

PART A – Project summary

A.1 Project identification

Project title	RESOLVE: sustainable mobility and the transition to a low-carbon retailing economy					83 / 300 characters	
Project acronym	RESOLVE					7 / 22 characters	
Name of the lead partner organisation in English	City of Roermond						
Specific objective	3.1. Improving low-carbon economy policies						
Project duration	Phase 1	Duration	36 Months	Start date	01/04/2016	End date	31/03/2019
	Phase 2	Duration	24 Months	Start date	01/04/2019	End date	31/03/2021
	Total No. months						60

A.2 Project abstract

Resolved to resolve.

The RESOLVE project innovatively addresses two urgent challenges in European cities: the declining retail sector and the increasing need to reduce CO2

The potential is considerable: up to 64% of shopping related trips in EU are made by car and almost 100% of goods are transported by motorized vehicle. In the Netherlands alone, retail accounts for 7.2 billion car-kms every year; this equals 1.08 billion kg CO2 per year! And 34% of these trips are shorter than 5 km!

Unfortunately different stakeholders often hold opposing views. For retailers the car is often seen as the panacea. Policy makers must urgently cut carbon. Moreover, retail and mobility are still separate policy fields, with little attention to their interaction.

The RESOLVE partners are resolved to find ways to resolve these differences.

The project's objective is to reduce carbon emissions created by retail related traffic in town and city centres while also supporting jobs and growth in the local retail economy. We will improve regional policies through innovative new projects and by improving governance so that the different stakeholders can agree common solutions. We will do this by:

- * analysing partners' plans through peer review,
- * identifying good practices that will improve these plans, studying them through Study Visits, importing them via special workshops and Regional Action Plans.
- * developing a Monitoring and Evaluation Tool that will help understanding about sustainable mobility and retailer confidence

The project's main outputs will benefit shoppers, retailers, city-managers and public transport operators, who will all be involved in the work. They are:

- * New projects that innovate by reducing travel demand, using new technology, improving city-management.
- * Improved governance by recognising retail as a unique 'transport policy' topic, by improving Sustainable Urban Mobility Plans, and by using the RESOLVE Tool to measure impact.






1,977 / 2,000 characters

A.3 Project budget summary

Programme Funding	Amount		Partner Contributions			Total Budget	
	Amount	Funding Rate	Public Contribution	Private Contribution	Total Contribution		
ERDF	1,716,105.00	84.17 %	280,550.25	42,106.75	322,657.00	Total eligible to ERDF	2,038,762.00
Norway	0.00	0.00 %	0.00	0.00	0.00	Total Norway	0.00
INTERREG Europe	1,716,105.00	84.17 %	280,550.25	42,106.75	322,657.00	Total INTERREG Europe	2,038,762.00
						Other Funding	0.00
						Grand Total	2,038,762.00

A.4 Overview of project partners

N°	Organisation	Country	Partner Budget		
			Programme Funding	Partner Contribution	Total
1	City of Roermond	NL	347,431.55	61,311.45	408,743.00
2	Department of Regional, Port and Transport Economics (RHV BV)	NL	126,320.25	42,106.75	168,427.00
3	Municipality of Reggio Emilia	IT	217,421.50	38,368.50	255,790.00
4	Transport for Greater Manchester	UK	232,050.00	40,950.00	273,000.00

N°	Organisation	Country	Partner Budget		
			Programme Funding	Partner Contribution	Total
5	Maribor Municipality	 SI	138,890.00	24,510.00	163,400.00
6	Kronoberg County Administration Board	 SE	247,180.00	43,620.00	290,800.00
7	Almada City Council	 PT	128,265.00	22,635.00	150,900.00
8	City of Warsaw	 PL	153,436.05	27,076.95	180,513.00
9	Moravian-Silesian Region	 CZ	125,110.65	22,078.35	147,189.00

Lead partner confirmation

By signing the application form the lead partner hereby confirms that:

- The information provided in this application is accurate and true to the best knowledge of the lead partner.
- The project is in line with the relevant EU and national legislation and policies of the countries involved.
- The lead partner and the project partners will act according to the provisions of the relevant national and EU regulations, especially regarding structural funds, public procurement, state aid, environment and equal opportunities, as well as the specific provisions of the programme.
- No expenditure related to the above mentioned project has been, is or will be funded by any other EU funded programme, except for partners that do not receive funding directly from the Interreg Europe programme.

Name of signing person	Martin de Bock	14 / 300 characters
Position of signing person	Head of the Department of Urban Development	43 / 300 characters
Lead partner's organisation	City of Roermond	
Place & date (dd/mm/yyyy)	Roermond, 30 July 2015	22 / 300 characters
Signature and stamp of lead partner (if exists)		

PART B – Partnership

B.1 Partner's details

Partner 1

Partner role in the project	<input type="text" value="Lead partner"/>		
Name of organisation in original language	<input type="text" value="Gemeente Roermond"/>		
			17 / 200 characters
Name of organisation in English	<input type="text" value="City of Roermond"/>		
			16 / 200 characters
Department/unit/division (if applicable)	<input type="text"/>		
			0 / 200 characters
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Postbus 900"/>		
			11 / 200 characters
Town	<input type="text" value="Roermond"/>	Postal code	<input type="text" value="6040 AX"/>
	8 / 200 characters		7 / 200 characters
Country	<input type="text" value="Netherlands (NEDERLAND)"/>		
NUTS 1 level	<input type="text" value="ZUID-NEDERLAND"/>		
NUTS 2 level	<input type="text" value="Limburg (NL)"/>		
NUTS 3 level	<input type="text" value="Midden-Limburg"/>		
Legal representative	<input type="text" value="Martin de Bock"/>		
			14 / 200 characters
Contact person 1	<input type="text" value="Jan Waalen"/>		
			10 / 200 characters
Phone office	<input type="text" value="+31 4753 59228"/>	Mobile (optional)	<input type="text" value="+31 6278 56352"/>
	14 / 200 characters		14 / 200 characters
Email	<input type="text" value="janwaalen@roermond.nl"/>	Website (optional)	<input type="text" value="www.roermond.nl"/>
			15 / 200 characters
Contact person 2 (optional)	<input type="text" value="Marloes Pril"/>		
			12 / 200 characters
Phone (optional)	<input type="text" value="+31 4753 59284"/>	Email (optional)	<input type="text" value="marloespril@roermond.nl"/>
	14 / 200 characters		23 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 2

