case of private LP)

The following documents <sup>4</sup> can be downloaded from the Programme's website [www.interreg-central.eu](http://www.interreg-central.eu)

- Application Manual <sup>5</sup>
- Implementation Manual

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<sup>1</sup> Eligible project budget of the approved application Form. Final figure dependent on budget consumption of partners with different cofinancing rates.

<sup>2</sup> In line with Article 21 (1) of Regulation (EU) No 1299/2013 the MA is also responsible for carrying out the functions of the CA. Both bodies are under the control of the contracting party, but act independently from each other. Therefore, rights and obligations of both bodies are listed separately in this document.

<sup>3</sup> To be included in the "supplementary information" section of the application form.

<sup>4</sup> As laid out in § 1 these documents form part of the legal framework that the LP/PP declare to observe.

<sup>5</sup> The specific Manual of the application round in which the project has been approved applies.

# Annex 1

## Overview table on reporting targets and deadlines

### Periods

Period Number	Start Date	End Date	Reporting Date	Amount to be reported
0	01-05-2016	01-05-2017	31-05-2020	15.000,00
1	01-06-2017	30-11-2017	30-01-2018	276.964,50
2	01-12-2017	31-05-2018	31-07-2018	443.966,82
3	01-06-2018	30-11-2018	30-01-2019	625.024,32
4	01-12-2018	31-05-2019	31-07-2019	530.061,60
5	01-06-2019	30-11-2019	30-01-2020	384.149,07
6	01-12-2019	31-05-2020	31-08-2020	374.478,72

# SMLOUVA O POSKYTNUTÍ DOTACE

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Smlouva o poskytnutí dotace pro realizaci projektu Interreg CENTRAL EUROPE

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**Smlouva o poskytnutí dotace**  
**pro realizaci projektu Interreg CENTRAL EUROPE**

**CE1100 LOW-CARB**

Následující smlouva mezi

**Městem Vídní**

zastoupeným:

Komunální oddělení č. 27

(Magistratsabteilung 27)

Evropské záležitosti

Schlesinger Platz 2, A-1080 Vídeň

Rakouská republika

- v roli řídicího orgánu „European Territorial Cooperation Programme Interreg CENTRAL EUROPE, dále jen „ŘO“ – za Rakouskou republiku, Chorvatskou republiku, Českou republiku, Spolkovou republiku Německo, Maďarskou republiku, Italskou republiku, Polskou republiku, Slovenskou republiku a Slovinskou republiku.

a

Leipzig Transport Company (LVB) se sídlem

Georgiring 3

04103 Lipsko

Německá spolková republika

zastoupenou:

Ronald Juhrs

- dále jen „vedoucí partner“ (VP) ve smyslu vedoucí příjemce dle odst. 13 (2) Nařízení (EU) 1299/2013

se uzavírá na základě pravidel a dokumentů specifikovaných v § 1 této smlouvy a upravuje způsob realizace projektu CE 1100, Capacity building for integrated low-carbon mobility planning in functional urban areas / LOW-CARB (Zvyšování kapacity pro integrované plánování pro nízkouhlíkovou mobilitu ve funkčních městských oblastech / LOW-CARB)

## § 1 Právní rámec

1. Smlouva se uzavírá na základě následujících právních předpisů:
  - Nařízení Evropských strukturálních a investičních fondů, akty v přenesené působnosti a prováděcí předpisy pro období 2014-2020, zvláště článek 125 (3) c Nařízení (EU) č. 1303/2013 Evropského Parlamentu a Rady ze 17. prosince 2013 a článku 12 (5) Nařízení (EU) č. 1299/2013 Evropského Parlamentu a Rady ze 17. prosince 2013 jak je specifikováno níže.
  - Program „European Territorial Cooperation Programme Interreg CENTRAL EUROPE“ schválený Evropskou Komisí dne 16. prosince 2014 (Rozhodnutí č. C(2014) 10023) nastavující strategii Programu (dále jen CENTRAL EUROPE CP);
  - Zákony Rakouské republiky aplikovatelné na tento smluvní vztah;
2. Následující zákony a dokumenty zakládají právní rámec vztahující se na práva a povinnosti stran této smlouvy
  - Nařízení (EU, Euratom) č. 966/2012 Evropského Parlamentu a Rady z 25. října 2012 o finančních pravidlech aplikovatelných na obecný rozpočet Unie rušící Regulaci Rady (EC, Euratom) č. 1605/2002 společně s akty v přenesené působnosti nebo prováděcími předpisy;
  - Nařízení Evropských strukturálních a investičních fondů, akty v přenesené působnosti a prováděcí předpisy pro období 2014-2020, a to zejména:
    - Nařízení (EU) č. 1303/2013 Evropského Parlamentu a Rady ze dne 17. prosince 2013, kterým se stanoví společná ustanovení o Evropském fondu pro regionální rozvoj, Evropském sociálním fondu, Fondu soudržnosti, Evropském zemědělském fondu pro rozvoj venkova a Evropském námořním a rybářském fondu a o obecných ustanoveních týkajících se Evropského fondu pro regionální rozvoj, Evropského sociálního fondu, Fondu soudržnosti a Evropského námořního a rybářského fondu rušící nařízení Rady (ES) č. 1083/2006 a jakékoliv dodatky
    - Nařízení (EU) č. 1301/2013 Evropského Parlamentu a Rady ze dne 17. prosince 2013 o Evropském fondu pro regionální rozvoj a o zvláštních ustanoveních týkajících se Investic pro růst a zaměstnanost a o zrušení Nařízení (ES) č. 1080/2006 a jakýchkoliv dodatků.
    - Nařízení (EU) č. 1299/2013 Evropského Parlamentu a Rady ze dne 17. prosince 2013 o zvláštních ustanoveních týkajících se podpory z Evropského fondu pro regionální rozvoj na cíl Evropská územní spolupráce a případné změny
    - Prováděcí předpisy a akty v přenesené působnosti, zejména nařízení Komise v přenesené působnosti (EU) č. 481/2014 ze dne 4. března 2014, kterým se doplňuje nařízení č. 1299/2013 Evropského Parlamentu a Rady, pokud jde o zvláštní pravidla o způsobilosti výdajů pro programy spolupráce, a jakékoliv dodatky
  - Články 107 a 108 Smlouvy o fungování Evropské unie, Nařízení Komise (EU) č. 1407/2013 o použití článků 107 a 108 Smlouvy o fungování Evropské unie o podporách malého rozsahu, akty v přenesené působnosti a prováděcí předpisy, stejně jako všechna platná rozhodnutí a nálezy v oblasti státní podpory
  - Všechny ostatní právní předpisy EU a základní principy platné pro VP a partnery projektu (PP), včetně právních předpisů, kterými se stanoví předpisy o zadávání veřejných zakázek, hospodářské soutěže a vstupu na trh, ochrana životního prostředí a rovné příležitosti mezi muži a ženami
  - Národní pravidla pro VP a jejich PP a jejich činnost

- Všechny příručky, pokyny a jiné dokumenty relevantní pro realizaci projektu (např. Přihlašovací manuál a Implementační příručka) ve svých posledních verzích tak, jak jsou zveřejněny na webových stránkách programu nebo předány VP přímo v průběhu realizace projektu.

V případě dodatků k právním normám a dokumentům uvedeným výše a jakýmkoli dalším dokumentům relevantním pro smluvní vztah (např. přihlašovací formulář) bude platit poslední verze.

## § 2

### Přidělení dotace

1. Na základě poslední verze projektové žádosti VP a doplňujících/dodatečných dokumentů v posledních verzích (dále jen „projektová žádost“), v souladu s rozhodnutím Monitorovacího výboru programu (dále jen „MV“) ze dne 16. března 2017 (a případnými dodatečnými rozhodnutími) je VP z fondů CENTRAL EUROPE CP udělena níže specifikovaná dotace na projekt CE 1100, Capacity building for integrated low-carbon mobility planning in functional urban areas / LOW-CARB (Zvyšování kapacity pro integrované plánování pro nízkouhlikovou mobilitu ve funkčních městských oblastech / LOW-CARB).

	Maximální financování poskytnuté ERDF	Celkové schválené partnerské spolufinancování	Celkový schválený způsobilý rozpočet <sup>1</sup>	Poskytnutý podíl příspěvku
Mezisosoučet pro PP v rámci programové oblasti	2.177.697,38 Euro	471.947,65 Euro	2.649.645,03 Euro	82,19 %
Mezisosoučet pro PP mimo rámec programové oblasti	0,- Euro	0,- Euro	0,- Euro	0 %
Celkem	2.177.697,38 Euro	471.947,65 Euro	2.649.645,03 Euro	82,19 %

2. Poskytnutým podílem příspěvku se rozumí procentuální podíl vyplývající z rozdělení příspěvku uděleného z programu (dotace z ERDF) způsobilým rozpočtem projektu CENTRAL EUROPE (dotace z ERDF + národní spolufinancování členskými státy CENTRAL EUROPE). Poskytnutý podíl příspěvku se během realizace projektu může změnit. Nejvyšší objem příspěvků ERDF schválených MV však nemůže být překročen.

Poskytnutý podíl příspěvku na projekt je až 80 % způsobilých nákladů pro partnery sídlící v Rakouské republice, Spolkové republice Německo a v Itálii a až 85 % způsobilých nákladů pro partnery sídlící v Chorvatské republice, České republice, Maďarské republice, Polské republice, Slovenské republice a Slovinské republice.

### § 3

#### Podmínky poskytnutí dotace

1. Dotace je poskytnuta výhradně na projekt specifikovaný v poslední schválené verzi projektové žádosti a v souladu s podmínkami určenými MV. Projektová žádost a její přílohy schválené MV jsou nedílnou součástí této smlouvy.
2. Čerpání dotace je podmíněno uvolněním fondů Evropskou komisí ve výše popsaném rozsahu a dodržáním všech příslušných pravidel na evropské i národní úrovni ze strany Partnerů. V případě nedostupnosti prostředků není ŘO zodpovědný za opožděné nebo chybějící platby.
3. Pokud Evropská komise neuvolní fondy z důvodů mimo sféru vlivu programu, je ŘO způsobilý ukončit tuto smlouvu, přičemž jakýkoli nárok ze strany VP či PP vůči ŘO je vyloučen. V takovém případě bude VP ze strany ŘO náležitě informován a dostanou se mu pokyny k dalším krokům.
4. VP přijímá dotaci a souhlasí s vyhotovením projektu na svou vlastní odpovědnost tak, jak je uvedeno v Nařízení Evropských strukturálních a investičních fondů, aktech v přenesené působnosti a prováděcích předpisech nebo pravidlech programu na nich založených.
5. Bude-li zřejmé, že projekt nevyčerpá maximální objem prostředků poskytnutých MV z ERDF, je MV oprávněn adekvátně snížit výši prostředků postupem specifikovaným v programové Implementační příručce
6. Čerpání dotace je podmíněno podpisem smlouvy o poskytnutí dotace smluvními stranami.
7. Nebude-li úspěšně naplněn jeden nebo více cílových výstupů a výsledků, jak byly popsány v poslední schválené verzi projektové žádosti, mohou být použita nápravná opatření k zajištění provedení projektu a minimalizaci dopadu na programové úrovni (např. přizpůsobení projektu změněné situaci) dle postupů specifikovaných v Implementační příručce programu.
8. Nebude-li projekt respektovat smluvní podmínky týkající se včasnosti, čerpání rozpočtu a dosahování výstupů a výsledků, jak byly definovány v poslední schválené verzi projektové žádosti, může program snížit dotaci alokovánu z ERDF na projekt, případně projekt úplně zastavit zrušením smlouvy o poskytnutí dotace.

### § 4

#### Trvání projektu a smlouvy

1. Trvání projektu je dáno poslední schválenou verzí projektové žádosti.
2. Administrativní povinnosti VP a PP vztahující se k ukončení projektu budou probíhat po dobu tří měsíců po datu ukončení projektu uvedeném v poslední schválené verzi projektové žádosti, není-li dohodnuto s ŘO jinak. Další specifikace ukončení projektu stanovuje programová Implementační příručka.
3. S výjimkou ustanovení týkajících se realizace projektu a způsobilosti výdajů, jakož i pravidel řídicích státní pomoc, vyprší platnost této smlouvy v souladu s povinností dostupnosti dokumentů definované v čl. 140 Nařízení (EU) č. 1303/2013.

### § 5

#### Způsobilost nákladů

1. Náklady oprávněné k dotaci podle § 2.1 této smlouvy musejí sestávat výhradně ze způsobilých nákladů vyjmenovaných v poslední schválené verzi projektové žádosti. Uznatelnost nákladů

spolufinancovaných z ERDF je upravena v nařízení Evropských strukturálních a investičních fondů (čl. 6 odst. 65 až 70 Nařízení (EU) č. 1303/2013, čl. 18 Nařízení (EU) č. 1299/2013), Nařízení Komise v přenesené působnosti (EU) č. 481/2014, jakož i v programových pravidlech způsobilosti, které jsou součástí programové Implementační příručky. Všechna programová pravidla jsou dostupná na webových stránkách programu.

2. VP je povinen si tato pravidla a principy způsobilosti podrobně nastudovat, řídit se jimi a smluvně k nim zavázat také své projektové partnery.
3. Nerespektování těchto důležitých pravidel by mohlo vést programové orgány k zavedení nápravných opatření a vyčlenění nezpůsobilých výdajů z projektového rozpočtu.

## § 6

### Žádost o platbu a vyplácení dotace

1. VP smí žádat o výplatu příspěvku z ERDF pouze pro potřeby projektu, a to poskytnutím důkazu o průběhu projektu směrem k dosažení výstupů a cílů stanovených v poslední schválené verzi projektové žádosti a v souladu s principy řádného rozpočtového hospodaření (daného zásadami hospodárnosti, účelnosti a efektivity – tzv. *princip 3E – economy, efficiency and effectiveness*) a demonstrací účelnosti veškerých nákupů. Za tímto účelem musí VP předkládat periodické zprávy o průběhu a závěrečnou zprávu ŘO prostřednictvím Společného sekretariátu (dále jen „JS“) dle § 7 tohoto dokumentu a Implementační příručky.
2. Úhrada nákladů nárokových současně s předložením výše zmíněných zpráv je podmíněna splatností částky dle rozvrhu uvedeného v § 7.1 tohoto dokumentu a včasným vyplácením odpovídající částky ze strany Evropské Komise.
3. Dále je výplata fondů podmíněna skutečností, že zákonnost a řádnost aktivit zdůvodňujících deklarovaný výdaj lze dostatečně prokázat tak, jak je stanoveno v Nařízení Evropských strukturálních a investičních fondů, aktech v přenesené působnosti a prováděcích předpisech nebo v programových pravidlech, a že všechny příslušné doklady a listiny potřebné pro posouzení ŘO/JS jsou podány včas.
4. ŘO si vyhrazuje právo nepřijmout – zčásti nebo zcela – certifikace výdajů popsaná v § 8 této smlouvy, pokud z výsledků jeho vlastního prověřování a/nebo kontroly či auditu provedeného jiným orgánem vyplývá, že takové potvrzení či doklad je nesprávný nebo že nárokové náklady nejsou v souladu s právním rámcem nastaveným v § 1 tohoto dokumentu. V takovém případě může ŘO buď snížit požadovanou certifikovanou částku, požadovat vrácení neoprávněně vyplacených prostředků nebo je odečíst od další žádosti o platbu předloženou VP, pokud je to možné. V souladu s článkem 132 Nařízení (EU) 1303/2013, můžou být platby ve prospěch projektu zastaveny částečně nebo v plné výši v případě podezření z nesrovnalostí. Řídicí orgán nebo certifikační orgán (dále jen CO)<sup>2</sup> je oprávněn zdržovat jakoukoli platbu z ERDF na konkrétního příjemce (VP nebo PP) nebo projekt jako celek, dokud nejsou všechny nejasnosti týkající se plnění, řízení a podávání zpráv objasněny.
5. ŘO může prostřednictvím JS kdykoli požadovat relevantní informace. Tyto informace musí být VP poskytnout v daném časovém úseku. VP poskytne informace či požadované dokumenty také ostatním programovým orgánům, soudům, auditorům či jiným kontrolním institucím činným v rámci svých příslušných působností.
6. V případě připomínek nebo výhrad vznesených během procesu označování programu, jak uvádí čl. 123 Nařízení (EU) č. 1303/2013, při zpoždění uvedeného postupu nebo v případě systémových chyb zjištěných při auditech, mají ŘO a CO také právo dočasně pozdržet platby. Provádění plateb bude obnoveno ihned po stažení připomínek či výhrad vznesených odpovědnými orgány.
7. CO zaručí, že VP obdrží platbu ze schváleného příspěvku z programu včas a v plné výši. Žádné srážky, odpočty, ani jiné poplatky, které by snížily objem platby k uhrazení, nesmějí být provedeny, s výjimkou výše uvedeného. A naopak, příspěvky z ERDF placené prostřednictvím CO nesmějí překročit podíl ERDF plynoucí ze způsobilé výše ověřené každým odpovědným kontrolním orgánem v souladu s § 8 tohoto dokumentu.

8. Vyplacení dotace prostřednictvím CO je podmíněno poskytnutím alespoň následujících údajů ze strany VP<sup>3</sup>: Identifikace národních kontrolorů (podle § 8) partnerů žádajících prostředky, bankovní účet VP, umístění projektové dokumentace v prostorách VP a každého PP, důkaz o existující podepsané smlouvě o partnerství (podle § 10 tohoto dokumentu).
9. Dotace budou vyplaceny výhradně v Eurech (EUR; €). Riziko směnného kurzu nese vždy VP. Dotace bude převedena na účet uvedený VP v doplňující části projektové žádosti. Kdykoli je to možné, měl by účet sloužit specificky pouze projektu.
10. Zaplacením dotace podle této smlouvy plní ŘO své povinnosti plynoucí z dané smlouvy.
11. V souladu s čl. 13 (3) Nařízení (EU) č. 1299/2013 se VP ujistí, že PP obdržel úplný objem svého podílu na prostředcích z ERDF co nejdříve a v plné výši. Nesmí být provedeny žádné srážky, odpočty, ani jiné poplatky, které by snížily objem prostředků pro PP.
12. Platby, o něž nebude požádáno včas a v plné výši nebo v souladu s platebním harmonogramem dle § 7.1 a přehledové tabulky jednotlivých cílů a termínů připojené k této smlouvě, mohou být pozbyty.

## § 7

### Vykazování

1. Za účelem prokázání průběhu realizace projektu, jak je popsáno v § 6.1 tohoto dokumentu, musí VP předkládat pravidelné zprávy o průběhu a závěrečnou zprávu, a to vůči ŘO prostřednictvím JS v souladu s časovým rámcem určeným v přehledové tabulce termínů vykazování, která je přílohou této smlouvy. Změny těchto termínů vyžadují předchozí schválení ze strany ŘO. Další podrobnosti ohledně postupů týkajících se podávání zpráv jsou popsány v programové Implementační příručce.
2. Každá periodická zpráva o průběhu projektu sestává z části o činnostech a části o financích.
3. Závěrečná zpráva bude prostřednictvím JS zaslána ŘO nejpozději tři měsíce po datu ukončení projektu, jak je uvedeno v § 4 tohoto dokumentu a v přehledové tabulce termínů vykazování, která je přílohou této smlouvy.
4. Další podrobnosti ohledně obsahu hlášení a procedurálních pravidel jsou popsány v Implementační příručce, jejíž obsah VP přijímá a smluvně jí zavazuje také své PP.

## § 8

### Potvrzení výdajů

1. Ke každé zprávě o průběhu předané vedoucím partnerem prostřednictvím společného sekretariátu řídicímu orgánu musí být přiloženy certifikáty stvrzující způsobilost nákladů, jak na straně VP, tak na straně PP, vydané národním kontrolorem dle čl. 23 (4) Nařízení 1299/2013 v souladu se systémem nastaveným každým členským státem a v souladu s požadavky určenými právním rámcem uvedeným v § 1 této smlouvy.
2. Pokud VP a PP pocházejí ze zemí, které mají stanoven decentralizovaný kontrolní systém, si ŘO vyhrazuje právo po dohodě s odpovědnou národní institucí požadovat, aby kontrolní orgán přímo zvolený VP nebo PP byl vyměněn, pokud se objevily pochybnosti o nezávislosti kontrolora nebo jeho profesních standardech, které nebyly známé v okamžiku podepsání smlouvy.
3. VP upozorňuje ŘO prostřednictvím doplňujících informací v sekci formuláře žádosti o osobách či institucích vykonávajících kontrolní činnost a zajišťuje, aby byly vybrány v souladu se systémem zavedeným každým členským státem. VP dohlíží na to, že splňují požadavky na kvalifikaci a nezávislost předložené v Implementační příručce programu. V případě, že kontrolor nemůže být jmenován před podpisem smlouvy o poskytnutí dotace, musí být tato informace uvedena v sekci doplňujících informací v projektové žádosti, která je přílohou smlouvy. Podrobnosti o průběhu oznamování jsou stanoveny v Implementační příručce. VP je přijímá a smluvně jimi zavazuje své PP.
4. Změny adresy, změny čísla účtu a změny kontrolního úřadu/instituce nebo jména kontrolora/ů musejí být neprodleně oznámena dle postupu uvedeného v Implementační příručce. Pokud by ŘO měl

jakékoli námitky vůči oznámené změně, může, po předchozí diskuzi s národním odpovědným úřadem, žádat změnu kontrolora nebo zvolené instituce.