Partner role in the project	Advisory partner		
Name of organisation in original language	Regionale, Haven- en Vervoerseconomie (RHV BV)		
	46 / 200 characters		
Name of organisation in English	Department of Regional, Port and Transport Economics (RHV BV)		
	61 / 200 characters		
Department/unit/division (if applicable)			
	0 / 200 characters		
Legal status	Body governed by private law (only non-profit)	Type of partner	Education and research institution
Address	Room H16-09, Burg. Oudlaan 50		
	29 / 200 characters		
Town	Rotterdam	Postal code	3062 PA
	9 / 200 characters		7 / 200 characters
Country	Netherlands (NEDERLAND)		
NUTS 1 level	WEST-NEDERLAND		
NUTS 2 level	Zuid-Holland		
NUTS 3 level	Groot-Rijnmond		
Legal representative	Larissa van der Lugt		
	20 / 200 characters		
Contact person 1	Giuliano Mingardo		
	17 / 200 characters		
Phone office	+31 10 4082427	Mobile (optional)	+31 6 13727102
	14 / 200 characters		14 / 200 characters
Email	mingardo@ese.eur.nl	Website (optional)	www.eur.nl/rhv
	14 / 200 characters		
Contact person 2 (optional)	Martijn Streng		
	14 / 200 characters		
Phone (optional)	+31 10 4081556	Email (optional)	streng@ese.eur.nl
	14 / 200 characters		17 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No		
What are the partner's competences and experiences in the issue addressed by the project?	<p>RHV is a research and education institute based at ERASMUS UNIVERSITY ROTTERDAM. The partner is therefore referred to as Erasmus. RHV is a leading knowledge institute in the Netherlands in the field of urban mobility. RHV is one of the first research institutes in the Netherlands to carry out scientific and applied research on mobility related to urban retail. Especially RHV studies on the relationship between visitors' modal split and turnover of shopping areas represent groundbreaking research. RHV has used specific monitoring and evaluation tools to understand the relationship between mobility and retail in urban areas. Several local governments regularly use the output of RHV research as input for policymaking. Additionally RHV hosts the Mobility Management Academy, which regularly provides educational programs for professionals and policy makers. Mobility Management, Parking and Urban Retail are specific themes of this academy. Finally, RHV has a large experience in EU-projects, especially in leading the exchange of knowledge among partner eg in the INTERREG IVC projects PIMMS TRANSFER and INVOLVE and in the IEE project Push & Pull. Among others, RHV has organized local/national/international Masterclasses for policy makers and other local stakeholders, created registers of best/good practices, organized and supervised study visits for partners, and organized import/export of good practices workshops for partners.</p>		
	1,446 / 1,500 characters		
What is the organisation's role in the project?	<p>RHV will lead the consortium in all Exchange of Experience work. This includes the following (Phase 1 unless otherwise stated):</p> <ul style="list-style-type: none"> * REGISTER OF GOOD PRACTICES: RHV will coordinate the collection, validate the entries, collect out-of-project entries * PEER REVIEW: RHV will manage and overview the process, will actively QA the reports * STUDY VISITS: RHV will manage and overview the process, will actively QA the reports * PARTNERS' IMPORT WORKSHOPS: RHV will overview the process * PARTNERS' REGIONAL ACTION PLANS: In Phase 1 RHV will overview their preparation, will actively QA the plans. In Phase 2 RHV will lead the monitoring and exchange of experience between partners. * MONITORING AND EVALUATION TOOL: RHV will lead the development testing and roll-out of the tool (also Phase 2) * LOCAL STAKEHOLDERS GROUP: RHV will support the regional partners, offering training to stakeholders (also Phase 2) * POLICY LEARNING PLATFORM: RHV will lead the cooperation between RESOLVE and the Platform. (also Phase 2) * PROGRESS REPORTING: RHV will analyse partners' reports to provide the required output and result information.(also Phase 2) * REGIONAL MASTER CLASSES: RHV will run 2 classes in Phase 1 		
	1,199 / 1,500 characters		

Partner 3

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Comune di Reggio Emilia"/>		23 / 200 characters
Name of organisation in English	<input type="text" value="Municipality of Reggio Emilia"/>		29 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="Mobility Policies Department"/>		
	28 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Via Emilia San Pietro 12"/>		
	24 / 200 characters		
Town	<input type="text" value="Reggio Emilia"/>	Postal code	<input type="text" value="42121"/>
	13 / 200 characters		5 / 200 characters
Country	<input type="text" value="Italy (ITALIA)"/>		
NUTS 1 level	<input type="text" value="NORD-EST"/>		
NUTS 2 level	<input type="text" value="Emilia-Romagna"/>		
NUTS 3 level	<input type="text" value="Reggio nell'Emilia"/>		
Legal representative	<input type="text" value="Lorenza Benedetti"/>		
	17 / 200 characters		
Contact person 1	<input type="text" value="Alessandro Meggiato"/>		
	19 / 200 characters		
Phone office	<input type="text" value="+39 0522 456128"/>	Mobile (optional)	<input type="text" value="+39 334 6533069"/>
	15 / 200 characters		15 / 200 characters
Email	<input type="text" value="Alessandro.meggiato@municipio.re.it"/>	Website (optional)	<input type="text" value="www.municipio.re.it"/>
			19 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
	0 / 200 characters		
Phone (optional)	<input type="text"/>	Email (optional)	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 4