## § 9

### Změny rozpočtu

1. Změny v přidělování prostředků z rozpočtu pro jednotlivé rozpočtové položky, pracovní balíčky a partnery, jakož i změny v aktivitách/výstupech a době trvání projektu, jsou povoleny, pokud maximální výše přidělených finančních prostředků nebude překročena, pokud jsou dodržována ustanovení týkající se kázně v oblasti státních podpor a v případě, že jsou dodržovány podmínky a postupy stanovené v Implementační příručce.
2. V dokumentaci k žádosti jsou jasně definovány příspěvky VP a každého PP. Změny v partnerství vyžadují předchozí souhlas příslušných orgánů programu, jak je uvedeno v Implementační příručce. Avšak poté, co jsou schváleny, nabývají platnosti retrospektivně od data, kdy byla písemná žádost předložena JS.

## § 10

### Reprezentace projektových partnerů, zodpovědnost vedoucího partnera

1. „Projektoví partneři“ jsou organizace uvedené jako takové v poslední schválené verzi projektové žádosti. Pouze výdaje zjištěné a uhrazené PP jsou způsobilé ke spolufinancování z ERDF, s výjimkou výdajů vypočítaných jako paušální částky nebo na paušálním základě.
2. VP garantuje, že je oprávněn zastupovat partnery účastnící se projektu a že uzavřel Smlouvu o partnerství podle čl. 13 (2) Nařízení (EU) č. 1299/2013, jejímž obsahem jsou přinejmenším pravidla nastavená ve vzoru smlouvy o partnerství poskytované programem. Rozdělení úkolů, vzájemné odpovědnosti a povinností mezi VP a PP je uvedeno ve smlouvě o partnerství.
3. VP garantuje, že smlouva o partnerství jako celek zajistí též v souladu s projektovou žádostí jasné rozdělení vzájemné zodpovědnosti mezi všemi partnery a povinnost každého PP přijímat odpovědnost v případě jakékoli nepřesnosti nebo nesprávnosti v otázce deklarovaných výdajů.
4. Podpis smlouvy o partnerství musí být doložen nejpozději tři měsíce poté, co smlouva o poskytnutí dotace nabude účinnosti, jak určuje Implementační příručka. ŘO si vyhrazuje právo zkontrolovat smlouvu o partnerství za účelem ověření faktu, že byla podepsána a že je v souladu s minimálními požadavky zmíněnými v § 10 (2) tohoto dokumentu.
5. VP dále garantuje, že vyhovuje právnímu rámci dle § 1 této smlouvy, jakož i všem příslušným právním a dalším požadavkům daným zákony týkajícími se osoby jeho a PP a jejich aktivitám a že si zajistil všechna nutná povolení (např. stavební povolení, vyhovující stanovisko k environmentální zátěži). VP je povinen smluvně zavázat své PP k respektování § 1 této smlouvy a zahrnout všechny povinnosti uvedené v tomto dokumentu do smlouvy o partnerství.
6. VP poskytne PP veškeré informace a dokumentaci potřebné k jasné a právně korektní realizaci projektu včetně požadavků týkajících se komunikace a publicity.
7. V souladu s čl. 13 (2) Nařízení (EU) č. 1299/2013 nese VP celkovou finanční a právní odpovědnost za celý projekt také za své PP. A bude mu přičtena zodpovědnost, pokud povinnosti stanovené touto smlouvou nebo Evropskou unií nebo národním právem nebudou v projektovém partnerství naplněny.
8. VP je dále odpovědný vůči ŘO za plnění povinností všemi PP. Za porušení pravidel daných touto smlouvou ze strany PP je VP vůči ŘO zodpovědný stejnou měrou, jako by se jich dopustil sám.
9. Bude-li ŘO požadovat vrácení podpory v souladu s touto smlouvou, zodpovídá VP vůči ŘO za celou výši této podpory. VP je oprávněn žádat vrácení dotace od svých PP podle čl. 27 (2) Nařízení (EU) č. 1299/2013.

10. ŘO nemůže být za žádných okolností a z žádných důvodů odpovědný za škody či újmu způsobené zaměstnanci nebo majetkem VP či některého z jeho PP během realizace projektu. ŘO tudíž v případě takové škody či újmu nemůže přijmout žádnou žádost o kompenzaci ani zvýšení plateb.
11. VP přebírá vůči třetím stranám sám odpovědnost, včetně odpovědnosti za škodu či újmu jakéhokoli druhu, k němuž by došlo během realizace projektu. Vedoucí partner zbavuje řídicí orgán veškeré odpovědnosti spojené s jakýmkoli nároky nebo žalobami podanými v důsledku porušení pravidel či předpisů ze strany VP nebo některého PP, nebo v důsledku porušení práv třetích stran.

## § 11

### Projektový a finanční management

1. VP zajistí profesionální management projektu.
2. Vztah s participujícími partnery upraví VP ve smlouvě o partnerství, jak zmiňuje § 10 této smlouvy.
3. V souladu s čl. 65 (11) Nařízení (EU) č. 1303/2013 VP zajistí, že výdajové položky zahrnuté v žádosti o náhradu výdajů neobdrží podporu ze stejného ani jakéhokoli jiného programu EU, fondu EU či Unijního nástroje.
4. VP koordinuje počátek a realizaci projektu podle časového rozvrhu, jak je uvedeno v této smlouvě a pracovním plánu obsaženém v projektové žádosti.
5. VP zajistí oddělený účetní systém, případně projektu přidělí specifický účetní kód a zajistí, aby způsobilé výdaje, jakož i poskytnuté dotace, byly jasně identifikovatelné.
6. Podle čl. 13 (2) písm. c) a d) Nařízení (EU) č. 1299/2013 VP zajistí, že u výdajů PP proběhne kontrola, aby bylo ověřeno, že byly použity k účelům realizace projektu a odpovídají aktivitám dohodnutým mezi VP a PP a obsaženým v projektové žádosti.
7. VP je zodpovědný za to, že při realizaci projektu budou dodržována všechna pravidla a postupy nastavené v programové Implementační příručce (např. ohledně monitorování věcných a finančních průběhů projektu, zaznamenávání a ukládání dokumentů, písemných žádostí o změny projektu, implementaci informací a záležitostí publicity atd.) a že PP budou obeznámeni se svými povinnostmi.
8. VP neprodleně informuje ŘO a JS o všech okolnostech, které zdržují, překáží či znemožňují realizaci projektu, jakož i o všech okolnostech, které vyžadují změnu podmínek vyplácení dotace a rámců, jak je stanoveno v této smlouvě (např. ztráta projektového partnera, přijímání dodatečných dotací) nebo o okolnostech, za nichž je ŘO nucen snížit platby či požadovat vrácení vyplacené dotace ať už zcela, nebo jen z části.
9. VP poskytne ŘO a JS veškeré požadované informace bez prodlení.
10. VP realizuje projekt v souladu s evropskou i národní legislativou, jakož i s programovými požadavky, např. ohledně veřejných dodávek a státní pomoci, a zajistí respektování těchto pravidel také ze strany PP.
11. VP poskytne data pro elektronický monitorovací systém programu v souladu s touto smlouvou a podle instrukcí ŘO a JS.
12. Pokud je to možné, VP předkládá s příslušnou zprávou o průběhu hlavní výstupy a výsledky, jak je uvedeno v žádosti a postupech stanovených v Implementační příručce programu. Jeden exemplář každého vyhotoveného materiálu musí být uložen u VP nebo PP kvůli kontrolním a auditním účelům.
13. VP v případě potřeby požádá o radu JS a bude se účastnit na mezinárodních seminářích organizovaných programem.
14. VP pozve ŘO/JS k účasti na schůzkách projektového Řídicího výboru coby pozorovatele a zašle jim zápis z těchto schůzek.
15. VP podporuje informační, komunikační a evaluační aktivity programu (např. připojuje se k projektovým exhibicím, připravuje texty pro programový web a publikace).
16. Podle Zákona Rakouské republiky č. 165/1999 sbírky zákonů, na ochranu dat 2000, ve znění pozdějších předpisů, VP jménem všech PP souhlasí, že ŘO je oprávněn k užití osobních dat, která jsou obsažena v projektové žádosti a která jsou získávána orgány a oprávněnými zástupci následujících úřadů a organizací: národní kontrolní úřady a orgány a organizace zapojené do



provádění auditů programu, Evropská komise, revizní orgány Evropské unie a města Vídně, federální Ministerstvo financí Rakouské republiky či jakákoli instituce zodpovědná za provádění auditů nebo kontroly podle evropských či národních zákonů. ŘO je dále oprávněn užit taková data a sdílet je s dalšími programy za účelem implementace jejich úkolů spojených s evropskou protikorupční politikou a zpřístupnit taková data orgánům a úřadům pro evaluační a monitorovací účely.

17. VP dále za všechny PP souhlasí, že jména a adresy všech projektových partnerů, účel a částka dotace mohou být užity programovými orgány v rámci informačních a komunikačních opatření souvisejících s programem, jakož i s podáváním zpráv Evropské komisi.
18. V souladu s čl. 56 a 57 Nařízení (EU) 1303/2013 se VP a všichni PP zavazují zajistit experty či subjekty autorizované programem Interreg CENTRAL EUROPE k provedení projektové evaluace a/nebo studií u jakéhokoli dokumentu či informace vyžadované k evaluačním účelům. Informace mohou VP a PP poskytovat rovněž prostřednictvím průzkumů a/nebo rozhovorů.
19. VP zajistí, že v případě poskytnutí podpory v režimu de minimis budou VP a PP dodržovat všechny požadavky stanovené v Nařízení (EU) č. 1407/2013, a zajistí jejich dodržování subjekty, které jsou příjemci projektových aktivit/výstupů. VP smluvně zaváže PP k dodržování tohoto ustanovení. Jmenovitě je projekt žádán:

Všichni odborníci v oblasti plánování pro nízkouhlíkovou mobilitu působící jako podniky v rámci místního trhu a zapojení do odborné přípravy v oblasti plánování nízkouhlíkové mobility ve FUA (pružné užívání vzdušného prostoru), SUMP (plánování udržitelného městského řízení) a nízkouhlíkových strategií (D.T2.1.2) přijímají nepřímou státní podporu ve formě bezplatných služeb. VP zajistí, že projektoví partneři zodpovídající za nabídku odborné přípravy budou konečné příjemce řádně informovat o tom, že hodnota přijaté služby má být považována za dotaci v rámci režimu de minimis. Koneční příjemci musí na vyžádání ohlásit uvedenou dotaci de minimis příslušným orgánům. Tato podmínka se nevztahuje na ty subjekty, které nemohou být v okamžiku příjmu školení kvalifikovány jako podniky.

## § 12

### Finanční kontroly, audity

1. Evropská komise, Evropský úřad pro boj proti podvodům (OLAF), Evropský účetní dvůr (ECA) a v jejich pravomoci kontrolní orgány zúčastněných členských států EU nebo jiných vnitrostátních veřejných kontrolních orgánů, jakož i programový Auditní orgán, ŘO nebo CO a JS jsou oprávněny kontrolovat správné využití finančních prostředků VP nebo jeho PP nebo zajistit, aby takový audit byl prováděn oprávněnými osobami. VP a PP budou včas informováni o každém auditu, který má být proveden na jejich výdajích.
2. Každý PP učiní veškerá nezbytná opatření, aby splnil základní požadavky uvedené v této smlouvě, platných zákonech a programových dokumentech (přihlašovací a prováděcí příručky), které jsou nedílnou součástí této smlouvy, a zajistil komplexní dokumentaci o souladu s těmito normami a přístupnosti k této dokumentaci. Kromě povinností týkajících se podávání zpráv a informací je VP povinen:
  - a) uchovávat všechny dokumenty a údaje požadované pro kontroly a audity bezpečně a řádně, jak je dále specifikováno v § 11 této smlouvy;
  - b) učinit veškerá nezbytná opatření, aby zajistil hladký průběh jakéhokoli auditu oznámeného řádně oprávněnou institucí, jak je uvedeno v § 12.1;
  - c) poskytovat těmto institucím požadované informace o projektu, poskytovat přístup do svých obchodních prostor, přístup ke všem informacím a dokumentům podporujícím audit, jak to vyžaduje nařízení Evropských strukturálních a investičních fondů, akty v přenesené působnosti a prováděcí předpisy a Implementační příručka programu.
3. VP neprodleně informuje JS o všech auditech, které provedly subjekty uvedené v § 12.1 této smlouvy.

4. Pokud se v důsledku kontrol a auditů považují jakékoli výdaje za neoprávněné podle předpisového rámce, jak je uvedeno v § 1 smlouvy, použije se postup popsany v § 13 a § 6 (4) této smlouvy.

## § 13

### Odnětí nebo vymáhání neoprávněně vyplacených finančních prostředků

1. V případě, že ŘO nebo CO odhalí (např. během každodenního řízení nebo během jednorázové kontroly) neoprávněně vyplacené prostředky, např. kvůli administrativní chybě nebo nepřesnosti, porušení smlouvy nebo zákona, jak uvádí § 1 tohoto dokumentu, nebo v případě, že je ŘO na takový případ upozorněn, musí ŘO nebo CO v případě potřeby po konzultaci s dotčným MS a po informování MV požadovat po VP částečné nebo úplné vrácení dotace.
2. VP zajistí, že, je-li to možné, dotčený PP vrátí VP veškeré neoprávněně vyplacené prostředky podle Smlouvy o partnerství a Implementační příručky. Částka k úhradě může být stažena z následující platby vůči VP, případně mohou být pozastaveny zbývající platby. V případě ukončených projektů je VP povinen převést neoprávněně vyplacené prostředky ve prospěch ŘO. Lhůta k úhradě prostředků činí jeden měsíc od data doručení dopisu, v němž ŘO vyplacení prostředků požaduje; lhůta bude v příkazu k úhradě výslovně uvedena. V případě elektronické korespondence bude relevantním datem datum odeslání e-mailu, bez ohledu na datum přijetí jakékoli kopie v tištěné podobě. Je-li dopis odeslán pouze v tištěné podobě, má se za to, že pošta byla doručena tři dny po datu odeslání.
3. Jakýmkoli zpožděním při navracení platby vzniká nárok na úrok z prodlení, počínaje dnem splatnosti a konče dnem uskutečnění platby. Sazba úroků z prodlení z částky, která má být vrácena, bude vypočtena v souladu s článkem 147 Nařízení (ES) č. 1303/2013.
4. V případě, že postup navracení prostředků vykazuje známky porušení smlouvy o dotaci (viz § 18 této smlouvy), bude ŘO uvažovat o ukončení smlouvy jako o poslední možnosti. V každém případě budou smluvní strany před přijetím konečného rozhodnutí o ukončení smlouvy vyslyšeny.

## § 14

### Publicita, komunikace a branding

1. Nepožádá-li ŘO jinak, veškerá oznámení či zveřejnění ze strany projektu, včetně prezentace na konferencích nebo seminářích, musí poukázat na to, že současný projekt byl realizován prostřednictvím finanční pomoci z prostředků ERDF přes CENTRAL EUROPE CP, jak je požadováno v příloze XII nařízení (EU) 1313/2013. Všechna informační, komunikační a branding opatření projektu musí být provedena v souladu s výše uvedenými pravidly, nejnovější verzí schválené žádosti, Implementační příručkou programu a dalšími pokyny, které byly vydány v rámci programu v této oblasti. VP musí dbát na to, aby byli PP v souladu s těmito požadavky a poskytovat jim příslušné dokumenty a jakékoliv programové zásady.
2. Jakékoli oznámení nebo publikace týkající se projektu, provedená v jakékoli formě a jakýmkoli prostředky, včetně internetu, musí obsahovat upozornění, že odráží pouze názor autora a že programové orgány nenesou žádnou odpovědnost za jakékoliv použití, které může být vytvořeno z informací v programu obsažených.
3. VP také nese plnou odpovědnost za obsah jakéhokoli oznámení, publikace nebo marketingového produktu, které jsou předávány řídicímu orgánu a byly vyvinuty vedoucím partnerem, některým z partnerů projektu nebo třetími stranami jménem VP nebo partnerů projektu. VP je odpovědný v případě, že třetí strana požaduje náhradu škody (například z důvodu porušení práv k duševnímu vlastnictví). Vedoucí partner odškodní řídicí orgán v případě, že ŘO utrpí jakoukoli škodu kvůli obsahu propagačních či informačních materiálů.

4. VP zajistí, že partnerský projekt splňuje všechny povinnosti publicity, komunikace a branding (např. používání programu loga, požadavky na informace, organizace událostí atd.), jak je dále upřesněno v Implementační příručce programu.
5. Programové orgány jsou oprávněny zveřejňovat jakékoli z následujících informací jakýmkoli způsobem:
  - a) Název VP a jeho PP;
  - b) Kontaktní údaje zástupců projektu;
  - c) Název projektu;
  - d) Shrnutí projektových aktivit;
  - e) Cíle projektu a dotace;
  - f) Datum zahájení a ukončení projektu;
  - g) Financování z ERDF a celkové způsobilé náklady projektu;
  - h) Geografické umístění realizace projektu;
  - i) Shrnutí zpráv o průběhu projektu a závěrečné zprávy;
  - j) Zda a jak byl projekt dříve zveřejněn.
6. ŘO je oprávněn využít tyto údaje pro informační a komunikační účely, jak je uvedeno v příloze XII Nařízení (EU) č. 1303/2013 a § 1 této smlouvy.
7. ŘO je jménem MV a jiných subjektů podporujících Program na národní úrovni oprávněn používat výstupy projektu s cílem zajistit širokou distribuci výstupů projektu a zpřístupnit je veřejnosti. VP souhlasí s tím, že výstupy jsou předány řídicím orgánem ostatním programovým orgánům, jakož i členským státům, které se účastní programu, aby používali tento materiál jako ukázkou, jak je dotace použita. Za účelem splnění cílů stanovených v § 6 této smlouvy musí VP předložit důkazy o výstupech, jak je dále stanoveno v Implementační příručce.
8. Jakákoliv komunikační kampaň, mediální výstupy či jiná publicita projektu musí být konzultována s ŘO/JS pro potenciální aktualizaci webových stránek.

## § 15

### Vlastnictví - použití výstupů

1. Vlastnictví, název a práva průmyslového a duševního vlastnictví ve výstupech projektu a zprávách a dalších dokumentech spojených s projektem musí podle platných národních právních předpisů a/nebo smlouvy o partnerství udělovat VP a/nebo jeho PP. Partnerství je oprávněno stanovit vlastnická práva k produktům, které jsou výstupy projektu.
2. Vlastnictví výstupů, které mají charakter investic do infrastruktury nebo výrobních investic realizované v rámci projektu, musí zůstat dotyčnému VP a/nebo PP v závislosti na časovém období, stejně jako za podmínek stanovených v článku 71 Nařízení (EU) č. 1303/2013. Pokud se některá z podmínek stanovených podle uvedeného nařízení nebude moci splnit v určitém časovém okamžiku, ŘO/JS musí být neprodleně informován dotčeným VP nebo PP. ŘO bude vymáhat neoprávněně vyplacené příspěvky z ERDF v poměru k období, po které nebyly splněny požadavky.
3. VP respektuje všechna platná pravidla a základní zásady týkající se práv hospodářské soutěže, jakož i zásad rovného zacházení a transparentnosti ve smyslu pravidel financování. Dále zajišťuje, že žádná neoprávněná výhoda, tj. poskytnutí jakékoliv výhody, která by narušila základní principy a cíle financování, není dána nikomu. Výstupy a výsledky, zejména studie a analýzy, které byly vypracované během realizace projektu, budou zpřístupněny veřejnosti bezplatně a mohou být použity všemi zúčastněnými osobami a organizacemi stejným způsobem a za stejných podmínek jako VP a jeho PP.
4. Řídicí orgán si vyhrazuje právo na využití výstupů a výsledků pro informační a komunikační činnosti týkající se programu. V případě, že již existují práva duševního a průmyslového vlastnictví, která jsou dána k dispozici v projektu, jsou tato práva plně respektována.
5. Jakékoli příjmy z práv k duševnímu vlastnictví musí být spravovány v souladu s platnými evropskými, národními a programovými pravidly o příjmech a státních podporách.