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Transport for Greater Manchester"/>		
	32 / 200 characters		
Name of organisation in English	<input type="text" value="Transport for Greater Manchester"/>		
	32 / 200 characters		
Department/unit/division (if applicable)	<input type="text" value="Transport Strategy Directorate"/>		
	30 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Regional public authority"/>
Address	<input type="text" value="2 Piccadilly Place"/>		
	18 / 200 characters		
Town	<input type="text" value="Manchester"/>	Postal code	<input type="text" value="M1 3BG"/>
	10 / 200 characters		6 / 200 characters
Country	<input type="text" value="United Kingdom (UNITED KINGDOM)"/>		
NUTS 1 level	<input type="text" value="NORTH WEST (ENGLAND)"/>		
NUTS 2 level	<input type="text" value="Greater Manchester"/>		
NUTS 3 level	<input type="text" value="Manchester"/>		
Legal representative	<input type="text" value="Mr S Warrener"/>		
	13 / 200 characters		
Contact person 1	<input type="text" value="Mr Rafael Cuesta"/>		
	16 / 200 characters		
Phone office	<input type="text" value="+44 161 244 1705"/>	Mobile (optional)	<input type="text" value="+44 7824 547464"/>
	16 / 200 characters		15 / 200 characters
Email	<input type="text" value="rafael.cuesta@tfgm.com"/>	Website (optional)	<input type="text" value="www.tfgm.com"/>
			12 / 200 characters
Contact person 2 (optional)	<input type="text" value="Mr Liam Potts"/>		
	13 / 200 characters		
Phone (optional)	<input type="text" value="+44 161 244 1945"/>	Email (optional)	<input type="text" value="liam.potts@tfgm.com"/>
	16 / 200 characters		20 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 5

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Mestna občina Maribor"/>		
	21 / 200 characters		
Name of organisation in English	<input type="text" value="Maribor Municipality"/>		
	20 / 200 characters		
Department/unit/division (if applicable)	<input type="text"/>		
	0 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Ul. heroja Staneta 1"/>		
	20 / 200 characters		
Town	<input type="text" value="Maribor"/>	Postal code	<input type="text" value="2000"/>
	7 / 200 characters		4 / 200 characters
Country	<input type="text" value="Slovenia (SLOVENIJA)"/>		
NUTS 1 level	<input type="text" value="SLOVENIJA"/>		
NUTS 2 level	<input type="text" value="Vzhodna Slovenija"/>		
NUTS 3 level	<input type="text" value="Podravska"/>		
Legal representative	<input type="text" value="Andrej Fištravec"/>		
	16 / 200 characters		
Contact person 1	<input type="text" value="Gordana Kolesarič"/>		
	17 / 200 characters		
Phone office	<input type="text" value="+386 2 2201 457"/>	Mobile (optional)	<input type="text"/>
	15 / 200 characters		0 / 200 characters
Email	<input type="text" value="gordana.kolesaric@maribor.si"/>	Website (optional)	<input type="text" value="www.maribor.si"/>
			14 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
	0 / 200 characters		
Phone (optional)	<input type="text"/>	Email (optional)	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 6

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Länsstyrelsen i Kronobergs län"/>		30 / 200 characters
Name of organisation in English	<input type="text" value="Kronoberg County Administration Board"/>		37 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="Enviroment & nature management"/>		
	30 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Kungsgatan 8"/>		
	12 / 200 characters		
Town	<input type="text" value="Växjö"/>	Postal code	<input type="text" value="351 86"/>
	5 / 200 characters		6 / 200 characters
Country	<input type="text" value="Sweden (SVERIGE)"/>		
NUTS 1 level	<input type="text" value="SÖDRA SVERIGE"/>		
NUTS 2 level	<input type="text" value="Småland med öarna"/>		
NUTS 3 level	<input type="text" value="Kronobergs län"/>		
Legal representative	<input type="text" value="Lennart Johansson"/>		
	17 / 200 characters		
Contact person 1	<input type="text" value="Per-Anders Persson"/>		
	18 / 200 characters		
Phone office	<input type="text" value="+46 102 237462"/>	Mobile (optional)	<input type="text" value="+46 102 237462"/>
	14 / 200 characters		14 / 200 characters
Email	<input type="text" value="Per-Anders.Persson@lansstyrelsen.se"/>	Website (optional)	<input type="text" value="www.lansstyrelsen.se/kronoberg"/>
			31 / 200 characters
Contact person 2 (optional)	<input type="text" value="Fredrik Mårdh"/>		
	13 / 200 characters		
Phone (optional)	<input type="text" value="+46 7092 16050"/>	Email (optional)	<input type="text" value="fredrik.mardh@energikontorsydost.se"/>
	14 / 200 characters		35 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 7

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Câmara Municipal de Almada"/>		
			26 / 200 characters
Name of organisation in English	<input type="text" value="Almada City Council"/>		
			19 / 200 characters
Department/unit/division (if applicable)	<input type="text"/>		
			0 / 200 characters
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="Rua Trigueiros Martel, 1"/>		
			24 / 200 characters
Town	<input type="text" value="Almada"/>	Postal code	<input type="text" value="2800-213"/>
	6 / 200 characters		8 / 200 characters
Country	<input type="text" value="Portugal (PORTUGAL)"/>		
NUTS 1 level	<input type="text" value="CONTINENTE"/>		
NUTS 2 level	<input type="text" value="Área Metropolitana de Lisboa"/>		
NUTS 3 level	<input type="text" value="Área Metropolitana de Lisboa"/>		
Legal representative	<input type="text" value="Joaquim Estêvão Miguel Judas"/>		
			28 / 200 characters
Contact person 1	<input type="text" value="Catarina Freitas"/>		
			16 / 200 characters
Phone office	<input type="text" value="+351 212 722510"/>	Mobile (optional)	<input type="text"/>
	15 / 200 characters		0 / 200 characters
Email	<input type="text" value="cfreitas@cma.m-almada.pt"/>	Website (optional)	<input type="text" value="http://www.m-almada.pt"/>
			22 / 200 characters
Contact person 2 (optional)	<input type="text"/>		
			0 / 200 characters
Phone (optional)	<input type="text"/>	Email (optional)	<input type="text"/>
	0 / 200 characters		0 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 8