## § 16

### Příjmy

Výnosy dosažené v průběhu realizace projektu prostřednictvím prodeje výrobků a zboží, účastnických poplatků nebo jakýchkoli jiných služeb za úplaty, musí být odečteny od výše nákladů v rámci projektu vzniklých a to v souladu s čl. 61 Nařízení č. 1303/2013 a ustanoveními v Implementační příručce programu. VP je povinen k těmto ustanovením smluvně zavázat své projektové partnery.

## § 17

### Přidělení, právní nástupnictví

1. ŘO má právo kdykoli převést svá práva vyplývající z této smlouvy. V případě postoupení práv bude ŘO neprodleně informovat VP.
2. VP je ve výjimečných a odůvodněných případech oprávněn postoupit své povinnosti a práva vyplývající z této smlouvy. Vše ale pouze po předchozím písemném souhlasu ŘO a MV. Tento postup bude dále specifikován v Implementační příručce.
3. V případech, kdy se podle národních právních předpisů nemění právní subjektivita a kdy je veškerý majetek VP nebo PP převzat tak, že není třeba očekávat zhoršení finanční kapacity nabývací instituce (tedy v případech univerzálního nástupnictví), není předběžný souhlas MV nutný. VP však bude včas ŘO/JS předkládat související informace spolu se všemi dokumenty, které jsou nezbytné k analýze právního případu. V případě, že ŘO/JS dospěl k závěru, že nejsou splněny podmínky, jak je uvedeno výše (např. v případech singulárního nástupnictví), bude VP informován, že musí být zahájen postup změny partnera, jak je uvedeno v § 17 (2).
4. V případě postoupení nebo jakékoliv formy právního nástupnictví VP nebo PP, je dotčený VP nebo PP povinen postoupit všechna práva a povinnosti a všechny související projektové dokumenty každému zmocněnci nebo právnímu nástupci. Související zprávy pro ŘO/JS musí být zaslány vedoucím partnerem tak, jak je požadováno v programových dokumentech.

## § 18

### Ukončení a vrácení plateb

1. Kromě práva na odstoupení, jak je stanoveno v § 3, je ŘO oprávněn zcela nebo zčásti ukončit tuto smlouvu a/nebo požadovat o vrácení dotace v jakémkoli z těchto případů:
  - a) VP získal dotaci na základě nepravdivých nebo neúplných údajů nebo na základě padělaných dokladů;
  - b) VP a partneři získají dodatečné finanční prostředky z Evropské unie na celý projekt nebo na část výdajů projektu vykázaných v rámci programu během období realizace projektu;
  - c) projekt nebyl nebo nemůže být realizován vůbec nebo nebyl ani nemůže být realizován v přiměřené době;
  - d) projekt nezačal včas a dokonce ani písemná upomínka od ŘO/JS není vyslyšena;
  - e) došlo ke změně (např. v oblasti povahy, rozsahu, vlastnictví, nákladů, načasování, partnerství nebo dokončení projektu), která ohrožuje dosažení plánovaných výsledků, které jsou uvedeny v poslední schválené verzi projektové žádosti;
  - f) výstupy a výsledky projektu nejsou v souladu s těmi, které jsou popsány ve schválené verzi projektové žádosti;
  - g) VP nepředložil požadované zprávy (například zprávy o průběhu podle přehledové tabulky podávání zpráv a termínů připojené k této smlouvě) nebo důkazy, nebo neposkytnul nezbytné informace za předpokladu, že VP obdržel písemnou upomínku nastavující přiměřenou lhůtu

- a explicitně určující právní důsledky v případě nedodržení požadavků a tuto lhůtu a požadavky nesplnil;
- h) VP porušil svou povinnost požádat o předchozí písemný souhlas, jak je uvedené v této smlouvě nebo v Implementační příručce programu, nebo okamžitě nehlásil události, které oddalují nebo znemožňují realizaci financovaného projektu, nebo jakékoli okolnosti, které by znamenaly změnu podmínek vyplácení a rámce, jak je stanoveno v této smlouvě;
  - i) VP a jeho PP omezují nebo zabraňují finančním kontrolám a auditům, jak je uvedeno v § 12 této smlouvy;
  - j) objem přidělených finančních prostředků byl částečně nebo zcela využit k jiným než dohodnutým účelům;
  - k) je zahájeno insolvenční řízení proti majetku VP nebo některého z PP nebo je insolvenční řízení pozastaveno pro nedostatek majetku pro úhradu nákladů nebo VP nebo některý z PP ukončí činnost. Předpokladem je, že výše uvedené události omezují nebo ohrožují dosažení cílů projektu;
  - l) ustanovení týkající se příjmů a výdělků, jak je uvedeno v § 15 a 16 této smlouvy byly porušeny nebo VP nezpřístupnil - z jakýchkoli jiných důvodů - výstupy pro ŘO;
  - m) překročení přípustných mezí předpisů o financování (např. článek 61 Nařízení (EU) č. 1303/2013), kdy VP zcela nebo zčásti prodá, pronajme nebo poskytne výstupy/výsledky třetím osobám;
  - n) předpisy práva EU, včetně horizontálních zásad nebo národních předpisů států, byly porušeny;
  - o) vlastnictví výstupů projektu, které mají charakter investic do infrastruktury nebo výrobních investic, nezůstalo na dotyčném VP a/nebo PP během časového rámce a za podmínek stanovených v článku 71 Nařízení (EU) č. 1303/2013;
  - p) není možné ověřit, zda zpráva o průběhu odpovídá skutečnosti, a tím i způsobilost projektu čerpat financování z programu Interreg CENTRAL EUROPE;
  - q) VP a/nebo některý z jeho PP je v obtížích ve smyslu bodu 24 (ve spojení s bodem 20) ze „Směrnice o státní podpoře na záchranu a restrukturalizaci nefinančního podniku v obtížích“ (sdělení Komise č. 2014/C 249/01 ze dne 31. 7. 2014), stejně jako v souladu s článkem 3 (3) d) Nařízení č. 1301/2013;
  - r) VP nesplnil jakékoli jiné podmínky nebo požadavky stanovené v této smlouvě a ustanoveních na ní založených, zejména pokud jsou tyto podmínky či požadavky určeny k zajištění úspěšného dosažení cílů programu.
2. Před nebo namísto ukončení smlouvy, jak je stanoveno v tomto článku, může ŘO pozastavit platby jako preventivní opatření bez předchozího upozornění. Toto opatření musí být zrušeno, jakmile důvody pro přijetí takových opatření přestanou platit, nebo požadovaný důkaz může být ze strany VP poskytnut.
  3. V případě, že ŘO uplatní své právo na ukončení smlouvy a po VP je požadováno úplné nebo částečné vrácení již vyplacené částky, je VP povinen převést tuto částku ŘO. Výše splátky je splatná do jednoho měsíce od data doručení dopisu, kterým ŘO uplatňuje nárok na vrácení; datum splatnosti bude výslovně uvedeno v příkazu k navrácení prostředků.
  4. Pokud VP nebo PP nevrátí neoprávněně vyplacené prostředky v jiném projektu financovaném z INTERREG CENTRAL EUROPE CP, má ŘO právo stáhnout odpovídající financování ERDF z jakékoliv otevřené platby v rámci tohoto projektu.
  5. V případě, že ŘO vykoná své právo na ukončení smlouvy, zápočet VP je vyloučen, pokud jeho nárok není nesporný nebo uznáný rozhodčím rozsudkem.
  6. V případě, že ŘO použije své právo na ukončení smlouvy, je po VP požadováno úplné nebo částečné vrácení již vyplacených částek. V případě jakéhokoli zpoždění při navracení částky vzniká nárok na úrok z prodlení, počínaje dnem splatnosti a konče dnem uskutečnění platby. Sazba úroků z prodlení aplikovaná na částce, která má být navrácena bude vypočtena v souladu s článkem 147 Nařízení (ES) č 1303/2013.
  7. Po ukončení platnosti této smlouvy zůstávají povinnosti (mj. § 11, 12, 13, 18, 21) a závazky VP v platnosti.
  8. Bankovní poplatky vzniklé při vrácení částek řídicímu orgánu hradí v plné výši vedoucí partner.

9. Pokud se některá z okolností z výše uvedeného bodu 1 tohoto odstavce objeví dříve, než byla celá částka dotace vyplacena VP, mohou být platby přerušeny a nevznikají žádné nároky na vyplacení zbývající částky.
10. Jak je stanoveno v § 3.3, ŘO je oprávněn odstoupit od této smlouvy v případě, že Evropská komise není schopna poskytnout finanční prostředky z důvodů, které jsou mimo sféru vlivu programu.
11. Jakékoliv další zákonné nároky zůstávají nedotčeny výše uvedenými ustanoveními.

## § 19

### Force majeure – Vyšší moc

1. Vyšší mocí se rozumí jakákoli nepředvídatelná a výjimečná událost, která ovlivňuje splnění jakékoli povinnosti vyplývající z této smlouvy o dotaci, která je mimo kontrolu VP a PP a nemůže být překonána navzdory přiměřenému úsilí (např. podstatné změny v důsledku změn politické nebo finanční situace). Jakákoliv vada produktu nebo služby či prodlení v jejich zpřístupnění pro účely plnění této smlouvy nebo vady, mající vliv na výkonnost projektu, včetně například anomálií ve fungování nebo výkonu produktu nebo služby, pracovních sporů, stávek nebo finančních potíží nepředstavují zásah vyšší moci.
2. V případě, že jsou VP nebo PP zasaženi vyšší moci, která může ovlivnit plnění jejich povinností podle této smlouvy o dotaci, musí VP neprodleně informovat ŘO přes JS, uvést povahu, pravděpodobné trvání a předpokládané dopady.
3. V případě, že je ŘO vystaven vyšší moci, která by mohla nepříznivě ovlivnit plnění závazků v rámci této smlouvy o dotaci, oznámí to neprodleně VP, uvede povahu, pravděpodobné trvání a předpokládané dopady.
4. Ani ŘO, ani VP nebo PP nemohou být obviněni z porušení své povinnosti realizovat projekt, jestliže jim v tom zabránila vyšší moc. Tam, kde VP nebo PP nemohou plnit své povinnosti spojené s projektem v důsledku zásahu vyšší moci, může být udělen grant pouze za přijaté způsobilé výdaje za ty činnosti, které byly skutečně vykonány do data události označované jako vyšší moc. Musí být přijata veškerá nezbytná opatření k omezení škod na minimum.

## § 20

### Soudní spory

1. Tato smlouva se řídí a vykládá v souladu se zákony Spolkové republiky Rakouska. To znamená, že zákony Rakouska se vztahují na všechny právní vztahy vzniklé ve spojení s touto dohodou.
2. V případě sporu mezi ŘO a VP se předpokládá dobrá víra ze strany VP a před právním sporem bude uspořádáno mediační řízení.
3. V případě sporu bude místem konání příslušný soud v sídle Správy hlavního města Vídně (1010 Vídeň, radnice). Soudní řízení bude vedeno v němčině.

## § 21

### Závěrečná ustanovení

1. Uplatňují se ustanovení uvedená v § 1 této smlouvy a práva a povinnosti z nich vyvozené se stávají součástí této smlouvy. Všechny citované zákony a programové předpisy a dokumenty jsou použitelné v jejich k němu zaváže všechny projektové partnery.
2. Jazykem programu je angličtina. Tudíž veškerá korespondence s ŘO/JS v rámci této smlouvy musí být vedena v anglickém jazyce. Dokumenty musí být předloženy tak, jak je požadováno v této smlouvě nebo jiných programových dokumentech.

3. Pokud není uvedeno jinak, veškerá komunikace je odeslána JS na adresu, která je uvedená na webových stránkách programu.
4. Pokud by mělo být některé ustanovení této smlouvy zcela nebo částečně neúčinné, strany této smlouvy se zavazují nahradit neplatné ustanovení účinným ustanovením, které se co nejvíce přiblíží účelu neúčinného ustanovení.
5. V případě nesrovnalostí, které nejsou řešeny touto smlouvou, se strany dohodnou na nalezení společného řešení.
6. Změny a doplňky této smlouvy a jakékoli prominutí požadavků musí být vyhotoveno v písemné formě a musí být označeno jako takové. Následně jsou jakékoliv změny této smlouvy účinné pouze tehdy, pokud byly dohodnuty písemně a byly označeny jako změna nebo doplněk smlouvy.
7. Případné náklady, poplatky nebo daně, které nejsou způsobilými náklady nebo jiné povinnosti vyplývající z uzavření nebo provádění této dohody budou hrazeny vedoucím partnerem a/nebo jeho PP.
8. Budou vyhotoveny dvě kopie této smlouvy, z nichž každá strana obdrží jednu. VP může přijmout a podepsat tuto smlouvu do dvou měsíců poté, co byla obdržena od ŘO (datum podání prostřednictvím e-mailu). Po dvou měsících nabídka ŘO přestává platit, pokud nebylo s ŘO dohodnuto prodloužení této doby.
9. Tato smlouva vstoupí v platnost dnem podpisu obou stran této smlouvy. Zůstává v platnosti tak dlouho, dokud mohou být uplatněny veškeré povinnosti spojené s dotacemi z ERDF a zároveň minimálně do konce použitelného retenčního období podle komunikace ŘO s VP v souladu s Implementační příručkou programu.

*Lipsko, 6. 10. 2017*

(Místo + datum)

*Ronald Juhrs*

Jméno právního zástupce vedoucího partnera

*razítko: Leipziger Verkehrsbetriebe (LVB)  
GmbH*

*Postfach 10 09 10  
04009 Leipzig*

*podpis*

(Podpis + razítko)

*Videň, 13. listopadu 2017*

(Místo + datum)

*Christiane Breznik*

Jméno právního zástupce města Vídně

(vedoucí Řídícího orgánu programu  
Interreg CENTRAL EUROPE)

*kulaté razítko: Magistratsabteilung 27  
Europäische Angelegenheiten*

*podpis*

(Podpis + razítko)

## Přílohy:

Příloha 1: schválená projektová žádost

Příloha 2: Přehledová tabulka cílů a termínů vykazování

Příloha 3: Finanční záruka (platí pouze v případě soukromých VP)

Následující dokumenty <sup>4</sup> mohou být staženy z webových stránek programu [www.interreg-central.eu](http://www.interreg-central.eu)

- Přihlašovací manuál<sup>5</sup>;

- Implementační příručka

<sup>1</sup> Způsobilý rozpočet projektu ze schválené žádosti. Konečné číslo závisí na spotřebě rozpočtu partnerů s různými mírami spolufinancování.

<sup>2</sup> V souladu s článkem 21 (1) Nařízení (EU) č. 1299/2013 je ŘO také zodpovědný za vykonávání funkce CO. Oba orgány jsou pod kontrolou smluvní strany, ale působí nezávisle na sobě. Proto jsou práva a povinnosti obou orgánů v tomto dokumentu uvedeny odděleně.

<sup>3</sup> Bude zahrnuto v sekci „doplňující informace“ formuláře žádosti.

<sup>4</sup> Jak je stanoveno v § 1, tyto dokumenty tvoří součást právního rámce, který se VP/PP zavázal plnit.

<sup>5</sup> Manuál pro kolo přihlášek, v němž byl projekt schválen, je směrodatný.



**Příloha 1**  
**Přehledová tabulka cílů a termínů vykazování**

Období

<b>Období č.</b>	<b>Datum zahájení</b>	<b>Datum ukončení</b>	<b>Datum podání zprávy</b>	<b>Částka, která má být vykázána</b>
0	01-05-2016	01-05-2017	31-05-2020	15.000,00
1	01-06-2017	30-11-2017	30-01-2018	276.964,50
2	01-12-2017	31-05-2018	31-07-2018	443.966,82
3	01-06-2018	30-11-2018	30-01-2019	625.024,32
4	01-12-2018	31-05-2019	31-07-2019	530.061,60
5	01-06-2019	30-11-2019	30-01-2020	384.149,07
6	01-12-2019	31-05-2020	31-08-2020	374.478,72

# SUBSIDY CONTRACT

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Subsidy Contract amendment for the implementation of the  
Interreg CENTRAL EUROPE project

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## Subsidy Contract amendment No 3 for the implementation of the Interreg CENTRAL EUROPE project

CE1100 LOW-CARB

The following contract between

*City of Vienna*  
represented by  
Municipal Department 27  
(Magistratsabteilung 27)  
European Affairs

Schlesinger Platz 2, A-1080 Vienna,  
Austria

- acting as Managing Authority of the European Territorial Cooperation Programme Interreg CENTRAL EUROPE, hereinafter referred to as MA -  
on behalf of the Federal Republic of Austria, the Republic of Croatia, the Czech Republic, the Federal Republic of Germany, the Republic of Hungary, the Republic of Italy, the Republic of Poland, the Slovak Republic and the Republic of Slovenia.

and

Leipzig Transport Company with its office at

Georgiring3  
04103 Leipzig  
Germany

represented by

Ronald Juhrs

- hereinafter referred to as **Lead Partner (LP)**, meaning the lead beneficiary, as defined in Article 13 (2) of Regulation (EU) 1299/2013 -

is concluded on the basis of the rules and documents as specified in § 1 of the subsidy contract signed between the MA and the LP on 13 November 2017 and which lays down the implementing arrangements for the CE1100, Capacity building for integrated low-carbon mobility planning in functional urban areas/ LOW-CARB.

Following the modification request approved by the relevant programme bodies on 17 August 2020, the following annexes of the subsidy contract signed by the Managing Authority on 13 November 2017

and already amended by the contracts signed by the Managing Authority on 27 May 2019 and on 27 May 2020

- Application form 6
- Overview table on reporting targets and deadlines 02.04.2020

shall be replaced by the following revised versions attached to this subsidy contract amendment:

- Application form version 7
- Overview table on reporting targets and deadlines dated 17.08.2020

The Subsidy Contract amendment enters into force retroactively as of 01 December 2019.

*Leipzig, 10.09.2020*

.....  
(Place + Date)

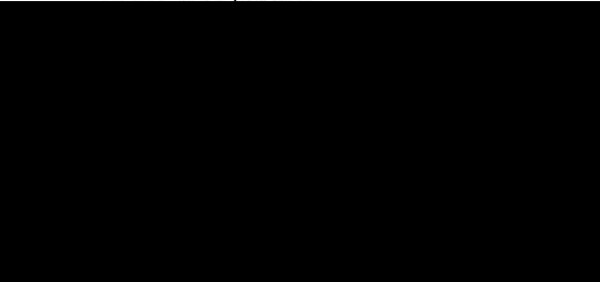
.....  
(Place + Date)

*Ronald Juhns*

.....  
Name of the legal representative  
of the lead partner

.....  
Name of the legal representative  
of the City of Vienna

(Head of the Managing Authority of the Interreg  
CENTRAL EUROPE Programme)

  
(Signature + Stamp)

.....  
(Signature + Stamp)

Annexes:

- Approved revised application form version 7
- Revised overview table on reporting targets and deadlines dated 17.08.2020

## Annex 1

### Overview table on reporting targets and deadlines 17.08.2020

#### Periods

Period Number	Start Date	End Date	Reporting Date	Amount to be reported
0	01.05.2016	01.05.2017		15.000,00
1	01.06.2017	30.11.2017	30.01.2018	246.444,38
2	01.12.2017	31.05.2018	31.07.2018	342.588,37
3	01.06.2018	30.11.2018	30.01.2019	378.945,32
4	01.12.2018	31.05.2019	31.07.2019	403.080,13
5	01.06.2019	30.11.2019	30.01.2020	428.418,81
6	01.12.2019	31.05.2020	31.07.2020	469.704,59
7	01.06.2020	30.11.2020	28.02.2021	352.087,17

# SMLOUVA O POSKYTNUTÍ DOTACE

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Dodatek ke Smlouvě o poskytnutí dotace pro realizaci projektu  
Interreg CENTRAL EUROPE

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## Dodatek č. 3 ke Smlouvě o poskytnutí dotace pro realizaci projektu Interreg CENTRAL EUROPE

### CE1100 LOW-CARB

Následující smlouva mezi

***Městem Vídní***

zastoupeným:

**Komunální oddělení č. 27**

**(Magistratsabteilung 27)**

**Evropské záležitosti**

**Schlesinger Platz 2, A-1080 Vídeň**

**Rakousko**

- v roli Řídicího orgánu „European Territorial Cooperation Programme Interreg CENTRAL EUROPE, dále jen „ŘO“ –

za Rakouskou republiku, Chorvatskou republiku, Českou republiku, Spolkovou republiku Německo, Maďarskou republiku, Italskou republiku, Polskou republiku, Slovenskou republiku a Slovinskou republiku.

a

**Leipzig Transport Company se sídlem**

**Georgiring 3**

**04103 Lipsko**

**Německá spolková republika**

**zastoupenou:**

**Ronald Juhrs**

- dále jen „**vedoucí partner**“ (VP) ve smyslu vedoucí příjemce dle odst. 13 (2) Nařízení (EU) 1299/2013 –

se uzavírá na základě pravidel a dokumentů specifikovaných v § 1 Smlouvy o poskytnutí dotace podepsané mezi Řídicím orgánem a Vedoucím partnerem dne 13. listopadu 2017, která upravuje způsob realizace projektu CE110, Capacity building for integrated low-carbon mobility planning in functional urban areas / LOW-CARB (Zvyšování kapacity pro integrované plánování pro nízkouhlíkovou mobilitu ve funkčních městských oblastech / LOW-CARB).