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Miasto Stołeczne Warszawa"/>		25 / 200 characters
Name of organisation in English	<input type="text" value="City of Warsaw"/>		14 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="Zarząd Transportu Miejskiego"/>		
	28 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Local public authority"/>
Address	<input type="text" value="ul. Żelazna 61"/>		
	14 / 200 characters		
Town	<input type="text" value="Warszawa"/>	Postal code	<input type="text" value="00-848"/>
	8 / 200 characters		6 / 200 characters
Country	<input type="text" value="Poland (POLSKA)"/>		
NUTS 1 level	<input type="text" value="REGION CENTRALNY"/>		
NUTS 2 level	<input type="text" value="Mazowieckie"/>		
NUTS 3 level	<input type="text" value="Miasto Warszawa"/>		
Legal representative	<input type="text" value="Wiesław Witek"/>		
	14 / 200 characters		
Contact person 1	<input type="text" value="Tamás Dombi"/>		
	11 / 200 characters		
Phone office	<input type="text" value="+48 22 45 94 249"/>	Mobile (optional)	<input type="text" value="+48 604 594 507"/>
	16 / 200 characters		15 / 200 characters
Email	<input type="text" value="t.dombi@zdm.waw.pl"/>	Website (optional)	<input type="text" value="um.warszawa.pl"/>
			14 / 200 characters
Contact person 2 (optional)	<input type="text" value="Halina Rakowska"/>		
	15 / 200 characters		
Phone (optional)	<input type="text" value="+48 22 45 94 197"/>	Email (optional)	<input type="text" value="h.rakowska@ztm.waw.pl"/>
	16 / 200 characters		21 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

Partner 9

Partner role in the project	<input type="text" value="Partner"/>		
Name of organisation in original language	<input type="text" value="Moravskoslezsky kraj"/>		20 / 200 characters
Name of organisation in English	<input type="text" value="Moravian-Silesian Region"/>		24 / 200 characters
Department/unit/division (if applicable)	<input type="text" value="Department of European projects"/>		
	31 / 200 characters		
Legal status	<input type="text" value="Public body or body governed by public law"/>	Type of partner	<input type="text" value="Regional public authority"/>
Address	<input type="text" value="28. rijna 117"/>		
	13 / 200 characters		
Town	<input type="text" value="Ostrava"/>	Postal code	<input type="text" value="70218"/>
	7 / 200 characters		5 / 200 characters
Country	<input type="text" value="Czech Republic (ČESKÁ REPUBLIKA)"/>		
NUTS 1 level	<input type="text" value="ČESKÁ REPUBLIKA"/>		
NUTS 2 level	<input type="text" value="Moravskoslezsko"/>		
NUTS 3 level	<input type="text" value="Moravskoslezský kraj"/>		
Legal representative	<input type="text" value="Miroslav Novak"/>		
	14 / 200 characters		
Contact person 1	<input type="text" value="Hynek Orsag"/>		
	11 / 200 characters		
Phone office	<input type="text" value="+420 595 622430"/>	Mobile (optional)	<input type="text" value="+420 606 759763"/>
	15 / 200 characters		15 / 200 characters
Email	<input type="text" value="hynek.orsag@kr-moravskoslezsky.cz"/>	Website (optional)	<input type="text" value="http://www.kr-moravskoslezsky.cz/"/>
			34 / 200 characters
Contact person 2 (optional)	<input type="text" value="Ales Trnka"/>		
	10 / 200 characters		
Phone (optional)	<input type="text" value="+420 595 622984"/>	Email (optional)	<input type="text" value="ales.trnka@kr-moravskoslezsky.cz"/>
	15 / 200 characters		32 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	<input type="text" value="No"/>		

B.2 Policies addressed and territorial context

Number	Name	Structural funds link	Letter Of Support Required	Responsible Body Name
1	Operational Program: ERDF 2014-2020 Zuid-Nederland (OP Zuid) Priority axes 2: Low carbon economy ...	Yes	Yes	Province of Limburg
2	2014-2020 POR FESR Emilia Romagna (ERDF Emilia-Romagna Regional Operational Programme) Priority Axi...	Yes	Yes	Emilia-Romagna Region, General Directorate for productive activities, commerce and tourism
3	The Greater Manchester Strategy: Priority - Seizing the growth potential of a low carbon economy an...	No	No	Transport for Greater Manchester
4	Sustainable Urban Mobility Plan (SUMP) – Traffic strategy of the City of Maribor (adopted 2015)	No	No	Maribor Municipality
5	Regional environmental objectives in Kronoberg county (Regionala miljömål för Kronobergs län)	No	No	Kronoberg County Administration Board
6	POR LISBOA (Lisbon Regional Operational Program). Thematic Objective 4: Supporting the transition to ...	Yes	Yes	Coordination Commission and Regional Development of Lisbon and Tagus Valley
7	Regional Operational Programme (ROP) of the Mazowieckie Voivodeship: Priority axis IV: Transition to...	Yes	Yes	Board of the Mazowieckie Voivodeship in Warsaw
8	Integrated Regional Operational Programme (IROP) 2014-2020 Priority axis 1 Competitive, accessible ...	Yes	Yes	Ministry of Regional Development, Department of managing operational programmes

B.2.1 Policy instrument 1

B.2.1.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Operational Program: ERDF 2014-2020 Zuid-Nederland (OP Zuid) | Priority axes 2: Low carbon economy | Thematic target 4: Supporting the transition to a low-carbon economy in all sectors.

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES The OP Zuid covers the 'region' South Netherlands which consists of three provinces: Zeeland, Noord-Brabant and Limburg. Because the region is not a formal body the province of Noord-Brabant functions as the Managing Authority on behalf of the three provinces. The OP has an Investment Priority (4F1) that encourages innovation linked to smart deployment of low carbon instruments for the built environment. It will finance 'smart roll-out' projects of innovative low carbon instruments. Smart roll-out projects are practical practices that directly contribute to the sustainability objectives and also act as a lever for deployment on a large scale. With RESOLVE we will propose such smart roll-out projects in our Action Plan. Our Monitoring Tool will help us to prove the effect of our approach in order to deploy the lessons learned on a regional or national level.

WHY IT SHOULD BE IMPROVED Retail-related traffic is not recognised as a topic in relation to sustainable mobility or a low-carbon economy, but has a great potential for carbon reduction. RESOLVE proposes an approach to focus more on retail-related traffic in SUMP and regional policies. Because retail-related traffic is an important traffic-generator, more focus on this area will lead to more successful actions to reduce carbon emissions. At the same time this approach will be more supportive to the retail-economy of inner cities

1,419 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Province of Limburg

19 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

We will improve the policy instrument through supporting NEW PROJECTS. In RESOLVE we will identify Good Practices on sustainable mobility related to the retail economy. These Good Practices can be new measures, policy instruments or an improved approach in setting up a SUMP.

We can adapt these Good Practices as new 'smart roll-out' projects. We will use RESOLVE to transfer the Good Practices from another region and implement them in our SUMP action plan. If the transfer proves to be successful the Good Practice can then be deployed on a large scale across Limburg with support from the operational program.

The innovative approach of RESOLVE is that we regard retail-related mobility as an important factor in SUMP. This has a huge potential in reducing carbon emissions. Because we take retail-related traffic seriously our SUMP will support the local economy and because of that we will gain support from influential local retailers for sustainable mobility measures in our SUMP's action plan.

We will use our monitoring tool to measure the effect of our approach. Beside the performance indicator we will also measure the effect on the our traffic system and on the local economy. After a successful testing period we will deploy this monitoring tool on a large scale: provincial and/or national. If we succeed to do so this will lead to IMPROVED GOVERNANCE of the policy instrument.

1,397 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% extra reduction in retail related car trips in shopping areas targeted by projects by 2020

92 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

STATE OF PLAY #1 OP Zuid aims to support the transition to a low-carbon economy. Investment priority 4F1 focusses on the built environment; the building and the energy-processes that are linked to it. For the retail-economy retail-related traffic is a major source of carbon emission. This isn't recognised in the policy instrument. Also in regional mobility policies addressing retail-related traffic isn't considered to be a way to reduce carbon emission. The main focus is on commuter traffic.
NEEDED IMPROVEMENTS #1 We can improve this by creating awareness among regional and national policy makers that addressing retail-related traffic (visitors and logistics) has a high potential to reduce carbon emissions. The monitoring tool will enable us to quantify the effects of our SUMP on retail-related traffic and the carbon emissions it generates. We can use this to disseminate the success of our approach.

STATE OF PLAY #2 Retailers overestimate the importance of car accessibility in comparison to accessibility by foot, bicycle or public transport. Because retailers are represented locally by lobby-groups they have a large influence on municipal decision-making. This means that it's often hard to include certain sustainable mobility measures in a SUMP and pass it through the City Council.

NEEDED IMPROVEMENTS #2 The aim of RESOLVE is to set up a SUMP in cooperation with the retailers through a common learning process. Retailers will learn about sustainable mobility and policy and decision makers will learn about retailing. This will lead to the adoption of a SUMP by the City Council with support from the retailers, with a higher potential to reduce carbon emission and that supports the local (retail) economy. The findings of this learning process will help to improve the regional and national policy and assist the regional authority to support similar projects in order to disseminate the project results.

1,933 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

RESOLVE addresses the 'Technology'-domain of the RIS3. One target of the RIS3 is for the region to act as a testing-ground to test new knowledge. With RESOLVE we will contribute to the Dutch Integrated Testsite for Cooperative Mobility, one of the projects in this domain. DITCM develops and tests products and services that contribute to sustainable mobility. In our SUMP and RESOLVE Action Plan we will facilitate the testing of Cooperative Mobility in relation to retail-related traffic.

490 / 500 characters

B.2.1.2 Partner relevance for policy instrument 1

Partner

LP City of Roermond

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCE: We are responsible for the Sustainable Urban Mobility Plan for the city of Roermond and develop the transport and mobility policies needed for a more sustainable future.
EXPERIENCE: Together with our Designer Outlet, Retailpark and the Retail & Business Academy Roermond we support innovation and development of the retail sector. Roermond is also a member of the Advisory Board 'Hospitable Accessibility of Inner Cities' of the Dutch Ministry of Infrastructure and the Environment.

What is the capacity of the partner to influence policy instrument 1?

According to Dutch regulations provinces must formally involve municipalities in regional policies on traffic and transport. OP Zuid can be influenced by using this formal involvement. Beside the formal approach we will involve regional key-decision makers in RESOLVE. The province and two influential regional lobby-groups are represented in our local stakeholder group. Through our membership of the Advisory Board of the Dutch Ministry we can also influence policies at/from a national level.

495 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

CONTRIBUTE: We will lead the project, offer good practices, contribute to the peer review, host Study Visits, advise on good practice export, develop and test the monitoring tool and support the Learning Platform.
BENEFIT: We will implement the good practices in our action plan and use them as 'smart roll-out' projects to improve the operational policy on the subject of supporting the transition to a low-carbon economy. We will do this by increasing the focus of SUMP's on retail-related traffic.