Na základě žádosti o změnu schválené příslušnými programovými orgány dne 17. srpna 2020 se následující přílohy Smlouvy o poskytnutí dotace podepsané Řídicím orgánem dne 13. listopadu 2017 a již změněné smlouvy podepsané Řídicím orgánem dne 27. května 2019 a 27. května 2020

- Projektová žádost, verze 6
- Přehledová tabulka cílů a termínů vykazování ze dne 2. 4. 2020

nahrazují následujícími revidovanými verzemi přiloženými k tomuto Dodatku ke Smlouvě o poskytnutí dotace:

- Projektová žádost, verze 7
- Přehledová tabulka cílů a termínů vykazování ze dne 17. 8. 2020

Tento Dodatek ke Smlouvě o poskytnutí dotace vstupuje v platnost zpětně ke dni 1. 12. 2019.

*Lipsko, 10. 9. 2020*

(Místo + datum)

*Ronald Juhrs*

Jméno právního zástupce vedoucího  
partnera

*podpis*

*razítko:*

*Leipziger Verkehrsbetriebe (LVB) GmbH  
Postfach 10 09 10  
04009 Leipzig*

*podpis*

(Podpis + razítko)

(Místo + datum)

Jméno právního zástupce města  
Vídne

(vedoucí Řídícího orgánu programu  
Interreg CENTRAL EUROPE)

(Podpis + razítko)

Přílohy:

- Schválená revidovaná projektová žádost, verze 7
- Revidovaná přehledová tabulka cílů a termínů vykazování ze dne 17. 8. 2020



## Příloha 1

### Přehledová tabulka cílů a termínů vykazování 17. 8. 2020

Období

<b>Období č.</b>	<b>Datum zahájení</b>	<b>Datum ukončení</b>	<b>Datum podání zprávy</b>	<b>Částka, která má být vykazána</b>
0	01.05.2016	01.05.2017		15.000,00
1	01.06.2017	30.11.2017	30.01.2018	246.444,38
2	01.12.2017	31.05.2018	31.07.2018	342.588,37
3	01.06.2018	30.11.2018	30.01.2019	378.945,32
4	01.12.2018	31.05.2019	31.07.2019	403.080,13
5	01.06.2019	30.11.2019	30.01.2020	428.418,81
6	01.12.2019	31.05.2020	31.07.2020	469.704,59
7	01.06.2020	30.11.2020	28.02.2020	352.087,17

# PARTNERSHIP AGREEMENT

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Model of agreement between the lead partner and the partners for the implementation of the Interreg CENTRAL EUROPE project

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## Partnership agreement between the lead partner and the partners for the implementation of the Interreg CENTRAL EUROPE project CE1100 LOW-CARB

(Partnership agreement)

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*This document serves as model for the partnership agreement to be established between the lead partner and all partners in compliance with Article 13(2) of Regulation (EU) No 1299/2013 and as further explained in chapter A.1.2 of the programme implementation manual. This document provides all minimum compulsory requirements that the signed partnership agreement must hold. Additional elements may be included by the partnership in order to tailor the agreement to their specific needs. Additional provisions included in the final partnership agreement must in any case be in line with the programme objectives and the legal framework mentioned in the subsidy contract and partnership agreement.*

*It is strongly advised to check whether the terms and clauses - especially those dealing with company law, property law, disputes between partners and compensation for damages - are correct and consistent with the applicable law. The managing authority cannot under any circumstances or for any other reason whatsoever be held liable for damage or injury sustained by the application of this document. The managing authority therefore cannot accept any claim for compensation or increases in payment in connection with such damage or injury.*

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Having regard to:

- the legal framework as in § 1 of the subsidy contract signed between the managing authority (hereinafter referred to as MA) and Leipziger Verkehrsbetriebe (LVB) GmbH acting as lead partner (hereinafter referred to as LP) of the project No CE1100, acronym LOW-CARB and in particular Article 13(2) of Regulation (EU) No 1299/2013 and
- § 10 of the subsidy contract signed between the MA and the aforementioned LP on November 13, 2017;

the following agreement shall be made between:

Leipziger Verkehrsbetriebe (LVB) GmbH, Georgiring 3, 04103 Leipzig, (Lead Partner)  
Germany, represented by Ronald Juhrs

and

Mitteldeutscher Verkehrsverbund GmbH (Central German Transport Association), Prager Str. 8, 04103 Leipzig, Germany, represented by Steffen Lehmann (Partner 2)

Stadt Leipzig (City of Leipzig), Prager Str. 118-136, 04317 Leipzig, (Partner 3)  
Germany, represented by Dipl.-Ing. Michael Jana

~~Salzburg AG für Energie, Verkehr und Telekommunikation (Salzburg AG for Energy, Transportation and Telecommunication), Bayerhammerstr. 16, 5020 Salzburg, Austria, represented by Kurt Nadeje (Partner 4)~~

Statutární město Brno (City of Brno), Dominikánské nám. 1, 601 67 Brno, Czech Republic, represented by JUDr. Markéta Vaňková	(Partner 5)
Grad Koprivnica (City of Koprivnica), Zrinski trg 1, 48000 Koprivnica, Croatia, represented by Mišel Jakšić	(Partner 6)
SVEUČILIŠTE SJEVER (University North), Trg dr. Žarka Dolinara 1, 48000 Koprivnica, Croatia, represented by Prof. dr.sc. Marin Milković	(Partner 7)
Tramvie Elettriche Parmensi (Electric Tramways Parma), via Taro 12, 43125 Parma, Italy, represented by Roberto Prada	(Partner 8)
Gmina Skawina (Municipality of Skawina), Rynek 1, 32-050 Skawina, Poland, represented by Tomasz Ożóg	(Partner 9)
Withdraw of Partner 10 on 30.11.2019 due to dissolution of the organization: <del>The Regional Environmental Center for Central and Eastern Europe, Ady Endre ut 9-11, 2000 Szentendre, Hungary, represented by Mihail Dimovski,</del>	<del>(Partner 10)</del>
Szegedi Közlekedési Kft. (Szeged Transport Ltd.), Zrínyi str. 4-8, H-6720 Szeged, Hungary, represented by Majó-Petri Zoltán	(Partner 11)
Gmina Miejska Kraków, represented by Zarząd Transportu Publicznego w Krakowie (Krakow Transport Authority), Wielopole 1, 31-072 Krakow, Poland, represented by Lukasz Franek	(Partner 12)

for the implementation of the Interreg CENTRAL EUROPE project CE1100 Capacity building for integrated low-carbon mobility planning in functional urban areas LOW-CARB, approved by the Monitoring Committee (hereinafter referred to as MC) of the Interreg CENTRAL EUROPE Programme (hereinafter referred to as Interreg CE) on March 16, 2017, in Vienna.

## § 1 Definitions

1. For the purposes of this partnership agreement the following definitions apply:
  - a. Project partner (hereinafter referred to as “PP”): any institution financially participating in the project and contributing to its implementation, as identified in the approved application form. It corresponds to the term “beneficiary” used in the European Structural and Investment Funds Regulations.
  - b. Lead partner: the project partner who takes the overall responsibility for the submission and the implementation of the entire project according to Article 13 (2) of Regulation (EU) No 1299/2013. It corresponds to the term “lead beneficiary” used in the European Structural and Investment Funds Regulations.
  - c. Associated partner: any institution/body involved as observer in the project without financially contributing to it, as identified in the approved project application form.

## § 2

### Subject of the agreement

1. This partnership agreement lays down the arrangements regulating the relations between the LP and all PPs in order to ensure a sound implementation of the project CE1100 Capacity building for integrated low-carbon mobility planning in functional urban areas LOW-CARB as in the latest version of the approved application form as well as in compliance with the conditions for support set out in the European Structural and Investment Funds Regulations, delegated and implementing acts, the programme rules based thereon and the subsidy contract signed between the MA and the LP.
2. The LP and all PPs commit themselves in jointly implementing the project in accordance with the latest version of the approved application form, with the aim to reach the objectives of the project. This also includes the commitment to produce qualitative outputs and to achieve the results set in the application form.
3. The LP and all PPs declare to have carefully read and accepted the legal framework and the other relevant norms affecting the project. In case that changes in the subsidy contract affect the partnership agreement, this document shall be adjusted accordingly.
4. The annexes to this partnership agreement form an integral part of this agreement and comprise *inter alia*: copy of the latest version of the approved application form (Annex 1); copy of the subsidy contract signed between the MA and the LP, including any revision(s) (Annex 2); list of bank accounts of the PPs (Annex 3).
5. The present partnership agreement serves also explicitly as written power of attorney of the PP to LP and authorises the latter to perform the specific duties and responsibilities as set out below.

## § 3

### Duration of the agreement

This partnership agreement shall enter into force as from the date of the last signature of this agreement. It shall remain in force until the LP has discharged in full its obligations towards the MA - as provided for in § 4 of the subsidy contract signed between the MA and the LP. Due to delays in investments' implementation and evaluation caused by the COVID-19 pandemic, the project duration was extended to 30.11.2020. This modification was accepted by the MA on 17.08.2020 (see annex Subsidy Contract amendment 3 and Application form version 7).

## § 4

### Partnership

All PPs entitle the LP to represent the PPs in the project. They commit themselves to undertake all steps necessary to support the LP in fulfilling its obligations as specified in the subsidy contract signed between the MA and the LP as well as in this agreement.

## § 5

### Project management: obligations of the lead partner

1. The LP shall assume the sole responsibility towards the MA for the implementation, management and coordination of the entire project and fulfil all obligations arising from the subsidy contract.
2. The obligations of the LP are listed in the Subsidy Contract, enclosed to this agreement as Annex 2.
3. In addition, the LP is obliged to:
  - a. Take all the necessary actions to comply with the requirements indicated in the programme implementation manual;
  - b. In case the project has foreseen to involve PPs located in EU regions outside the CENTRAL EUROPE area, ensure that the total ERDF expenditure of those PPs does not exceed the limit of 20 % of the total ERDF project budget;
  - c. In case the project foresees to implement activities in countries outside the EU territory, ensure that funds are spent under its and/or its PPs responsibility in order to secure a proper financial control;
  - d. Ensure to take all the necessary measures in order to avoid that the subsidy contract is terminated by the MA and thus to avoid that the partnership is asked to repay the subsidy according to § 18 of the subsidy contract.

## § 6

### Project management: obligations of the project partners

1. Each PP shall comply with the relevant legal and other requirements under the law which applies to it, especially with the European Union's and national legislation as set out in § 1 of the subsidy contract (Annex 2) and its annexes. Furthermore, each PP shall ensure that all necessary approvals (e.g. building permissions, environmental impact assessment statements) have been obtained.  
In particular, for the part of the project for which it is responsible, each PP shall ensure:
  - a. that it is in compliance with relevant rules concerning equal opportunities, protection of environment, financial management, branding, public procurement and State aid;
  - b. that it is implemented in observation of the rules and procedures set in the programme implementation manual (e.g. with regard to monitoring the project physical and financial progress, recording and storing of documents, written requests for project changes, implementation of information and publicity measures etc.);
  - c. that in case of aid granted under the *de minimis* regime all necessary requirements provided for in Regulation (EU) No 1407/2013 are respected by the PP concerned and also, when necessary, by those bodies benefitting of project activities/outputs.
  - d. that programme requirements on eligibility of expenditure, as provided for in the implementation manual and in line with § 5 of the subsidy contract signed between the MA and the LP, are strictly respected.
2. Each PP confirms, according to the Law on Data Protection 2000, Austrian Federal Law Gazette No. 165/1999 in its valid version, that the MA is entitled to use personal data which are contained in the approved application form and which are acquired in the organs and authorised representatives of the following bodies and authorities: national control bodies and bodies and authorities involved in audits

- carried out for the programme, European Commission, auditing bodies of the European Union and the City of Vienna, the Federal Ministry of Finance of the Republic of Austria or any other institution responsible for conducting audits or controls according to European Union's or national laws. In addition, the MA is entitled to use such data and to share them with other programmes in order to implement their tasks linked to European anti-corruption policy and to make such data available to bodies and authorities for evaluation and monitoring purposes.
3. Each PP shall set up a physical and/or electronic archive which allows storing data, records and documents composing the audit trail, in compliance with requirements described in the programme implementation manual. The location of the above-mentioned archive is indicated in the programme electronic monitoring system and each PP commits itself to promptly inform the LP on any change of location.
  4. Each PP shall give access to the relevant authorities (MA/JS, Audit Authority, Commission Services and national and EU controlling institutions) to its business premises for the necessary controls and audits, as further ruled in § 17.
  5. Each PP shall ensure that its part of activities to be implemented in the approved project is not fully or partly financed by other EU Programmes.
  6. Each PP shall ensure that the following project and financial management conditions are fulfilled:
    - a. To timely start as well as to implement the part(s) of the project for which it is responsible in due time and in compliance with the approved application form ensuring, in quantitative and qualitative terms, the delivery of its planned project activities, outputs and results;
    - b. To appoint a local coordinator for the part(s) of the project for which it is responsible and to give the appointed coordinator the authority to represent the partner in the project so that to ensure a sound project management;
    - c. To immediately notify the LP of any event that could lead to a temporary or permanent discontinuation or any other deviation of the part(s) of the approved project for which the PP is responsible;
    - d. To provide experts or bodies authorised by the Interreg CENTRAL EUROPE Programme carrying out project evaluations and/or studies with any document or information requested for evaluation purpose. Information might be provided also through surveys and/or interviews;
    - e. To promptly react to any request made by the MA/JS through the LP;
    - f. That expenditure reported to the LP has been incurred for the purpose of implementing the project and correspond to the activities described in the latest version of the approved application form;
    - g. That in case one or more output and result targets, as set in the latest approved version of the application form, are not successfully reached, adequate corrective measures are put in place to ensure the project performance as well as to minimise the impact at programme level (e.g. adaptation of the project to the changed situation) following the procedures specified in the programme implementation manual;
    - h. To immediately inform the LP if costs are reduced or any of the disbursement conditions ceases to be fulfilled, or circumstances arise which entitle the MA to reduce payment or to demand repayment of the subsidy wholly or in part;
    - i. To install a separate accounting system for the settlement of the project and safeguard that the eligible costs as well as the received subsidies can be clearly identified.
  7. In the circumstance that any of the PPs is in the situation of undertaking in difficulty, within the meaning of point 24 (in conjunction with point 20) of the "Guidelines on State aid for rescuing and

restructuring non-financial undertakings in difficulty” (Communication from the Commission No. 2014/C 249/01 of 31.07.2014), the concerned PP is to immediately inform the LP that shall in turn immediately inform the MA/JS;

## § 7

### Project steering committee

1. For a sound implementation and management of the project, a steering committee shall be set up in line with provisions of the programme implementation manual.
2. The steering committee is the decision-making body of the project and it shall be composed by representatives of the LP and all PPs duly authorised to represent the respective LP and PP institutions. It shall be chaired by the LP and it shall meet on a regular basis. Associated partners shall be invited to take part in the steering committee in an advisory capacity. External key stakeholders may also be invited to take part to one or more meetings in an observer/advisory capacity.
3. The steering committee shall at least:
  - a. be responsible for monitoring and validating the implementation of the project and the achievement of the planned results as in the approved application form;
  - b. perform the financial monitoring of the project implementation and to decide on any budget changes as in § 11 of this agreement;
  - c. monitor and manage deviations of the project implementation;
  - d. decide on project modifications (e.g. partnership, budget, activities, and duration) if needed;
  - e. be responsible for the settlement of any disputes within the partnership (as stipulated in § 22 of this agreement);
4. Further aspects, including the creation of sub-groups or task forces, may be set out in the rules of procedure of the steering committee.

## § 8

### Financial management and accounting principles

In line with § 6 of this agreement, each PP is responsible towards the LP for guaranteeing a sound financial management of its budget as indicated in the latest version of the approved application form, and pledges to release its part of the co-funding. To this purpose, a separate accounting system must be set in place.

## § 9

### Reporting and requests for payment

1. Each PP may only request, via the LP, payments of the contribution from the European Regional Development Fund (hereinafter referred to as ERDF) by providing proof of progress of its respective part(s) of the project towards the achievement of the outputs and results as set in the approved application form, in compliance with the principle of sound financial management (as determined by the principles of economy, efficiency and effectiveness) and by demonstrating the utility derived from



- any purchases. To this purpose, each PP commits to providing the LP with complete and accurate information needed to draw up and submit progress and final reports and, where possible, the main outputs and deliverables obtained in line with the approved application form. The reporting periods, spending targets and reporting deadlines are laid down in the overview table annexed to the subsidy contract.
2. In addition, in order to allow the LP to submit to the MA payment requests, enclosed to the progress reports every PP shall submit to the LP its certificates confirming the eligibility of expenditure, following verifications performed according to § 10.
  3. In order to meet the deadlines mentioned in § 9.1, each PP commits itself to deliver to the LP the necessary information and documents 10 working days before the deadline set in the subsidy contract for submitting the concerned progress report.
  4. Requests for postponement of the reporting deadline may be granted only in exceptional and duly justified cases. They shall be asked by the LP to the MA via the JS at the latest one week prior to the due deadline.
  5. In line with § 11.6 of the subsidy contract, the LP shall confirm that the expenditure reported by each PP has been incurred by the PP for the purpose of implementing the project, that it corresponds to the activities laid down in the approved application form and that it has been verified by its national controller.
  6. If the LP casts doubts on the project relevance of any expenditure items claimed by a PP, the LP shall clarify the issue with the concerned PP with the aim of finding an agreement on the expenditure to be claimed and the corresponding activities to be reported as project-relevant. In the case that such agreement cannot be found, the procedure as stated in the implementation manual will be followed.
  7. Payments not requested in time and in full or non in compliance with the payment schedule as indicated in the overview table of reporting targets and deadlines annexed to the subsidy contract may be lost. In case of decommitment of funds § 18.4 applies.
  8. In order to proceed with the analysis of progress and final reports, each PP must provide additional information if the LP or the MA/JS deem that necessary. Additional information requested by the MA/JS are to be collected and sent by the LP within the demanded time frame.
  9. The MA reserves the right not to accept - in part or in full - certificates of expenditure as described in § 10 of this agreement, in line with provisions of § 6.4 of the subsidy contract.
  10. Following the approval of the progress report by the MA/JS and the respective ERDF funds have been transferred to the LP account, the LP shall forward the respective ERDF share to each PP without any delay and in full to their bank accounts as indicated in Annex 3. Bank accounts shall be whenever possible specific for the project and shall provide for registration in Euro (EUR; €) of total expenses (expenditure) and of the return (income) related to the project. Changes of the account number shall be duly notified to the LP.
  11. The maximum acceptable delay for transferring the ERDF to the PPs is of 30 working days. In exceptional and duly justified cases, LPs which are public authorities may benefit from an extension of the aforementioned deadline in order to comply with internal administrative procedures in transferring public funds. In case of unjustified delays in the transfer of ERDF funds to the PPs which are imputable to the LP, the PPs may claim interest rates which the LP shall exclude from the approved project budget.
  12. The LP shall provide all PPs with copies of any report and documentation submitted to the MA/JS and keep the PPs informed about all relevant communication with MA or JS, in line with § 11.8 of the subsidy contract.