499 / 500 characters

B.2.1.3 Stakeholder group relevant for policy instrument 1

Please provide the indicative list of stakeholders to be involved in the project

- Province of Limburg
- Retail & Business Academy Roermond
- Rijkswaterstaat (Ministry of Infrastructure and the Environment)
- Limburg Employers Association (LWV)
- Transport and Logistics Netherland (TLN)
- Business Improvement District Inner City Roermond (BIZ Binnenstad)

275 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

PROVINCE OF LIMBURG is responsible for provincial Traffic and Transport policies. Limburg represents the province of Noord-Brabant as the managing authority of the ERDF Operational Program of South Netherlands.
RETAIL & BUSINESS ACADEMY is an initiative of the City of Roermond, UWV (Employee Insurance Agency), three education institutes, and BIZ Binnenstad. It's goals are to provide education for the retail sector and to work in innovation and development. For the latter currently the 'Retail Innovation Centre' is being developed.
RIJKSWATERSTAAT is the executive agency of the Ministry of Infrastructure and the Environment, responsible for the Dutch main road network and facilitates smooth and safe flow of traffic. They influence both regional and national policies.
LWV represents a lot of regional businesses. Many of these are relevant to RESOLVE because a) they represent retailers or b) they represent road users (logistic sector, agricultural sector, transport sector, etc.). They function as a lobby group to influence regional and national policies.
TLN is an important stakeholder because TLN represents companies that are responsible for distributing goods to retailers. TLN has a lot of influence on regional and national policy.
BIZ BINNENSTAD represents all retailers in the inner city of Roermond. They are an important stakeholder because they have a role in developing and testing the monitoring tool. They will also help us to gain support for our SUMP at a local level.

1,496 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

PROJECT
1) The stakeholders will have an active role in the project and meet 3 times per year. They will contribute to the Good Practices register, take part in the peer review, co-host Study Visits and advise on good practice export.
2) The stakeholders will have an important role in developing and testing the monitoring tool. The province and Rijkswaterstaat will contribute from the perspective of mobility and sustainability. LWV, TLN and BIZ will contribute from the private sector and economic perspective. The Retail & Business Academy Roermond will contribute from the perspective of education and innovation & development.
3) The private sector stakeholders have a conflicting interest with sustainable mobility. Therefore we will use them as a test panel to develop sustainability policies that are better in line with the interest of the private retail sector.
REGIONAL LEARNING PROCES
1) The members of the stakeholder group are all influential organisations with a solid link to the objectives of RESOLVE: mobility and retail. Knowledge from the RESOLVE project will be distributed throughout these organisations with newsletters and workshops.
REGIONAL LEARNING PROCES
2) Members of the stakeholder group will be influential speakers during communication activities that Roermond will organise.
3) The members of the stakeholder group organise or contribute to a lot of seminars, workshops and congresses. They will be able to address RESOLVE in a lot of these activities.

1,485 / 1,500 characters

B.2.2 Policy instrument 2

B.2.2.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

2014-2020 POR FESR Emilia Romagna (ERDF Emilia-Romagna Regional Operational Programme)
Priority Axis 4 – Promoting low carbon economy in territories and industry
Investment Priority 4e: Promoting low carbon emission strategies for all kind of territories, in particular for urban areas, including promotion of sustainable multimodal urban mobility

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES
The increase of sustainable mobility represents the main objective at regional level. POR FESR Investment Priority 4e identifies measures aimed to decrease the number of vehicles used and increase alternatives eg:
* bike sharing
* pedestrian areas and cycle paths aimed at promoting cycling and walking
* low-energy-impact vehicles
€13,7m is dedicated to these priorities, and will be available for competitive proposals during the project-period.

WHY IT SHOULD BE IMPROVED
Sustainable Urban Mobility Plans are an EC initiative to promote sustainable mobility and reduce carbon emissions; Municipalities (who are in charge of drafting them) therefore can play a key role in carbon reduction. Commercial related travel, both of people and goods, represent a good share of all trips within a city. Reducing them could lead to achieve highly significant improvements and benefits for the overall mobility of a town, and therefore these kind of travels have to be regarded as one of the essential parts of SUMP. Emilia Romagna Region is keen to promote sustainable modes of transport and the adoption of SUMP within the cities of the region, and RESOLVE approach will add the regional mobility policies in general and the identified POR FESR Investment Priority by adding the perspective of commercial-related travels to sustainable mobility policies and plans, focusing on the transition to a low carbon RETAIL economy, with recommendations for policy improvements.

1,479 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Emilia-Romagna Region, General Directorate for productive activities, commerce and tourism

90 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The policy instrument POR-FESR of the Emilia Romagna region was approved in Feb-15 by the EC, so there are slight possibilities to change the structure and the specific measures already identified in the operational programme for the period 2014-2020. RESOLVE fits anyway quite well in the specific objective 4.6 of the Program, and its approach and findings can contribute to the improvement of the regional policy instrument, more notably by influencing NEW PROJECTS and initiatives that Emilia Romagna Region will finance within the operational programme in the next five years under the Investment Priority 4e, in particular those relating to
* pedestrianisation,
* access of people in the city centre for shopping
* cooperation between policy makers and retailers.
This can be made both by the import and implementation of new specific projects by the Regional POR FESR, and also by influencing the eligibility criteria of the projects to be financed through it (for example, the cities that are applying for funding must have an approved SUMP, and since travel-to-shop is a significant generator of pollution and carbon emission the SUMP must take into account the transport generated by retail).
The monitoring tool developed within RESOLVE can also inspire the Emilia Romagna Region a new methodology to forecast and measure the impact of mobility policies on retailing, thus contributing to IMPROVED GOVERNANCE of the policy instrument.

1,449 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% extra reduction in retail related car trips in shopping areas targeted by projects by 2020.

93 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

STATE OF PLAY: The Regional Operative Programs supports policies aimed at making urban mobility less dependent on personal car use and are embedded into an integrated strategy for sustainable urban mobility. SUMP are thus a key factor in fulfilling the ROPs objectives.
In 2008 Reggio Emilia City Council approved the Urban Mobility Plan (PUM), a document designed as the strategic plan for the development of urban mobility policies setting short, medium and long term strategic interventions to strongly reduce personal car use. The PUM scenario assumes three main objectives:
1. environmental: decrease the negative impacts of the mobility system;
2. functional: reduce the traffic jams;
3. social: increase the quality life and the safety level in the urban area.
It focused on 4 main priorities:
1. air quality;
2. decrease of accidents;
3. public transport improvement;
4. decrease of car use in the city centre.

WHAT NEEDS TO BE IMPROVED: Since the PUM approval not all strategies have been developed at the same level: regulation measures and parking pricing have been completed, cycling network and traffic calming developments are ongoing, while public transport strategies and innovation measures (i.e. ICT) are still not properly implemented. In the next few years, Reggio Emilia needs to update the PUM into a SUMP, designing a set of interrelated measures to satisfy the current and future mobility needs of people and businesses to make the city safer, more attractive and accessible. Travel-to-shop is a significant generator of carbon emission in the central area, and with RESOLVE Reggio Emilia will be able to identify innovative strategies to tackle the current challenges in the field of transport with cost-efficient measures aimed at discouraging private car use in favour of walking, cycling and public transport, and reduce congestion and emissions by promoting an active retail.

1,908 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

B.2.2.2 Partner relevance for policy instrument 2

Partner

PP3 Municipality of Reggio Emilia

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCES as Local Authority the municipality is in charge of the planning and management of transport in the city, as well as of the SUMP preparation and implementation.

EXPERIENCES The Municipality has promoted several measures to foster sustainable urban mobility, eg parking regulation and access control in the historical city centre, the improvement of cycling facilities and services, and the promotion of local public transport and park&rides with shuttle to the city centre.

487 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

The Municipality of Reggio Emilia is represented on the monitoring committee of the POR, thus it will be possible to influence the criteria of resources allocation to projects financed through it.

196 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

The City will CONTRIBUTE to the interregional exchange offering good practices, hosting site visits, advising on good practice export, and providing inputs for the monitoring tool. It will also lead Communication at project level and develop a dialogue platform creating a European community of stakeholders. Reggio Emilia will BENEFIT using partners' good practices to influence the regional policy via the Regional Action Plan and update the local PUM into a SUMP.

468 / 500 characters

B.2.2.3 Stakeholder group relevant for policy instrument 2

Please provide the indicative list of stakeholders to be involved in the project

The indicative list of Reggio Emilia local stakeholders comprises:

- Emilia Romagna Region-General Directorate for productive activities, commerce and tourism; General Directorate for transport and mobility
- ITL (regional foundation for the development and the promotion of the logistics and transport systems in Emilia-Romagna)
- Chamber of Commerce (local organization of businesses whose goal is to further the interests of local businesses)
- CNA Commercio, Confcommercio and Confesercenti (3 trade and commerce unions representing traders and retailers)
- Mobility Agency
- SETA
- TIL
- University of Modena and Reggio Emilia
- Other Departments of the Municipality, in particular the Department of Commerce.

724 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

EMILIA ROMAGNA REGION is the Managing Authority for ERDF funds. Its direct involvement in the LSG, both with the Directorate for productive activities, commerce and tourism (responsible for the ERDF funds) and the transport and mobility one, will secure the outcomes of the project in terms of influence on the policy instrument. ITL, expert in transport and logistics, giving a broader regional context to RESOLVE activities and results and facilitating the transferability in other cities of the region. Local stakeholders will make sure that RESOLVE activities are tailored to the local conditions: Chamber of Commerce, CNA Commercio, Confcommercio and Confesercenti, already involved in a stakeholder group working on this topic promoted by the Municipality (TUC-Tavolo Unico del Commercio) and regularly cooperating with the administration in many projects, especially aimed at promoting the retail in the historical city centre, will represent the point of view of the retailers; Mobility Agency, SETA and TIL, the main transport players in Reggio Emilia, regulating and managing the public transport and the access&parking in the city, and the University of Modena and Reggio Emilia, with an extensive experience in research and planning applied to transport, along with other Departments of the Municipality of Reggio Emilia (especially those working on retail issues) will help to analyse the local conditions and tailor the activities and the Action Plan.

1,466 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

Work has already started: the Municipality involved on a permanent basis retail associations and organizations to discuss retail issues with stakeholders, including those on accessibility and mobility policies for the city centre. With RESOLVE, the objective is to strengthen further the cooperation with retailers and mobility stakeholders: the actors listed above will represent the "core" inner group of the RESOLVE Local Stakeholders Group (LSG), and it will be have an average number of 20 participants. The Municipality will also involve an "enlarged group" of stakeholders that can add with their expertise to the project development: occasionally, other transport actors (for example, the Province of Reggio Emilia, haulage associations/operators, etc), will be invited to attend the stakeholders group meeting when a particular thematic issue will be discussed.

The stakeholder group will meet regularly (3 times a year) to monitor the activities of the project and contribute to the drafting of the Regional Action Plan. The representatives of these organizations will actively participate in the exchange of experience and interregional learning process at project level by participating to study visits and workshops, and will cooperate with the Municipality of Reggio Emilia in:

- * identification and collection of Good Practices;
- * analysis of the potential for transferring best practices;
- * contribute to the monitoring tool
- * drafting the RAP.

1,464 / 1,500 characters

B.2.3 Policy instrument 3

B.2.3.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

The Greater Manchester Strategy:
Priority - Seizing the growth potential of a low carbon economy and increased resource efficiency.

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES

The Strategy establishes the vision for the region. It sets out a programme of vigorous collective action based on driving sustainable economic growth. A significant objective is to advance low-carbon policies, including the promotion of sustainable urban mobility. The region aims to reduce its carbon footprint from 17.5 million tonnes per annum to <10 mtpa by 2020. A new draft Transport Strategy and Delivery Plan will be published in 2016 and will replace our current Plan. A new SUMP is being developed for the period 2018-40.