13. Details on the contents of the reports on the verification of expenditure, on the reimbursement of funds and on the related procedural rules are laid out in the programme implementation manual, the contents of which each PP accepts.

## § 10

### Verification of expenditure

1. Each progress report submitted by the LP to the MA via the JS must be accompanied by certificates confirming the eligibility of expenditure included in the report by the LP and the PPs. Certificates of expenditure must be issued by national controllers as referred to in Article 23 (4) of Regulation 1299/2013 according to the system set up by each Member State and in compliance with the requirements set by the legal framework listed in §1 of the subsidy contract. Certificates of expenditure shall be accompanied by the compulsory elements presented in the programme implementation manual (i.e., the control report and checklist). The project partners shall deliver all necessary documents in order to enable the LP to fulfil its obligations. To this end, the partnership may agree on internal rules and delivery procedures.
2. National controllers will base their work on the rules provided by each Member State and the requirements set in the respective EC Regulations and in the programme implementation manual.
3. PPs from countries having set a decentralised control system ensure that controllers were selected in accordance with the system set up by each Member State and they meet the requirements of qualification and independence presented in the programme implementation manual. Furthermore, these PPs acknowledge that the MA reserves the right, after agreement with the national responsible institution, to require that the controller directly selected by a PP is replaced if considerations, which were unknown when the subsidy contract was signed, cast doubts on the controller's independence or professional standards.
4. Each PP is to notify to the LP on its national controllers that, in accordance with the system set up by each Member State, shall carry out the verification of the expenditure of the PP. National controllers are identified in the supplementary information section of the programme electronic monitoring system.
5. Any change of control authority/institution or name of controller(s) shall be duly notified to the LP who has subsequently to notify the MA via the JS.

## § 11

### Project changes

1. Changes in budget allocations per budget lines, work packages and partner as well as changes in activities/outputs and project duration are allowed as long as the maximum amount of funding awarded is not exceeded, if provisions related to State aid discipline are respected and if they follow the conditions and procedures as set out in the implementation manual.
2. With regard specifically to budget changes, each PP may only apply changes in its approved budget if they comply with the flexibility rules stated in the programme implementation manual and if prior approval from the LP or the programme bodies has been provided, as appropriate. To this purpose, each PP shall timely inform the LP on any request of revision of its budget in respect to its original commitment.

3. The contribution of the LP and each PP are clearly defined in the approved application form. Changes in the project partnership require the approval of the programme bodies as outlined in the programme implementation manual.
4. In case of changes in the partnership, this partnership agreement shall be amended accordingly and signed by the LP and the PPs, including the new PP if applicable.

## § 12

### Publicity, communication and branding

1. The LP and the PPs shall ensure adequate promotion of the project both towards potential beneficiaries of the project results and towards the general public.
2. Unless the MA requests otherwise, each PP shall ensure that any notice or publication made by the project, including presentations at conferences or seminars, shall point out that the project was implemented through financial assistance from ERDF funds and the Interreg CE Programme as required by Annex XII to Regulation (EU) 1303/2013. All information, communication and branding measures of the project shall be carried out in accordance with the aforementioned rules, the latest version of the approved application form, the programme implementation manual and any other guidelines issued by the programme on the matter. The LP shall provide the PPs with relevant documents and any programme guidelines.
3. The LP must ensure that all the PPs and itself respect the additional branding requirements as laid down in the programme implementation manual which forms an integral part of this agreement.
4. Each PP shall ensure that any notice or publication relating to the project made in any form and by any means, including the Internet, states that it only reflects the author's view and that the programme authorities are not liable for any use that may be made of the information contained therein.
5. All PPs also takes the full responsibility for the content of any notice, publication and marketing product provided to the MA which has been developed by the PPs or third parties on behalf of the PPs. The PPs are liable in case a third-party claims compensation for damages (e.g. because of an infringement of intellectual property rights). The PPs will indemnify the LP in case the LP suffers any damage because of the content of the publicity and information material.
6. Each PP shall comply with all publicity, communication and branding obligations (e.g. on the use of the programme logo, information requirements, organisation of events etc.) as further specified in the programme implementation manual.
7. The LP and each PP authorise the programme authorities to publish, in any and by any means, the following information:
  - a. the name of the LP and its PPs;
  - b. contact data of project representatives;
  - c. the project name;
  - d. the summary of the project activities;
  - e. the objectives of the project and the subsidy;
  - f. the project start and end dates;
  - g. the ERDF funding and the total eligible cost of the project;
  - h. the geographical location of the project implementation;

- i. abstracts of the progress reports and final report;
  - j. whether and how the project has previously been publicised.
8. The MA is entitled to furthermore use these data for information and communication purposes as listed in Annex XII of Regulation (EU) No 1303/2013.
9. The MA on behalf of the MC and of other programme promoters at national level is entitled to use the outputs of the project in order to guarantee a wide spreading of the project deliverables and outputs and to make them available to the public. All PPs agree that the outputs are forwarded by the MA to other programme authorities as well as the Member States taking part in the programme to use this material to showcase how the subsidy is used. For the purpose of meeting the objectives as set out in § 9.1 of this agreement, each PP shall provide evidence of the deliverables and outputs produced as further specified in the implementation manual.
10. Any communication campaign, media appearance or other publicity of the project shall be communicated to the MA/JS for potential website updates or showcases.

## § 13

### Assignment, legal succession

1. PPs in exceptional cases and in well-founded circumstances are allowed to assign their duties and rights under this agreement only after prior written consent of the programme bodies and in compliance with the procedure specified in the programme implementation manual.
2. Where according to national laws the legal personality does not change and where all assets of a PP are taken over so that a deterioration of the financial capacity of the acquiring institution is not to be expected (i.e. in cases of universal succession) prior consent by the programme bodies is not necessary. However, the concerned PP shall submit in due time to the MA/JS via the LP related information together with all documents that are necessary to analyse the legal case. If the MA/JS comes to the conclusion the conditions as stated above are not fulfilled (e.g. in cases of a singular succession), the LP will be informed that a partner change procedure as stated in § 13.1 has to be initiated.
3. In case of assignment or any form of legal succession of any PP, the PP concerned is obliged to assign all rights and obligations and all project related documents to each and any assignee or legal successor. Related reports to the MA/JS as requested in the programme documents have to be forwarded by the LP.
4. In case § 13.1 applies, the present agreement shall be amended accordingly.

## § 14

### Cooperation with third parties and outsourcing

1. In the event of outsourcing, the PPs must obey community, national and programme rules on public procurement and shall remain the sole responsible parties towards the LP and, through the LP, to the MA concerning compliance with their obligations by virtue of the conditions set forth in this agreement including its annexes.
2. In case of financial involvement of associated partners, this must not enter in conflict with public procurement rules. Expenditure incurred by the associated partners shall be finally borne by any of the PPs or by the LP in order to be considered as eligible and on condition that this is allowed by national or programme rules.

## § 15 Liability

1. According to § 10 of the subsidy contract, the LP bears the overall financial and legal responsibility for the project and for the PPs towards the MA and third parties.
2. Within the partnership, each party to this agreement shall be liable to the other parties and shall indemnify and hold harmless such other party for and against any liabilities, damages and costs resulting from the non-compliance of its duties and obligations as set forth in this agreement and its annexes or of other legal norms. Eventual repayment of undue funds by the PPs to the LP, for which the LP is liable towards the MA is ruled in § 18 of the present agreement.
3. The LP shall assume sole liability towards third parties, including liability for damage or injury of any kind sustained by them while the project is being carried out as stipulated in § 10.11 of the subsidy contract. The LP is entitled to subrogate against the PP that caused the damage. The PP causing damage shall be liable to the LP therefore.
4. The parties to this agreement accept that the MA cannot be under any circumstances or for any reason whatsoever held liable for damage or injury sustained by the staff or property of the LP or any PP while the project is being carried out. No claims can be accepted by the MA for compensation or increases in payment in connection with such damage or injury.
5. No party shall be held liable for not complying with obligations ensuing from this agreement in case of force majeure as described in § 24 of this agreement.

## § 16 Non-fulfilment of obligations

1. Each PP is obliged to promptly inform the LP and provide all necessary details should there be events that could jeopardise the implementation of the project.
2. Each PP is directly and exclusively responsible towards the LP and the other PPs for the due implementation of its part(s) to the project as described in the approved application form as well as for the proper fulfilment of its obligations as set out in this agreement. Should a PP not fulfil its obligations under this agreement in due time, the LP shall admonish the PP to fulfil such obligations within reasonable deadlines set by the LP. The LP shall make any effort in resolving the difficulties, including seeking the assistance of the MA/JS. Should the non-fulfilment continue, the LP may decide to exclude the PP concerned from the project prior approval of the other PPs. The MA and JS shall be immediately informed of such an intended decision.
3. The excluded PP is obliged to refund to the LP any programme funds received for which it cannot prove that, on the day of exclusion, ERDF received for the project was used for activities carried out, and deliverables/outputs obtained, for the benefit of the project and that such activities and deliverables/outputs can be used for the further implementation of the project. The excluded PP is liable to compensate any damage to the LP and the remaining PPs due to its exclusion.
4. The excluded PP has to keep documents for audit purposes according to what stated in § 6.3 of this agreement.
5. The LP and all PPs herewith oblige themselves to compensate each other for those damages that may result from intentional or gross negligence, non-performance or mal-performance of any of their obligations under the present agreement.
6. In case of non-fulfilment of PP obligations having financial consequences for the funding of the project as a whole, the LP may demand compensation from the responsible PP to cover the sum involved.

## § 17

### Financial controls, audits

1. The European Commission, the European Anti-Fraud Office (OLAF), the European Court of Auditors (ECA) and, within their responsibility, the auditing bodies of the participating EU Member States or other national public auditing bodies as well as the Programme Audit Authority, the MA and the JS are entitled to audit the proper use of funds by the LP or by its PPs or to arrange for such an audit to be carried out by authorised persons. The LP and PPs will be notified in due time about any audit to be carried out on their expenditure.
2. Each PP undertakes all the necessary actions to comply with the fundamental requirements indicated in this agreement, the subsidy contract, the applicable laws and programme documents (application and implementation manuals), which are an integral part of this agreement, to provide for comprehensive documentation on compliance with those norms and the accessibility to this documentation in line with § 6.4.  
Besides the obligations with regard to reporting and information each PP particularly:
  - a. Keeps all documents and data required for controls and audits safely and orderly;
  - b. Makes all necessary arrangements to ensure that any audit, notified by a duly authorised institution as indicated in § 17.1 can be carried out smoothly; and
  - c. Provides any requested information to these institutions about the project and gives access to their business premises, provides and gives access to all the information and documents supporting the audit trail as requested in the European Structural and Investment Funds Regulations, delegated and implementing acts and the programme implementation manual.
3. Each PP shall promptly inform the LP about any audits that have been carried out by the bodies mentioned in § 17.1 of this agreement.
4. If, as a result of the controls and audits any expenditure is considered non eligible according to the regulatory framework as in § 1 of the subsidy contract, the procedure described in § 18 and 9.9 of this agreement shall apply.

## § 18

### Withdrawal or recovery of unduly paid-out funds, decommitment of funds

1. Should the MA in accordance with the provisions of the subsidy contract, the implementation manual and § 9.9 of this agreement, demand the repayment of subsidy already transferred to the LP, every PP is obliged to transfer its portion of undue paid out amount to the LP in compliance with Article 27(2) of Regulation (EU) No 1299/2013. The LP shall, without delay, forward the letter by which the MA has asserted the repayment claim and notify every PP of the amount repayable. Alternatively, and when possible, the repayment amount will be offset against the next payment of the MA to the LP or, where applicable, remaining payments can be suspended. In case repayment is deemed as necessary, this repayment is due within one month following the date of the letter by which the MA asserts the repayment claim to the LP. The LP shall be entitled to set an internal deadline to the concerned PPs in order to meet the MA requests. The amount repayable shall be subject to interest according to § 13.3 of the subsidy contract. Further provisions of the subsidy contract shall apply by analogy.

2. In case the PP does not repay the LP the irregular amounts by the deadline specified in the recovery letter, the LP informs the MA without delay. In duly justified cases, the MA informs the Member State, on whose territory the PP concerned is located in order to recover the unduly paid amounts from this Member State. Therefore, the respective Member State is entitled to claim the unduly paid funds that have been reimbursed to the MA from the PP.
3. In case that no PP can be held responsible for the request for repayment, the amount to be repaid shall be apportioned between all PPs pro rata to their project budget share.
4. Bank charges incurred by the repayment of amounts due to the MA via the LP shall be borne entirely by the concerned PPs.
5. If decommitment of funds apply in compliance with § 9.7 and provisions of the programme implementation manual, the PPs herewith agree that the deduction shall be imputed to those PPs that have contributed to the decommitment of funds unless a different decision is taken by the MC. Deduction of funds shall be done in a way not to jeopardise future involvement of PPs and implementation of activities.

## § 19

### Ownership - Use of outputs

1. Ownership, title and industrial and intellectual property rights in the results of the project and the reports and other documents relating to it shall, depending on the applicable national law, vest in the LP and/or its PPs.
2. Where several members of the partnership (LP and/or PPs) have jointly carried out work generating outputs and where their respective share of the work cannot be ascertained, they shall have joint ownership on it/them.
3. In case of joint ownership, the following provisions shall apply:  
Unless otherwise agreed:
  - each of the joint owners shall be entitled to use their jointly owned results for non-commercial research activities on a royalty-free basis, and without requiring the prior consent of the other joint owner(s), and
  - unless otherwise agreed in writing between the joint owners, each of the joint owners shall be entitled to otherwise exploit the jointly owned results and to grant non-exclusive licenses to third parties (without any right to sub-license), if the other joint owners are given:
    - a) at least 45 calendar days advance notice; and
    - b) fair and reasonable compensation.

These provisions shall be in line with § 26.7 of this Agreement.

4. The ownership of outputs having the character of investments in infrastructure or productive investments realised within the project must remain with the concerned LP and/or PPs according to the timeframe as well as under the conditions set in Article 71 of Regulation (EU) No 1303/2013. Should any of the conditions set by the mentioned Regulation not be met at a certain point of time, the MA/JS must be immediately informed by the concerned LP or PP. The MA will recover the unduly paid ERDF contribution in proportion to the period for which the requirements have not been fulfilled.

5. Each PP shall respect all applicable rules and the basic principles related to competition law as well as the principles of equal treatment and transparency within the meaning of the funding regulations and it ensures that no undue advantage, i.e. the granting of any advantage that would undermine the basic principles and political objectives of the funding regime, is given to anybody. Outputs and results, especially studies and analyses, produced during project implementation are made available to the general public free of charge and can be used by all interested persons and organizations in the same way and under the same conditions as by the LP or its PPs.
6. The MA reserves the right to use the outputs and results for information and communication actions in respect of the programme. In case there are pre-existing intellectual and industrial property rights which are made available to the project, these are fully respected.
7. Any income generated by the intellectual property rights must be managed in compliance with the applicable EU, national and programme rules on-revenues and State aid.

## § 20

### Revenues

1. Earnings generated during the project implementation through the sales of products and merchandise, participation fees or any other provisions of services against payment must be deducted from the amount of costs incurred by the project in line with Art 61 of Regulation 1303/2013 and stipulations in the programme implementation manual.
2. The LP and each PP are responsible for keeping account and documenting all revenues generated, following project activities, for control purposes.

## § 21

### Confidentiality

1. Although the nature of the implementation of the project is public, information exchanged in the context of its implementation between the LP and the PPs, the PPs themselves or the MA/JS shall be confidential.
2. The LP and the PPs commit to taking measures to ensure that all their respective staff members involved in the project respect the confidential nature of this information and do not disseminate it, pass it on to third parties or use it without prior written consent of the LP and the PP institution that provided the information.

## § 22

### Disputes between partners

1. In case of dispute between the LP and its PPs or among PPs, presumption of good faith from all parties will be privileged.
2. Should a dispute arise between the LP and its PPs or among PPs, the affected parties will endeavour to find a solution on an amicable way. Disputes will be referred to the project steering committee in order to reach a settlement.
3. The LP will inform the other PPs and may, on its own initiative or upon request of a PP, ask advices to the MA/JS.



4. Should a compromise through mediation in the framework of the project steering committee not be possible, the parties herewith agree that Leipzig shall be the venue for all legal disputes arising from this agreement.

## § 23

### Working language

The working language of the partnership shall be English.

1. Any official internal document of the project and all communication to the MA/JS shall be made available in English, being the official language of the Interreg CE Programme.
2. The present agreement is concluded in English. In case of translation of the present agreement into another language, the English version shall be the binding one.

## § 24

### Force majeure

1. Force majeure shall mean any unforeseeable and exceptional event affecting the fulfilment of any obligation under this agreement, which is beyond the control of the LP and PPs and cannot be overcome despite their reasonable endeavours. Any default of a product or service or delays in making them available for the purpose of performing this agreement and affecting the project performance, including, for instance, anomalies in the functioning or performance of product or services, labour disputes, strikes or financial difficulties do not constitute force majeure.
2. If the LP or PPs are subject to force majeure liable to affect the fulfilment of its/their obligations under this agreement, the LP shall notify the MA via the JS without delay, stating the nature, likely duration and foreseeable effects.
3. Neither the LP nor the PPs shall be considered to be in breach of their obligations to execute the project if it has been prevented from complying by force majeure. Where LP or PPs cannot fulfil their obligations to execute the project due to force majeure, grant for accepted eligible expenditure occurred may be made only for those activities which have actually been executed up to the date of the event identified as force majeure. All necessary measures shall be taken to limit damage to the minimum.

## § 25

### Lapse of time

1. Legal proceedings concerning any issue ensuing from this agreement may not be lodged before the courts more than three years after the claim was constituted unless the chosen applicable law as in § 26.7 of this agreement states differently.

## § 26

### Concluding provisions

1. All cited laws, regulations and programme documents mentioned in this agreement are applicable in their currently valid version.

2. If any provision in this agreement should be wholly or partly ineffective, the parties to this agreement undertake to replace the ineffective provision by an effective provision which comes as close as possible to the purpose of the ineffective provision.
3. In case of matters that are not ruled by this agreement, the parties agree to find a joint solution.
4. Amendments and supplements to this agreement must be in written form and have to be indicated as such. Consequently, any changes of this agreement shall only be effective if they have been agreed on in writing and have been designated as amendment of or supplement to the agreement.
5. The LP and all PPs ensure that in case of modification of provisions mentioned in § 1 of the subsidy contract, updated rights and obligations derived thereof shall apply.
6. Any costs, fees or taxes not eligible or any other duties arising from the conclusion or the implementation of this agreement shall be borne by the LP and PPs.
7. This agreement is governed by and construed in accordance with the laws of Germany. Thus, the laws of Germany shall apply to all legal relations arising in connections with this agreement.
8. To the effect of this agreement, the PPs shall irrevocably choose domicile at their addresses stated in the partner section of the application form (Annex 1 to this agreement) where any official notifications can be lawfully served.
9. Any change of domicile shall be forwarded by the concerned PP to the LP within 15 days following the change.
10. The present agreement must be signed by the LP and all PPs and evidence of the occurred signature has to be provided at the latest within three month after the entering into force of the subsidy contract between the MA and the LP, following the procedures described in the implementation manual. The MA reserves the right to check the partnership agreement in order to verify that it has been signed and that it is in conformity with the minimum requirements as provided for in § 10.2 of the subsidy contract and as set by the template of partnership agreement made available by the programme.
11. 11 copies of this agreement are made, of which each party keeps one.

Drawn up at September 9, 2020, Leipzig

**Lead Partner: Leipziger Verkehrsbetriebe (LVB) GmbH**

Name: Ronald Juhrs

Title: Managing Director

Signature:

Date:

**Partner 2**

**Mitteldeutscher Verkehrsverbund GmbH**

Name: Steffen Lehmann

Title: Director

Signature:

Date:

**Partner 3**

**Stadt Leipzig**

Name: Dipl.-Ing. Michael Jana

Title: Director of Transport and Infrastructure Department

Signature:

Date:

**Partner 4**

**Salzburg AG für Energie, Verkehr und Telekommunikation**

Name: Kurt Nadeje

Title: Director

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Partner 5**

**Statutární město Brno**

Name: JUDr. Markéta Vaňková

Title: Mayor of Brno

Signature:

Date:

**Partner 6**

**Grad Koprivnica**

Name: Mišel Jakšić

Title: Mayor of Koprivnica

Signature:

Date:

**Partner 7**

**SVEUČILIŠTE SJEVER**

Name: Prof. dr.sc. Marin Milković

Title: Rector

Signature:

Date:



**Partner 8**

**Tramvie Elettriche Parmensi**

Name: Roberto Prada

Title: Chairman

Signature:

Date:

**Partner 9**

**Gmina Skawina**

Name: Tomasz Ożóg

Title: Mayor of Skawina

Signature:

Date:

**Partner 10**

**The Regional Environmental Center for Central and Eastern Europe**

Name: Mihail Dimovski

Title: Executive Director

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Partner 11**

**Szegedi Közlekedési Kft.**

Name: Majó-Petri Zoltán

Title: Managing Director

Signature:

Date:

**Partner 12**

**Gmina Miejska Kraków, represented by Zarząd Transportu Publicznego w Krakowie**

Name: Lukasz Franek

Title: Director

Signature:

Date:

## Annexes:

Annex 1: latest version of the approved application form (including its annexes)

Annex 2: copy of the subsidy contract signed between the MA and the LP, including any revision(s)

Annex 3: list of PP's bank accounts

The following documents, which are an integral part of this agreement, can be downloaded from the programme's internet web page: [www.interreg-central.eu](http://www.interreg-central.eu):

- Application manual for the call in which the project has been approved;
- Implementation manual

Any EU legislation mentioned in this agreement can be downloaded from <http://eur-lex.europa.eu>

## Annex 3: List of PP's bank accounts

### **Lead Partner: Leipziger Verkehrsbetriebe (LVB) GmbH**

Account holder: Leipziger Verkehrsbetriebe (LVB) GmbH

IBAN: DE76 8604 0000 0100 1924 08

BIC: COBA DEFF XXX

Bank name: Commerzbank AG

Bank address: Goethestraße 3-5, 04109 Leipzig

### **Partner 2: Mitteldeutscher Verkehrsverbund GmbH**

Account holder: Mitteldeutscher Verkehrsverbund GmbH

IBAN: DE33 8602 0086 0003 3047 95

BIC: HYVEDEMM495

Bank name: Bayerische Hypo- und Vereinsbank AG

Bank address: Kardinal-Faulhaber-Strasse 1, 80333 München

### **Partner 3: Stadt Leipzig**

Account holder: Stadt Leipzig

IBAN: DE76 8605 5592 1010 0013 50

BIC: WELADE8LXXX

Bank name: Sparkasse Leipzig

### **~~Partner 4: Salzburg AG für Energie, Verkehr und Telekommunikation~~**

~~Account holder: Salzburg AG für Energie, Verkehr und Telekommunikation~~

~~IBAN: AT84 1953 0001 0018 0150~~

~~BIC: SPAEAT2S~~

~~Bank name: Bankhaus Carl Spängler & Co. AG~~

### **Partner 5: Statutární město Brno**

Account holder: Statutární město Brno

IBAN: CZ02 0100 0000 4369 7789 0227

BIC: KOMBCZPP

Bank name: Komerční banka a.s.

Bank address: Praha 1, Na Příkopě 33 čp. 969, PSČ 114 07

### **Partner 6: Grad Koprivnica**

Account holder: Grad Koprivnica

IBAN: HR872 3860 0215 5200 3069

BIC: PDKCHR2X

Bank name: PODRAVSKA BANKA DD

Bank address: Opatička 3, 48000 Koprivnica

### **Partner 7: SVEUČILIŠTE SJEVER**

Account holder: Sveučilište Sjever

IBAN: HR612 3600 0011 0232 5217

BIC: ZABHR2X

Bank name: Zagrebačka banka

### **Partner 8: Tramvie Elettriche Parmensi**

Account holder: Tep S.p.a., Via Taro 12, 43125 Parma

IBAN: IT 67 H 03069 12764 000 000 009 166

BIC: BCITITMM

Bank name: Banca Intesa Sanpaolo S.p.A.

Bank address: Agenzia di Via Abbeveratoia n. 67/A, 43126 Parma



### **Partner 9: Gmina Skawina**

Account holder: Urząd Miasta i Gminy w Skawinie

IBAN: PL 63 8591 0007 0020 0560 0013 0004

BIC: KRSPPLPK

Bank name: Krakowski Bank Spółdzielczy Oddział w Skawinie

Bank address: ul. Słowackiego 1, 32-050 Skawina

### ~~**Partner 10: The Regional Environmental Center for Central and Eastern Europe**~~

~~Account holder: The Regional Environmental Center~~

~~IBAN: HU64 1040 2166 4948 5149 4953 1002~~

~~BIC: OKHBHUHB~~

~~Bank name: Kereskedelmi és Hitelbank Rt. (K&H)~~

~~Bank address: Hungary, 1095 Budapest Lechner Ödön fasor 9~~

### **Partner 11: Szegedi Közlekedési Kft.**

Account holder: Szegedi Közlekedési Kft.

IBAN: HU83 1206 7008 0014 3725 0150 0004

BIC: UBRTHUHB

Bank name: Raiffeisen Bank Zrt.

Ban address: H-1054 Budapest, Akadémia utca 6.

### **Partner 12: Gmina Miejska Kraków**

Account holder: Gmina Miejska Kraków Urząd Miasta Krakowa Wydział Budżetu

IBAN: PL 67 1020 2892 0000 5202 0699 9447

BIC: BPKOPLPW

Bank name: PKO BP S.A. PKO Bank Polski

Bank address: Spółka Akcyjna - Centrala ul. Puławska 15, 02-515 Warszawa

# PARTNERSKÁ SMLOUVA

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Vzor smlouvy mezi vedoucím partnerem a partnery pro realizaci projektu  
Interreg CENTRAL EUROPE

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## Smlouva mezi vedoucím partnerem a partnery pro realizaci projektu Interreg CENTRAL EUROPE CE1100 LOW-CARB (Partnerská smlouva)

*Tento dokument slouží jako vzor smlouvy o partnerství, která má být uzavřena mezi vedoucím partnerem a všemi dalšími partnery v souladu s čl. 13 odst. 2 nařízení (EU) č. 1299/2013 a následujících, viz kapitola A.1.2 Implementačního manuálu. Tento dokument obsahuje všechny minimální povinné požadavky, které musí platná dohoda o partnerství obsahovat. Partneři mohou zahrnout další prvky, aby přizpůsobili dohodu specifickým potřebám projektu. Dodatečná ustanovení obsažená v konečné verzi smlouvy o partnerství musí být v každém případě v souladu s cíli programu a právním rámcem uvedeným ve smlouvě o dotaci a partnerské smlouvě.*

*Důrazně doporučujeme zkontrolovat, zda jsou podmínky a ustanovení - zejména ty, které se zabývají obchodním právem, majetkovým právem, spory mezi partnery a náhradami škody - korektní a v souladu s platnými právními předpisy. Řídicí orgán nemůže za žádných okolností ani z jakéhokoli důvodu nést odpovědnost za škody nebo újmu způsobené použitím tohoto dokumentu. Řídicí orgán proto nemůže akceptovat nárok na náhradu škody nebo zvýšení plateb v souvislosti s takovou škodou nebo újmou.*

S ohledem na:

- právní rámec uvedený v § 1 smlouvy o dotaci podepsané mezi řídicím orgánem (dále jen ŘO) a Leipziger Verkehrsbetriebe (LVB) GmbH jako vedoucím partnerem (dále jen VP) projektu č. CE1100, akronym LOW-CARB a zejména čl. 13 odst. 2 nařízení (EU) č. 1299/2013 a
- § 10 smlouvy o dotaci podepsané mezi ŘO a výše uvedeným VP dne 13. listopadu 2017;

se uzavírá tato smlouva mezi:

Leipziger Verkehrsbetriebe (LVB) GmbH, Georgiring 3, 04103 Lipsko, Německo, které zastupuje Ronald Juhrs, (vedoucí partner)

a

Mitteldeutscher Verkehrsverbund GmbH (Středoněmecká dopravní asociace), Prager Str. 8, 04103 Lipsko, Německo, kterou zastupuje Steffen Lehmann, (Partner 2)

Stadt Leipzig (Město Lipsko), Prager Str. 118-136, 04317 Lipsko, Německo, které zastupuje Dipl.-Ing. Michael Jana, (Partner 3)

~~Salzburg AG für Energie, Verkehr und Telekommunikation (Salcburská AG pro energetiku, dopravu a telekomunikace), Bayerhamerstr. 16, 5020 Salzburg, Rakousko, kterou zastupuje Kurt Nadeje,~~ (Partner 4)

- Statutární město Brno, Dominikánské nám. 1, 601 67 Brno, Česká republika, (Partner 5)  
které zastupuje JUDr. Markéta Vaňková,
- Grad Koprivnica (Město Koprivnica), Zrinski trg 1, 48000 Koprivnica, (Partner 6)  
Chorvatsko, které zastupuje Mišel Jakšić,
- SVEUČILIŠTE SJEVER (Univerzita Sever), Trg dr. Žarka Dolinara 1, 48000 (Partner 7)  
Koprivnica, Chorvatsko, kterou zastupuje Prof. dr.sc. Marin Milković,
- Tramvie Elettriche Parmensi (Elektrické tramvaje Parma), via Taro 12, (Partner 8)  
43125 Parma, Itálie, které zastupuje Roberto Prada,
- Gmina Skawina (Město Skawina), Rynek 1, 32-050 Skawina, Polsko, které (Partner 9)  
zastupuje Tomasz Ożóg,
- Odstoupení Partnera 10 dne 30. 11. 2019 kvůli rozpuštění organizace: ~~The (Partner 10)  
Regional Environmental Center for Central and Eastern Europe (Regionální  
ekologické centrum pro střední a východní Evropu), Ady Endre ut 9-11, 2000  
Szentendre, Maďarsko, které zastupuje Mihail Dimovski,~~
- Szegedi Közlekedési Kft. (Doprava Szeged, a. s.), Zrínyi str. 4-8, H-6720 (Partner 11)  
Szeged, Maďarsko, kterou zastupuje Majó-Petri Zoltán,
- Gmina Miejska Kraków, které zastupuje Zarząd Transportu Publicznego w (Partner 12)  
Krakowie (Dopravní podnik v Krakově), Wielopole 1, 31-072 Krakov, Polsko,  
které zastupuje Lukasz Franek,

o realizaci projektu Interreg CENTRAL EUROPE CE1100 Capacity building for integrated low-carbon mobility planning in functional urban areas LOW-CARB (Zvyšování kapacity pro integrované plánování pro nízkouhlíkovou mobilitu ve funkčních městských oblastech LOW-CARB), schváleného Monitorovacím výborem (dále jen MV) programu Interreg CENTRAL EUROPE (dále jen Interreg CE) dne 16. března 2017 ve Vídni.

## § 1 Definice

- Pro účely této partnerské smlouvy platí následující definice:
  - Partner projektu (dále jen "PP"): každá instituce, která se finančně podílí na projektu a přispívá k jeho realizaci, jak je uvedeno ve schváleném formuláři žádosti. Odpovídá výrazu "příjemce" používanému v nařízeních o Evropských strukturálních a investičních fondech.
  - Vedoucí partner: projektový partner, který přebírá celkovou odpovědnost za předložení a realizaci celého projektu podle čl. 13 odst. 2 nařízení (EU) č. 1299/2013. Odpovídá výrazu "hlavní příjemce" používanému v nařízeních o Evropských strukturálních a investičních fondech.
  - Přidružený partner: každá instituce/subjekt zapojený do projektu bez finančního příspěví, jak je uvedeno ve schváleném formuláři žádosti o projekt.

## § 2

### Předmět smlouvy

1. Tato partnerská smlouva stanoví pravidla upravující vztahy mezi VP a všemi PP, aby byla zajištěna řádná realizace projektu CE1100 Capacity building for integrated low-carbon mobility planning in functional urban areas LOW-CARB (Zvyšování kapacity pro integrované plánování pro nízkouhlíkovou mobilitu ve funkčních městských oblastech LOW-CARB) v souladu s poslední verzí schváleného formuláře žádosti a rovněž v souladu s podmínkami pro podporu stanovenými v nařízeních o Evropských strukturálních a investičních fondech, delegovanými a prováděcími akty, programovými pravidly na nich založenými a smlouvou o dotaci podepsanou mezi ŘO a VP.
2. VP a všichni PP se zavazují společně realizovat projekt v souladu s nejnovější verzí schváleného formuláře žádosti s cílem dosáhnout cílů projektu. To také zahrnuje závazek produkovat kvalitativní výstupy a dosáhnout výsledků stanovených ve formuláři žádosti.
3. VP a všichni PP prohlašují, že si pečlivě přečetli a přijali právní rámec a další relevantní normy, které ovlivňují projekt. V případě, že změny smlouvy o dotaci ovlivňují partnerskou smlouvu, bude tento dokument odpovídajícím způsobem upraven.
4. Přílohy této partnerské smlouvy tvoří nedílnou součást této smlouvy a zahrnují mimo jiné: kopii nejnovější verze schváleného formuláře žádosti (příloha 1); kopii smlouvy o dotaci podepsané mezi ŘO a VP, včetně revize či revizí (příloha 2); Seznam bankovních účtů PP (příloha 3).
5. Smlouva o partnerství slouží také výslovně jako písemná plná moc partnerů projektu vedoucímu partnerovi a pověřuje VP, aby plnil specifické povinnosti a odpovědnosti, jak je uvedeno níže.

## § 3

### Trvání smlouvy

Tato partnerská smlouva vstoupí v platnost ode dne posledního podpisu této smlouvy. Zůstává v platnosti, dokud VP plně nesplní své závazky vůči ŘO - jak je stanoveno v § 4 smlouvy o dotaci podepsané mezi ŘO a VP. Kvůli zpožděním při realizaci investic a hodnocení způsobeným pandemií covid-19 byla délka trvání projektu prodloužena do 30. 11. 2020. Tuto změnu schválil ŘO dne 17. 8. 2020 (viz příloha Dodatek č. 3 Smlouvy o poskytnutí dotace a Formulář žádosti verze 7).

## § 4

### Partnerství

Všichni PP opravňují VP k tomu, aby reprezentoval PP v projektu. Oni se zavazují, že podniknou veškeré kroky nezbytné k podpoře VP při plnění svých závazků, jak je uvedeno ve smlouvě o dotaci podepsané mezi ŘO a VP, jakož i v této smlouvě.

## § 5

### Řízení projektu: povinnosti vedoucího partnera

1. VP přebírá výhradní odpovědnost vůči ŘO za implementaci, řízení a koordinaci celého projektu a plnění všech povinností vyplývajících ze smlouvy o dotaci.
2. Povinnosti VP jsou uvedeny ve Smlouvě o poskytnutí dotace, která je přiložena k této smlouvě jako příloha 2.
3. VP je navíc povinen:
  - A. Podniknout veškerá nezbytná opatření pro splnění požadavků uvedených v prováděcí příručce programu;
  - B. V případě, že projekt předpokládá zapojení PP, kteří se nacházejí v regionech EU mimo oblast CENTRÁLNÍ EVROPA, zajistí, aby celkové výdaje ERDF těchto PP nepřekročily hranici 20 % celkového rozpočtu ERDF na projekt;
  - C. V případě, že projekt předpokládá realizaci aktivit v zemích mimo území EU, zajistí, aby byly prostředky vynakládány na jeho odpovědnost a/nebo na odpovědnost jeho PP za účelem zajištění řádné finanční kontroly;
  - D. Zajistit všechna nezbytná opatření, aby se zabránilo ukončení smlouvy o dotaci ze strany ŘO, a tím zabránit tomu, aby byli partneři požádáni o vrácení dotace podle § 18 smlouvy o dotaci.

## § 6

### Řízení projektu: povinnosti partnerů projektu

1. Každý PP musí splňovat příslušné právní a jiné požadavky podle zákona, který se na něj vztahuje, zejména právní předpisy Evropské unie a vnitrostátní právní předpisy stanovené v § 1 smlouvy o poskytnutí dotace (příloha 2) a jejich příloh. Dále každý PP zajistí, aby byla získána všechna potřebná povolení (např. stavební povolení, prohlášení o posouzení dopadů na životní prostředí).

Zejména pro část projektu, za kterou je PP zodpovědný, musí každý PP zajistit:

  - A. Že je v souladu s příslušnými pravidly týkajícími se rovných příležitostí, ochrany životního prostředí, finančního řízení, obchodních značek, veřejných zakázek a státní podpory;
  - B. Že se provádí při dodržování pravidel a postupů stanovených v prováděcí příručce programu (např. pokud jde o monitorování věcného a finančního pokroku projektu, zaznamenávání a ukládání dokumentů, písemné žádosti o změnu projektu, provádění informačních a propagačních opatření apod.);
  - C. Že v případě podpory poskytnuté v rámci režimu de minimis jsou příslušnými PP respektovány všechny nezbytné požadavky stanovené v nařízení (EU) č. 1407/2013 a v případě potřeby také těmi subjekty, které mají prospěch z projektových činností/výstupů.
  - D. Že programové požadavky na způsobilost výdajů, jak je stanoveno v prováděcí příručce a v § 5 smlouvy o dotaci podepsané mezi ŘO a VP, jsou přísně dodržovány.
2. Každý PP potvrzuje podle Zákona o ochraně osobních údajů 2000, Rakouského federálního věstníku č. 165/1999 v platném znění, že ŘO má právo používat osobní údaje, které jsou obsaženy ve schváleném formuláři žádosti a které jsou získány u orgánů a oprávněných zástupců

těchto subjektů a orgánů: vnitrostátní kontrolní orgány a subjekty zapojené do auditů prováděných v rámci programu, Evropská komise, auditní orgány Evropské unie a města Vídně, Spolkové ministerstvo financí Rakouské republiky nebo jakákoli jiná instituce odpovědná za provádění auditů nebo kontrol podle právních předpisů Evropské unie nebo vnitrostátních právních předpisů. Řídicí orgán je navíc oprávněn tyto údaje používat a sdílet je s dalšími programy za účelem plnění svých úkolů spojených s evropskou protikorupční politikou a zpřístupnit tyto údaje subjektům a orgánům pro účely hodnocení a sledování.

3. Každý PP vytvoří fyzický a/nebo elektronický archiv, který umožní uchování údajů, záznamů a dokumentů skládajících se z auditní stopy v souladu s požadavky popsány v příručce k provádění programu. Umístění výše uvedeného archivu je uvedeno v elektronickém monitorovacím systému programu a každý PP se zavazuje okamžitě informovat VP o každé změně umístění.
4. Každý PP zpřístupní příslušným orgánům (ŘO/JS, auditnímu orgánu, útvarům Komise a kontrolním institucím členských států a EU) své obchodní prostory pro nezbytné kontroly a audity, jak je dále uvedeno v § 17.
5. Každý PP zajistí, aby jeho část aktivit, které mají být realizovány ve schváleném projektu, nebyla plně nebo částečně financována jinými programy EU.
6. Každý PP zajistí, aby byly splněny tyto podmínky pro projekt a podmínky finančního řízení:
  - A. Včas zahájit a realizovat část (části) projektu, za kterou je zodpovědný, včas a v souladu se schváleným formulářem žádosti, který v kvantitativním i kvalitativním hledisku zajišťuje plnění plánovaných projektových činností, výstupů a výsledků;
  - B. Jmenovat místního koordinátora za součást (součásti) projektu, za něž je odpovědný, a dát jmenovanému koordinátorovi pravomoc zastupovat partnera v projektu tak, aby bylo zajištěno řádné projektové řízení;
  - C. Okamžitě informovat VP o každé události, která by mohla vést k dočasnému nebo trvalému přerušeni nebo jakékoli jiné odchylce části (částí) schváleného projektu, za které odpovídá PP;
  - D. Poskytovat odborníkům nebo subjektům pověřeným programem Interreg CENTRAL EUROPE provádějícím projektové hodnocení a/nebo studie jakékoli dokumenty nebo informace požadované pro účely hodnocení. Informace mohou být poskytovány také prostřednictvím průzkumů a/nebo rozhovorů;
  - E. Okamžitě reagovat na jakýkoli požadavek ŘO/JS prostřednictvím VP;
  - F. Aby výdaje oznámené vedoucímu partnerovi byly vynaloženy za účelem realizace projektu a odpovídaly činnostem popsáným v nejnovější verzi schváleného formuláře žádosti;
  - G. Aby v případě, že nebylo úspěšně dosaženo jednoho nebo více cílů výstupu a výsledků, jak je stanoveno v poslední schválené verzi formuláře žádosti, byla zavedena adekvátní nápravná opatření, která zajistí výkonnost projektu a minimalizují dopad na programové úrovni (např. přizpůsobení projektu změněné situaci) podle postupů uvedených v prováděcí příručce programu;
  - H. Okamžitě informovat VP, pokud dojde ke snížení nákladů nebo přestane být splněna některá podmínka vyplácení prostředků nebo vzniknou okolnosti, které opravňují ŘO ke snížení platby nebo požadování úplného nebo částečného vrácení dotace;
  - I. Zavést samostatný účetní systém pro vypořádání projektu a zajistit, aby byly jasně identifikovány způsobilé náklady a získané dotace.

7. Jestliže se některý z PP nachází v situaci podniku v obtížích ve smyslu bodu 24 (ve spojení s bodem 20) "Pokynů ke státní podpoře na záchranu a restrukturalizaci nefinančních podniků v obtížích" (Sdělení Komise č. 2014/C 249/01 ze dne 31.07.2014), příslušný PP je povinen neprodleně informovat VP, který zase okamžitě uvědomí ŘO/JS;

## § 7

### Řídicí výbor projektu

1. Pro řádnou implementaci a řízení projektu se zřizuje řídicí výbor v souladu s ustanoveními prováděcí příručky programu.
2. Řídicí výbor je rozhodovacím orgánem projektu a skládá se ze zástupců VP a všech PP, řádně pověřených zastupováním příslušných institucí VP a PP. Předsedá mu VP a zasedá na pravidelné bázi. Přidružení partneři budou pozváni, aby se zúčastnili řídicího výboru v postavení poradců. Externí klíčové zainteresované strany mohou být rovněž vyzvány, aby se zúčastnily jednoho nebo více zasedání v rámci pozorovatelské/poradenské funkce.
3. Řídicí výbor musí alespoň:
  - A. být zodpovědný za sledování a ověřování realizace projektu a dosažení plánovaných výsledků, jak odpovídá schváleném formuláři žádosti;
  - B. Provádět finanční monitorování realizace projektu a rozhodovat o veškerých změnách rozpočtu, jak je uvedeno v § 11 této smlouvy;
  - C. Monitorovat a řídit odchylky v implementaci projektu;
  - D. Rozhodovat o změnách projektu (např. partnerství, rozpočet, aktivity a trvání), pokud je to nutné;
  - E. Být zodpovědný za řešení sporů v rámci partnerství (jak je stanoveno v § 22 této smlouvy);
4. Další aspekty, včetně vytvoření podskupin nebo pracovních skupin, mohou být stanoveny v jednacím řádu řídicího výboru.

## § 8

### Finanční management a účetní principy

V souladu s odstavcem 6 této smlouvy je každý PP odpovědný vůči VP, aby zajistil řádné finanční řízení svého rozpočtu, jak je uvedeno v nejnovější verzi schváleného formuláře žádosti, a zavazuje se, že uvolní svou část spolufinancování projektu. Za tímto účelem musí být zavedeno oddělené účetnictví projektu.

## § 9

### Hlášení a žádosti o platbu

1. Každý PP může požadovat prostřednictvím VP platby příspěvku z Evropského fondu pro regionální rozvoj (dále jen "ERDF") pouze tím, že předloží důkaz o pokroku svých příslušných částí projektu k dosažení výstupů a výsledků stanovených ve schváleném formuláři žádosti v souladu se zásadou řádného finančního řízení (jež je determinováno zásadami hospodárnosti, účelnosti a efektivnosti) a prokázáním užitečnosti vyplývající z jakýchkoli nákupů. Za tímto účelem se každý PP zavazuje poskytnout VP úplné a přesné informace potřebné k vypracování



a předkládání zpráv o pokroku a závěrečných zpráv a pokud je to možné, hlavních výstupů a výsledků dosažených v souladu se schváleným formulářem žádosti. Období vykazování, účel výdajů a lhůty pro podávání zpráv jsou stanoveny v přehledové tabulce, která je přílohou smlouvy o dotaci.

2. Kromě toho, aby bylo možné prostřednictvím VP předložit žádosti o platbu ŘO, přiložené ke zprávě o pokroku, každý PP předloží VP své ověření potvrzující způsobilost výdajů po ověřeních provedených podle § 10.
3. K plnění termínů uvedených v § 9.1 se každý PP zavazuje předat VP potřebné informace a doklady 10 pracovních dnů před termínem pro předložení příslušné zprávy o pokroku stanoveným ve smlouvě o dotaci.
4. Žádosti o prodloužení lhůty pro předkládání zpráv mohou být poskytnuty pouze ve výjimečných a řádně odůvodněných případech. VP může požádat ŘO prostřednictvím JS nejpozději jeden týden před uplynutím stanovené lhůty.
5. V souladu s § 11.6 smlouvy o poskytnutí dotace VP potvrdí, že výdaje vykázané jednotlivými PP byly PP vynaloženy na realizaci projektu, že odpovídají činnostem stanoveným ve schváleném formuláři žádosti a že byly ověřeny jeho národním kontrolním orgánem.
6. Pokud VP vyslovuje pochybnosti o relevanci projektu pro výdajové položky požadované PP, VP tuto záležitost objasní u příslušného PP s cílem zajistit dohodu o výdajích, které mají být nárokovány, a o příslušných činnostech, které mají být hlášeny jako relevantní k projektu. V případě, že takovou dohodu nelze zajistit, bude dodržen postup uvedený v prováděcí příručce.
7. Platby, které nebyly vyžádány včas a úplně nebo nejsou v souladu s harmonogramem plateb, jak je uvedeno v přehledové tabulce cílů a termínů vykazování, která je připojena ke smlouvě o dotaci, mohou být pozbyty. V případě uvolnění finančních prostředků se použije § 18.4.
8. Pro pokračování v analýze pokroku a závěrečných zpráv musí každý PP poskytnout dodatečné informace, pokud to VP nebo ŘO/JS považují za nezbytné. Doplňkové informace požadované ŘO/JS shromažďuje a zasílá VP v požadovaném časovém rámci.
9. ŘO si vyhrazuje právo nepřijmout - částečně nebo v plné výši - osvědčení o výdajích popsané v § 10 této smlouvy v souladu s ustanoveními odstavce 6.4 smlouvy o poskytování dotace.
10. Po schválení zprávy o pokroku ŘO/JS a převedení příslušných finančních prostředků ERDF na účet VP předá VP příslušnou část finančních prostředků z ERDF každému PP bez prodloužení a v plném rozsahu na jejich bankovní účty, jak je uvedeno v příloze 3. Bankovní účty musí být vždy, pokud je to možné, samostatné pro projekt a musí umožnit registraci celkových nákladů (výdajů) a výnosů (příjmů) souvisejících s projektem v eurech (EUR). Změny čísla účtu musí být řádně oznámeny vedoucímu partnerovi.
11. Maximální přijatelné zpoždění pro převedení ERDF na PP je 30 pracovních dnů. Ve výjimečných a řádně odůvodněných případech mohou VP, kteří jsou veřejnými orgány, využívat prodloužení výše uvedené lhůty, aby byly dodrženy interní správní postupy při převodu veřejných prostředků. V případě neodůvodněného zpoždění při převodu finančních prostředků ERDF na PP, které je způsobeno vedoucím partnerem, mohou PP požadovat úrokové sazby, které VP vyloučí ze schváleného rozpočtu projektu.
12. VP poskytne všem PP kopii každé zprávy a dokumentace předložené řídicímu orgánu/JS a informuje PP o veškeré relevantní komunikaci s ŘO nebo JS v souladu s § 11 odst. 8 smlouvy o dotaci.

13. Podrobné informace o obsahu zpráv o ověřování výdajů, o úhradě finančních prostředků a o souvisejících procesních pravidlech jsou uvedeny v příručce k provádění programu, jejíž obsah akceptuje každý PP.

## § 10

### Ověřování výdajů

1. Každá zpráva o pokroku, kterou vedoucí partner předložil řídicímu orgánu prostřednictvím JS, musí být doprovázena osvědčeními potvrzujícími způsobilost výdajů zahrnutých do zprávy VP a PP. Certifikace výdajů musí být vydána vnitrostátními kontrolory uvedenými v čl. 23 odst. 4 nařízení 1299/2013 podle systému stanoveného každým členským státem a v souladu s požadavky stanovenými právním rámcem uvedeným v § 1 Smlouvy o dotaci. Certifikace výdajů musí být doplněny povinnými prvky uvedenými v prováděcí příručce programu (tj. Kontrolní zpráva a kontrolní seznam). Partneři projektu předloží všechny potřebné dokumenty, aby VP umožnili plnit jeho povinnosti. Za tímto účelem se partneři mohou dohodnout na vnitřních pravidlech a postupech pro doručování.
2. Národní kontroloři založí svou práci na pravidlech poskytovaných každým členským státem a na požadavcích stanovených v příslušných nařízeních ES a v prováděcí příručce k programu.
3. PP ze zemí, které zavedly decentralizovaný kontrolní systém, zajistí, aby byli kontroloři vybráni v souladu se systémem stanoveným každým členským státem a splňovali požadavky na kvalifikaci a nezávislost uvedené v příručce k provádění programu. Dále tito PP uznávají, že ŘO si po dohodě s vnitrostátní odpovědnou institucí vyhrazuje právo požadovat, aby byl správce, který byl přímo vybrán PP, nahrazen, pokud by se vyskytly pochyby o jeho nestrannosti či profesionální úrovni, které v době podpisu smlouvy o dotaci nebyly známy.
4. Každý PP informuje VP o svých národních kontrolorech, kteří v souladu se systémem stanoveným každým členským státem provedou ověření výdajů PP. Národní kontroloři jsou identifikováni v části o doplňkových informacích systému elektronického monitorování programu.
5. Jakákoli změna kontrolního orgánu/instituce nebo jména správce (správců) musí být řádně oznámena VP, který následně informuje ŘO prostřednictvím JS.

## § 11

### Změny projektu

1. Změny v rozpočtových přidělech na jednotlivé rozpočtové linie, pracovní balíčky a partnera, jakož i změny v činnostech/výstupech a délce trvání projektu jsou povoleny, pokud nebude překročena maximální výše přidělených finančních prostředků, pokud budou dodržena ustanovení týkající se pravidel státní podpory a pokud se budou řídit podmínkami a postupy uvedenými v prováděcí příručce.
2. Pokud jde konkrétně o změny rozpočtu, může každý PP provádět změny ve svém schváleném rozpočtu pouze tehdy, pokud to vyhovuje pravidlům pružnosti uvedeným v příručce k provádění programu a pokud je podle potřeby poskytnuto předchozí schválení VP nebo programovými

orgány. Za tímto účelem musí každý PP včas informovat VP o každé žádosti o revizi svého rozpočtu, pokud jde o jeho původní závazek.

3. Příspěvek VP a každého PP je jasně definován ve schváleném formuláři žádosti. Změny v partnerství vyžadují schválení programovými orgány, jak je uvedeno v manuálu k implementaci programu.
4. V případě změn partnerství bude tato smlouva o partnerství odpovídajícím způsobem změněna a podepsána VP a PP, včetně případného nového PP.

## § 12

### Publicita, komunikace a značka

1. VP a PP zajistí přiměřenou propagaci projektu jak vůči potenciálním příjemcům výsledků projektu, tak vůči široké veřejnosti.
2. Nepožaduje-li ŘO jinak, každý PP zajistí, aby každé oznámení nebo publikace z projektu, včetně prezentací na konferencích nebo seminářích, odkazovaly na to, že projekt byl realizován prostřednictvím finanční pomoci z prostředků ERDF a programu Interreg CE, jak vyžaduje příloha XII Nařízení (EU) č. 1303/2013. Všechna opatření týkající se informací, komunikace a značky budou provedena v souladu s výše uvedenými pravidly, nejnovější verzí schváleného formuláře žádosti, příručky k provádění programu a dalšími pokyny vydanými v tomto programu. VP poskytne PP příslušné dokumenty a veškeré programové pokyny.
3. VP musí zajistit, aby všichni partneři včetně VP respektovali další požadavky na publicitu, jak je stanoveno v manuálu k implementaci programu, který je nedílnou součástí této smlouvy.
4. Každý PP zajistí, aby každé oznámení nebo publikace týkající se projektu provedené v jakékoliv formě a jakýmkoli prostředky, včetně internetu, uvádělo, že odráží pouze názor autora a že programové úřady nejsou zodpovědné za jakékoliv použití, které může být z informací obsažených v něm vytvořeno.
5. Všichni PP rovněž přebírají plnou zodpovědnost za obsah veškerého oznámení, publikování a marketingového produktu poskytnutého řídicímu orgánu, které byly vypracovány PP nebo třetími stranami jménem PP. PP nesou odpovědnost v případě, že třetí strana požaduje náhradu škody (např. kvůli porušení práv duševního vlastnictví). PP zajistí odškodnění VP v případě, že VP bude poškozen kvůli obsahu propagačního a informačního materiálu.
6. Každý PP musí splňovat všechny povinnosti týkající se publicity, komunikace a značky (např. používání loga programu, požadavky na informace, organizaci událostí atd.), jak je dále uvedeno v příručce k implementaci programu.
7. VP a každý PP povolují programovým institucím zveřejňovat jakýmkoli způsobem následující informace:
  - A. Název VP a PP;
  - B. Kontaktní údaje zástupců projektu;
  - C. Název projektu;

- D. Shrnutí projektových aktivit;
  - E. Cíle projektu a dotace;
  - F. Datum zahájení a ukončení projektu;
  - G. Financování z ERDF a celkové způsobilé náklady projektu;
  - H. Geografické umístění realizace projektu;
  - I. Shrnutí zpráv o pokroku a závěrečné zprávy;
  - J. Zda a jak byl projekt dříve zveřejněn.
8. Řídící orgán je dále oprávněn tyto údaje používat k informačním a komunikačním účelům uvedeným v příloze XII nařízení (EU) č. 1303/2013.
  9. Řídící orgán jménem MV a ostatních organizátorů programů na národní úrovni je oprávněn využívat výstupy projektu s cílem zaručit široké šíření výstupů projektu a zpřístupnit je veřejnosti. Všichni PP souhlasí s tím, že ŘO předává výstupy jiným programovým orgánům, stejně jako členským státům, které se účastní programu, aby využily tohoto materiálu k tomu, aby ukázaly, jak je dotace využívána. Za účelem splnění cílů stanovených v § 9.1 této smlouvy poskytne každý PP důkazy o výsledcích a produktech, které jsou uvedeny dále v prováděcí příručce.
  10. Jakákoli komunikační kampaň, mediální akce nebo jiná propagace projektu musí být oznámeny řídicímu orgánu/JS kvůli případným aktualizacím webu nebo informací.

## § 13

### Předání, právní nástupnictví

1. PP mohou ve výjimečných případech a za oprávněných okolností postoupit své povinnosti a práva podle této smlouvy pouze po předchozím písemném souhlasu programových orgánů a v souladu s postupem uvedeným v příručce k provádění programu.
2. Pokud se podle vnitrostátních právních předpisů nezmění právní subjektivita a dojde k převzetí veškerého majetku PP, takže se neočekává zhoršení finanční způsobilosti nabývací instituce (tj. v případech univerzálního dědictví), předchozí souhlas programových orgánů není nutný. Dotčený PP však včas předloží ŘO/JS prostřednictvím VP potřebné informace spolu se všemi dokumenty, které jsou nezbytné k analýze právního případu. Pokud ŘO/JS dojde k závěru, že výše uvedené podmínky nejsou splněny (např. v případě singulární sukcese), bude VP informován o tom, že musí být zahájen postup změny partnera, jak je uvedeno v § 13.1.
3. V případě přidělení nebo jakékoli formy právního nástupnictví jakéhokoli PP je příslušný PP povinen přiřadit všechna práva a povinnosti a všechny dokumenty související s projektem každému nabyvateli nebo právnímu nástupci. Související zprávy pro ŘO/JS, které jsou požadovány v programových dokumentech, musí předat vedoucí partner.
4. V případě uplatnění § 13.1 se tato smlouva odpovídajícím způsobem změní.

## § 14

### Spolupráce se třetími stranami a outsourcing

1. V případě outsourcingu se PP musí řídit pravidly Společenství a národními a programovými pravidly pro veřejné zakázky a zůstávají jedinými odpovědnými stranami vůči VP a prostřednictvím VP vůči ŘO za dodržování svých povinností na základě podmínek stanovených v této smlouvě včetně jejích příloh.
2. V případě finanční účasti přidružených partnerů nesmí dojít k rozporu s pravidly pro zadávání veřejných zakázek. Výdaje vynaložené přidruženými partnery nakonec ponese jakýkoli z PP nebo VP, aby byly považovány za způsobilé, a to pouze pod podmínkou, že to dovolují vnitrostátní nebo programová pravidla.

## § 15

### Odpovědnost

1. Podle § 10 smlouvy o poskytnutí dotace má VP celkovou finanční a právní odpovědnost za projekt a partnery projektu ve vztahu k ŘO a třetím stranám.
2. V rámci partnerství je každá strana této smlouvy zodpovědná vůči ostatním stranám a odškodňuje a zbavuje takovou ostatní stranu odpovědnosti za veškeré závazky, škody a náklady vyplývající z nedodržení svých povinností a povinností stanovených v této smlouvě a jejích přílohách nebo v jiných právních normách. Možné vrácení neoprávněných prostředků projektových partnerů vedoucímu partnerovi, za které je VP odpovědný vůči ŘO, se řídí § 18 této smlouvy.
3. VP přebírá výhradní odpovědnost vůči třetím stranám, včetně odpovědnosti za škodu nebo újmu jakéhokoli druhu, kterou utrpěli během realizace projektu, jak je stanoveno v § 10.11 smlouvy o poskytování dotace. VP je oprávněn převést ji na PP, který způsobil škodu. PP způsobující škodu je odpovědný vedoucímu partnerovi.
4. Smluvní strany této smlouvy souhlasí s tím, že ŘO nemůže za žádných okolností nebo z jakéhokoli důvodu být odpovědný za škodu nebo újmu, které utrpí zaměstnanci nebo majetek VP nebo jakéhokoli PP během realizace projektu. Směrem k ŘO nemohou být nárokovány platby na odškodnění nebo zvýšení plateb v souvislosti s takovou škodou nebo újmou.
5. Žádná ze stran nenese odpovědnost za nesplnění závazků vyplývajících z této smlouvy v případě vyšší moci, jak je popsáno v § 24 této smlouvy.

## § 16 Neplnění závazků

1. Každý PP je povinen neprodleně informovat VP a poskytnout veškeré potřebné informace, pokud dojde k událostem, které by mohly ohrozit realizaci projektu.
2. Každý PP je přímo a výhradně zodpovědný vůči VP a dalším PP za řádné provedení své části (částí) projektu, jak je popsáno ve schváleném formuláři žádosti, a také za řádné plnění svých povinností stanovených v této smlouvě. Pokud PP neplní včas své závazky vyplývající z této smlouvy, VP může napomenout PP, aby docházelo k plnění takovýchto povinností v přiměřených lhůtách stanovených VP. VP vynaloží veškeré úsilí na vyřešení těchto potíží, včetně vyhledání pomoci ŘO/JS. V případě pokračování neplnění může VP rozhodnout o vyloučení příslušného PP z projektu po schválení ostatních PP. ŘO a JS jsou okamžitě informováni o takovém úmyslu.
3. Vyloučený PP je povinen vrátit VP veškeré přijaté programové prostředky, pro které nemůže prokázat, že ke dni vyloučení z projektu byly prostředky ERDF přijaté na projekt použity na realizované činnosti a získané výstupy ve prospěch projektu a že tyto činnosti a výstupy mohou být použity pro další realizaci projektu. Vyloučený PP je odpovědný za náhradu případné škody VP a zbývajících PP v důsledku jeho vyloučení.
4. Vyloučený PP musí uchovávat dokumenty pro účely auditu podle toho, co je uvedeno v § 6.3 této smlouvy.
5. VP a všichni PP se tímto zavazují navzájem se kompenzovat za škody, které mohou vzniknout v důsledku úmyslné nebo hrubé nedbalosti, nesplnění nebo nesprávného plnění některého z jejich závazků vyplývajících z této smlouvy.
6. V případě nesplnění závazků PP s finančními důsledky pro financování projektu jako celku může VP požadovat náhradu od odpovědného PP k pokrytí příslušné částky.

## § 17 Finanční kontroly, audit

1. Evropská komise, Evropský úřad pro boj proti podvodům (OLAF), Evropský účetní dvůr (ECA) a v jejich pravomoci kontrolní orgány zúčastněných členských států EU nebo jiných vnitrostátních veřejných kontrolních orgánů, jakož i programový Auditní orgán, ŘO a JS jsou oprávněny kontrolovat správné využití finančních prostředků VP nebo jeho PP nebo zajistit, aby takový audit byl prováděn oprávněnými osobami. VP a PP budou včas informováni o každém auditu, který má být proveden na jejich výdajích.
2. Každý PP učiní veškerá nezbytná opatření, aby splnil základní požadavky uvedené v této smlouvě, smlouvě o dotaci, platných zákonech a programových dokumentech (přihlašovací manuál a prováděcí příručka), které jsou nedílnou součástí této smlouvy, zajistil komplexní dokumentaci o souladu s těmito normami a přístupnost k této dokumentaci v souladu s § 6.4.

Kromě povinností týkajících se podávání zpráv a informací také každý jednotlivý PP:

- A. Bezpečně a řádně uchovává všechny dokumenty a údaje požadované pro kontroly a audity;
  - B. Činí veškerá nezbytná opatření, aby zajistil hladký průběh jakéhokoli auditu oznámeného řádně oprávněnou institucí uvedenou v § 17.1; a
  - C. Poskytuje těmto institucím požadované informace o projektu a poskytuje přístup do svých obchodních prostor, poskytuje a umožňuje přístup ke všem informacím a dokumentům zajišťujícím auditní stopu, jak to požaduje nařízení o Evropských strukturálních a investičních fondech, akty v přenesené působnosti a prováděcí předpisy a programová prováděcí příručka.
3. Každý PP neprodleně informuje VP o všech auditech, které provedly subjekty uvedené v § 17.1 této smlouvy.
  4. Pokud se v důsledku kontrol a auditů považují jakékoli výdaje za neoprávněné podle předpisového rámce, jak je uvedeno v § 1 smlouvy o dotaci, použije se postup popsany v § 18 a 9.9 této smlouvy.

## § 18

### Odnětí nebo navrácení neoprávněně vyplacených prostředků, zrušení prostředků

1. V případě, že ŘO v souladu s ustanoveními smlouvy o dotaci, prováděcí příručkou a § 9.9 této smlouvy požaduje vrácení dotace již převedené na VP, je každý PP povinen převést svůj podíl na neoprávněně vyplacené částce VP v souladu s čl. 27 odst. 2 nařízení (EU) č. 1299/2013. VP neprodleně předá oznámení, kterým ŘO uplatnil nárok na splacení, a oznámí každému PP splatnou částku. Eventuálně pokud je to možné, bude částka, která má být vrácena, kompenzována proti další platbě ŘO na VP, případně mohou být zbývající platby pozastaveny. V případě, že je splacení považováno za nezbytné, je vrácená částka splatná do jednoho měsíce od data dopisu, kterým ŘO uplatňuje nárok na vrácení platby vedoucím partnerem. VP je oprávněn stanovit pro dotčené PP interní termín pro splnění požadavků ŘO. Výše splatné částky podléhá úroku podle § 13 odst. 3 smlouvy o dotaci. Další ustanovení smlouvy o dotaci se použijí obdobně.
2. V případě, že PP nesplatí vedoucímu partnerovi takto stanovené výjimečné splátky do lhůty stanovené v oznámení, vedoucí partner o tom neprodleně informuje ŘO. V řádně odůvodněných případech ŘO informuje členský stát, na jehož území se dotčený PP nachází, aby získal zpět neoprávněně vyplacené částky z tohoto členského státu. Z tohoto důvodu je příslušný členský stát oprávněn požadovat od PP neoprávněně vyplacené finanční prostředky, které byly vráceny řídicímu orgánu.

3. V případě, že za žádost o vrácení finančních prostředků není přímo odpovědný žádný PP, částka, která má být vrácena, bude rozdělena mezi všechny PP poměrně k jejich podílu na rozpočtu projektu.
4. Bankovní poplatky vzniklé splacením částek splatných řídicímu orgánu prostřednictvím VP budou hradit výhradně příslušní PP.
5. Pokud dojde ke zrušení prostředků v souladu s odstavcem 9.7 a ustanoveními prováděcí příručky k programu, PP se tímto dohodnou, že odečtení bude připsáno těm PP, kteří přispěli k zrušení závazků, pokud MV nepřijme jiné rozhodnutí. Odpočet finančních prostředků se provádí způsobem, který neohrozí budoucí zapojení PP a realizaci aktivit.

## § 19

### Vlastnická práva a využití výsledků

1. Vlastnictví, název a práva k průmyslovému a duševnímu vlastnictví výsledků projektu a zprávy a další dokumenty, které se k němu vztahují, v souladu s platnými vnitrostátními právními předpisy náleží VP a/nebo PP.
2. Pokud několik partnerů (VP a/nebo PP) společně a nerozdílně vykonávalo práci produkující výstupy a pokud jejich příslušný podíl na práci nelze zjistit, bude výstup v jejich společném vlastnictví.
3. V případě společného vlastnictví se použijí tato ustanovení:

Pokud nebude dohodnuto jinak:

- každý ze společných vlastníků bude oprávněn využívat společně vlastněné výsledky pro nekomerční výzkumné aktivity bezplatně a bez nutnosti předchozího souhlasu ostatních společných vlastníků a
- pokud nebude mezi společnými vlastníky písemně dohodnuto jinak, každý ze společných vlastníků bude oprávněn jinak využívat společně vlastněné výsledky a udělovat neexkluzivní licence třetím stranám (bez práva na udělování podlicencí), pokud ostatní společní vlastníci dostanou:
  - a) oznámení alespoň 45 kalendářních dnů předem a
  - b) spravedlivou a přiměřenou kompenzaci.

Tato ustanovení budou v souladu s § 26.7 této smlouvy.



4. Výstupy mající charakter investic do infrastruktury nebo výrobních investic realizovaných v rámci projektu musí zůstat ve vlastnictví příslušného VP a/nebo PP v souladu s časovým rámcem a za podmínek stanovených v článku 71 nařízení (EU) č. 1303/2013. Pokud některá z podmínek stanovených uvedeným nařízením nebude v určitém časovém období splněna, musí být ŘO/JS okamžitě informován příslušným VP nebo PP. Řídicí orgán získá zpět neoprávněně vyplacený příspěvek ERDF v poměru k období, pro které nebyly požadavky splněny.
5. Každý PP musí respektovat všechna použitelná pravidla a základní zásady týkající se práva hospodářské soutěže, jakož i zásady rovného zacházení a transparentnosti ve smyslu finančních předpisů a zajišťuje, aby nebyla poskytována žádná neoprávněná výhoda, tj. poskytnutí jakékoli výhody, která by narušila základní principy a politické cíle režimu financování. Výstupy a výsledky, zejména studie a analýzy, které byly vytvořeny během realizace projektu, jsou zpřístupněny široké veřejnosti zdarma a mohou být využívány všemi zainteresovanými osobami a organizacemi stejným způsobem a za stejných podmínek jako VP nebo PP.
6. ŘO si vyhrazuje právo používat výstupy a výsledky pro informační a komunikační akce týkající se programu. V případě již existujících práv duševního a průmyslového vlastnictví, které jsou k dispozici projektu, jsou tato plně respektována.
7. Jakýkoli příjem vytvořený právy duševního vlastnictví musí být řízen v souladu s platnými pravidly EU i národními a programovými pravidly o příjmech a státní podpoře.

## § 20

### Příjmy

1. Výnosy získané během realizace projektu prostřednictvím prodeje produktů a zboží, účastnických poplatků nebo jiných služeb za úhradu musí být odečteny od výše nákladů vynaložených na projekt v souladu s čl. 61 Nařízení 1303/2013 a ustanoveními v prováděcí příručce programu.
2. Za účelem kontroly jsou VP a každý PP odpovědní za vedení účetnictví a dokumentaci všech příjmů vytvořených v rámci projektových činností.

## § 21

### Důvěrnost

1. I když povaha realizace projektu je veřejná, informace vyměňované v souvislosti s jeho realizací mezi VP a PP, samotnými PP nebo ŘO/JS jsou důvěrné.
2. VP a PP se zavázali přijmout opatření, která zajistí, že všichni jejich zaměstnanci zapojení do realizace projektu budou respektovat důvěrnou povahu těchto informací a nebudou je šířit,

předávat třetím stranám, ani je používat bez předchozího písemného souhlasu VP a instituce PP, která poskytla informace.

## § 22

### Spory mezi partnery projektu

1. V případě sporu mezi VP a jeho PP nebo mezi PP navzájem bude platit předpoklad dobré víry všech zúčastněných stran.
2. Pokud dojde ke sporu mezi VP a jeho PP nebo mezi PP navzájem, dotčené strany se budou snažit najít smírné řešení. Spory budou oznámeny řídicímu výboru projektu, aby bylo zaručeno dosažení řešení.
3. VP bude informovat ostatní PP a může z vlastního podnětu nebo na žádost PP požádat ŘO/JS o radu.
4. Pokud by kompromis prostřednictvím mediace v rámci řídicího výboru projektu nebyl možný, strany tímto souhlasí, že Lipsko bude místem pro všechny právní spory vyplývající z této dohody.

## § 23

### Pracovní jazyk

Pracovním jazykem partnerství je angličtina.

1. Každý oficiální interní dokument projektu a veškerá komunikace s ŘO/JS budou k dispozici v angličtině, což je oficiální jazyk programu Interreg CE.
2. Tato smlouva je uzavřena v angličtině. V případě překladu této smlouvy do jiného jazyka bude anglická verze závazná.

## § 24

### Vyšší moc

1. Vyšší mocí se rozumí jakákoli nepředvídatelná a výjimečná událost, která ovlivňuje plnění jakýchkoli povinností vyplývajících z této smlouvy, která je mimo kontrolu VP a PP a nemůže být překonána i přes jejich přiměřené úsilí. Jakákoli selhání produktu nebo služby nebo zpoždění při jejich zpřístupnění za účelem provedení této smlouvy a ovlivnění výkonnosti projektu, včetně například anomálií ve fungování nebo výkonu produktů nebo služeb, pracovních sporů, stávek nebo finančních potíží nepředstavují vyšší moc.
2. Pokud VP nebo PP podléhají vyšší moci, která by mohla ovlivnit plnění jejich povinností vyplývajících z této smlouvy, oznámí to VP bezodkladně řídicímu orgánu prostřednictvím JS s uvedením povahy, pravděpodobného trvání a předpokládaných účinků.
3. VP ani PP nebude možné obvinít z porušení povinností realizace projektu, pokud jim v plnění bránila vyšší moc. Pokud VP nebo PP nemohou plnit své závazky vyplývající realizace projektu z důvodu vyšší moci, může dojít k udělení přijatých způsobilých výdajů pouze za ty činnosti,

kteře byly skutečně provedeny až do data události označené jako vyšší moc. Musí být učiněna veškerá nezbytná opatření k omezení škod na minimum.

## § 25 Časová prodleva

1. Soudní řízení týkající se jakéhokoli problému vyplývajícího z této smlouvy nesmí být soudu podáno více než tři roky po vzniku nároku, pokud zvolené rozhodné právo podle § 26.7 této smlouvy nestanoví jinak.

## § 26 Závěrečná ustanovení

1. Všechny citované zákony, předpisy a programové dokumenty uvedené v této smlouvě jsou aplikovatelné v jejich platné a účinné verzi.
2. Pokud by jakékoliv ustanovení této smlouvy bylo zcela nebo zčásti neúčinné, strany této smlouvy se zavazují, že nahradí neúčinné ustanovení účinným ustanovením, které se co nejvíce blíží účelu neúčinného ustanovení.
3. V případě záležitostí, které nejsou touto smlouvou rozhodnuty, strany souhlasí s nalezením společného řešení.
4. Změny a dodatky k této smlouvě musí být v písemné formě a musí být jako takové uvedeny. V důsledku toho budou jakékoli změny této smlouvy účinné pouze tehdy, pokud byly písemně dohodnuty a byly označeny jako změna nebo doplnění smlouvy.
5. VP a všichni PP zajišťují, že v případě změny ustanovení uvedených v § 1 smlouvy o dotaci se budou uplatňovat aktualizovaná práva a povinnosti z nich vyplývající.
6. Veškeré náklady, poplatky nebo daně, které nejsou způsobilé, nebo jiné povinnosti vyplývající z uzavření nebo provádění této smlouvy nesou VP a PP.
7. Tato smlouva se řídí a vykládá v souladu s právními předpisy Německa. Zákony Německa se tedy vztahují na všechny právní vztahy vyplývající z této smlouvy.
8. Na základě této smlouvy se PP rozhodnou neodvolatelně zvolit sídlo na svých adresách uvedených v partnerské části formuláře žádosti (příloha 1 k této smlouvě), kam mohou být oficiálně doručována všechna oficiální oznámení.
9. Každou změnu sídla oznámí příslušný PP/VP do 15 dnů po změně.
10. Tato smlouva musí být podepsána VP a všemi PP a podepsání smlouvy musí být doloženo nejpozději do tří měsíců po platnosti smlouvy o dotaci mezi ŘO a VP podle postupů popsaných v prováděcí příručce. ŘO si vyhrazuje právo zkontrolovat smlouvu o partnerství, aby ověřil, že byla podepsána a že je v souladu s minimálními požadavky, jak je stanoveno v § 10 odst. 2 smlouvy o poskytování dotace a jak je stanoveno v šabloně smlouvy o partnerství, která byla programem dána k dispozici.

11. Je vyhotoveno 11 kopií této smlouvy, z nichž každá smluvní strana obdrží jednu.

Vyhotoveno dne 9. září 2020 v Lipsku

**Vedoucí partner: Leipziger Verkehrsbetriebe (LVB) GmbH**

Jméno: Ronald Juhrs

Funkce: Generální ředitel

Podpis:

Datum:

**Partner 2**

**Mitteldeutscher Verkehrsverbund GmbH**

Jméno: Steffen Lehmann

Funkce: Ředitel

Podpis:

Datum:

**Partner 3**

**Stadt Leipzig**

Jméno: Dipl.-Ing. Michael Jana

Funkce: Ředitel Oddělení dopravy a infrastruktury

Podpis:

Datum:

**Partner 4**

**~~Salzburg AG für Energie, Verkehr und Telekommunikation~~**

Jméno: Kurt Nadeje

Funkce: Ředitel

Podpis: \_\_\_\_\_ Datum:

**Partner 5**

**Statutární město Brno**

Jméno: JUDr. Markéta Vaňková

Funkce: Primátorka města Brna

Podpis:

Datum:



**Partner 6**

**Grad Koprivnica**

Jméno: Mišel Jakšić

Funkce: Starosta města Koprivnica

Podpis:

Datum:

**Partner 7**

**SVEUČILIŠTE SJEVER**

Jméno: Prof. dr.sc. Marin Milković

Funkce: Rektor

Podpis:

Datum:

**Partner 8**

**Tramvie Elettriche Parmensi**

Jméno: Roberto Prada

Funkce: Předseda

Podpis:

Datum:

**Partner 9**

**Gmina Skawina**

Jméno: Tomasz Ożóg

Funkce: Primátor města Skawina

Podpis:

Datum:

**Partner 10**

**The Regional Environmental Center for Central and Eastern Europe**

Jméno: Mihail Dimovski

Funkce: Generální ředitel

Podpis: \_\_\_\_\_ Datum:

**Partner 11**

**Szegedi Közlekedési Kft.**

Jméno: Majó-Petri Zoltán

Funkce: Generální ředitel

Podpis:

Datum:

**Partner 12**

**Gmina Miejska Kraków, které zastupuje Zarząd Transportu Publicznego  
w Krakowie**

Jméno: Lukasz Franek

Funkce: Ředitel

Podpis:

Datum:

## Přílohy:

Příloha 1: nejnovější verze schváleného formuláře žádosti (včetně jeho příloh)

Příloha 2: kopie smlouvy o dotaci podepsané mezi ŘO a VP, včetně revize (revizí)

Příloha 3: seznam bankovních účtů PP

Následující dokumenty, které jsou nedílnou součástí této smlouvy, lze stáhnout z internetových stránek programu: [www.interreg-central.eu](http://www.interreg-central.eu):

- Aplikační příručka pro výzvu, ve které byl projekt schválen;
- Implementační příručka

Jakékoli právní předpisy EU uvedené v této dohodě lze stáhnout z <http://eur-lex.europa.eu>.



## Příloha 3: seznam bankovních účtů PP

### **Vedoucí partner: Leipziger Verkehrsbetriebe (LVB) GmbH**

Držitel účtu: Leipziger Verkehrsbetriebe (LVB) GmbH

IBAN: DE76 8604 0000 0100 1924 08

BIC: COBA DEFF XXX

Název banky: Commerzbank AG

Adresa banky: Goethestraße 3-5, 04109 Leipzig

### **Partner 2: Mitteldeutscher Verkehrsverbund GmbH**

Držitel účtu: Mitteldeutscher Verkehrsverbund GmbH

IBAN: DE33 8602 0086 0003 3047 95

BIC: HYVEDEMM495

Název banky: Bayerische Hypo- und Vereinsbank AG

Adresa banky: Kardinal-Faulhaber-Strasse 1, 80333 München

### **Partner 3: Stadt Leipzig**

Držitel účtu: Stadt Leipzig

IBAN: DE76 8605 5592 1010 0013 50

BIC: WELADE8LXXX

Název banky: Sparkasse Leipzig

### ~~**Partner 4: Salzburg AG für Energie, Verkehr und Telekommunikation**~~

~~Držitel účtu: Salzburg AG für Energie, Verkehr und Telekommunikation~~

~~IBAN: AT84 1953 0001 0018 0150~~

~~BIC: SPAEAT2S~~

~~Název banky: Bankhaus Carl Spängler & Co. AG~~

### **Partner 5: Statutární město Brno**

Držitel účtu: Statutární město Brno

IBAN: CZ02 0100 0000 4369 7789 0227

BIC: KOMBCZPP

Název banky: Komerční banka a.s.

Adresa banky: Praha 1, Na Příkopě 33 čp. 969, PSČ 114 07

### **Partner 6: Grad Koprivnica**

Držitel účtu: Grad Koprivnica

IBAN: HR872 3860 0215 5200 3069

BIC: PDKCHR2X

Název banky: PODRAVSKA BANKA DD

Adresa banky: Opatička 3, 48000 Koprivnica

### **Partner 7: SVEUČILIŠTE SJEVER**

Držitel účtu: Sveučilište Sjever

IBAN: HR612 3600 0011 0232 5217

BIC: ZABHR2X

Název banky: Zagrebačka banka

### **Partner 8: Tramvie Elettriche Parmensi**

Držitel účtu: Tep S.p.a., Via Taro 12, 43125 Parma

IBAN: IT 67 H 03069 12764 000 000 009 166

BIC: BCITITMM

Název banky: Banca Intesa Sanpaolo S.p.A.

Adresa banky: Agenzia di Via Abbeveratoia n. 67/A, 43126 Parma

### **Partner 9: Gmina Skawina**

Držitel účtu: Urząd Miasta i Gminy w Skawinie

IBAN: PL 63 8591 0007 0020 0560 0013 0004

BIC: KRSPPLPK

Název banky: Krakowski Bank Spółdzielczy Oddział w Skawinie

Adresa banky: ul. Słowackiego 1, 32-050 Skawina

### ~~**Partner 10: The Regional Environmental Center for Central and Eastern Europe**~~

~~Držitel účtu: The Regional Environmental Center~~

~~IBAN: HU64 1040 2166 4948 5149 4953 1002~~

~~BIC: OKHBHUHB~~

~~Název banky: Kereskedelmi és Hitelbank Rt. (K&H)~~

~~Adresa banky: Hungary, 1095 Budapest Lechner Ödön fasor 9~~

### **Partner 11: Szegedi Közlekedési Kft.**

Držitel účtu: Szegedi Közlekedési Kft.

IBAN: HU83 1206 7008 0014 3725 0150 0004

BIC: UBRTHUHB

Název banky: Raiffeisen Bank Zrt.

Adresa banky: H-1054 Budapest, Akadémia utca 6.

### **Partner 12: Gmina Miejska Kraków**

Držitel účtu: Gmina Miejska Kraków Urząd Miasta Krakowa Wydział Budżetu

IBAN: PL 67 1020 2892 0000 5202 0699 9447

BIC: BPKOPLPW

Název banky: PKO BP S.A. PKO Bank Polski

Adresa banky: Spółka Akcyjna - Centrala ul. Puławska 15, 02-515 Warszawa