The Greater Manchester Transport Fund (GTMF) finances the programme of transport improvements. It is managed by TfGM, budget is €2.1bn; it includes ERDF funding allocated for transport.

REASONS FOR IMPROVEMENT

To achieve the carbon reduction objective, improvement targets are:

- * more people to travel by public transport, on foot and by bike;
- * a reduction in harmful emissions from vehicles;
- * make best use of our existing transport infrastructure;
- * enhance the capacity, efficiency, resilience and safety of our transport networks;
- * understand better the needs of our travelling customers through 'smarter' data collection, trend analysis and forecasts;
- * reduce environmental impacts through low-emission vehicle technology; and
- * reduce the need to travel and transport goods through advances in digital communications

1,382 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

No

Is the body responsible for this policy instrument included in the partnership?

Yes

Name of this responsible body

PP4 Transport for Greater Manchester

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The policy instrument will be improved at several levels

NEW PROJECTS will be proposed in any/all of the followings:

- * Provision of advice and support to increase the use or take up of renewable and low carbon fuels/energy
- * Whole place low carbon initiatives/solutions
- * Low carbon transport, including electric/low carbon vehicle infrastructure, cycle paths, walking and waterways
- * Smart Cities, urban mobility, urban design,
- * Smart grids and demand management
- * Low carbon modal shift and smart systems,
- * Green and blue infrastructure to reduce whole place energy requirements.

IMPROVED GOVERNANCE will be achieved by

- * Use and apply the Monitoring and Evaluation tool to help forecast and measure the impact of mobility policies on retailing, and to measure carbon reduction.
- * Run a dialogue programme with city retailers
- * Establish a retailers' portal to enable a rich and dynamic "conversation" between retailers and local agencies on SUMP topics and policies and good practices.

STRUCTURAL CHANGE will be achieved by:

- * Revising the region's Sustainable Urban Mobility Plan. Plans for the period from 2040 are already under way. Lessons from RESOLVE will improve this new policy instrument by developing an evidence led SUMP in close cooperation with the retail sector their knowledge and support for Sustainable Mobility will improve. As a result this will lead to a bigger chance of a successful implementation of Sustainable Mobility policy.

1,465 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% of retailers in the targeted areas that have decreased the CO2-footprint of their goods 2020.

96 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

Retailing is a significant CO2 generator: in Greater Manchester 23% of trips are retail-related, only 16% are work-related. However, retailing is not recognised as a focus for policy improvement and to evidence the impact of mobility policies on retailing and vice versa.

With a population of 2.7m, the region is a major driver of jobs and growth. It is highly urbanised and polycentric; with Manchester at the regional centre but significant retail centres in the surrounding towns. There is a well developed transport infrastructure of both roads and public transport. In recent years there has been substantial investment in retail centres, and more is planned; here the retail/mobility challenge is prosperity. In peripheral parts the picture is completely different, with less attractive retailing and accessibility.

The region aims to decrease carbon emissions by 48% between 1990 and 2020. However it is not expected to meet EU emission standards for NO2 before 2020. While emissions have declined since 2005 (due to improved vehicle efficiency and the economic downturn) and the fall is forecast to continue, it is clear that more radical measures will be needed in order to meet future targets.

Low carbon transport matters, for Greater Manchester's economy and communities to flourish. Excellent transport connectivity based on ultra-low emissions can also act as a catalyst for new development and regeneration: transforming and revitalising the city centre as well as old sites with new productive uses. But transport can only fulfil this potential if it is planned in tandem with a wider economic, social and environmental programme covering housing, employment, innovation, public service and welfare reforms, and the need to develop a sustainable economy in partnership with the economic sectors such as retailing.

1,842 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

B.2.3.2 Partner relevance for policy instrument 3

Partner	PP4 Transport for Greater Manchester
What are the partner's competences and experiences in the issue addressed by this policy?	<p>COMPETENCES: TfGM is responsible for the Sustainable Urban Mobility Plan for the region and developing the transport and mobility policies needed for a more sustainable future. We undertake major spending programmes complemented by innovative travel promotion initiatives.</p> <p>EXPERIENCES TfGM and predecessor organisations have full experience in all aspects of transport planning and investment.</p>
What is the capacity of the partner to influence policy instrument 1?	<p>TfGM owns the policy instrument and therefore has full capacity to influence it, working with other strategic stakeholders, especially the newly-formed GM Combined Authority, which will receive further devolved powers during the project-period. Investment decisions are therefore possible</p> <p>Two strategic documents are under preparation during this time, so the influence will be extended well beyond 2020</p>
How will the partner contribute to the content of the cooperation and benefit from it?	<p>As an advanced partner we will fully engage in the programme We will CONTRIBUTE to the cooperation by organising study visits, workshops etc in the topic of RESOLVE. Additionally we will create a web-portal to enable a "conversation" between retailers and local agencies.</p> <p>We will BENEFIT from the cooperation by learning from other partners, sharing knowledge in our organization and stakeholder group and using the lessons learnt to improve the targeted regional policy and its successors</p>

B.2.3.3 Stakeholder group relevant for policy instrument 3

Please provide the indicative list of stakeholders to be involved in the project	<p>Manchester City Council AGMA (Association of Greater Manchester Authorities) CityCo Manchester City Centre Business Improvement District Greater Manchester Local Enterprise Partnership</p>
Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)	<p>MANCHESTER CITY COUNCIL (Local authority) leads the regional initiatives, in partnership with AGMA (representing all 10 Local Authorities in the region). Together they are responsible for all transport and planning policies, at all levels of administration.</p> <p>CITYCO is the city centre management company. It is an independent membership organisation. with business network covers all sizes, sectors and locations across the city centre .</p> <p>MANCHESTER CITY CENTRE BUSINESS IMPROVEMENT DISTRICT Manchester's city center retail community has come together to form a Business Improvement District to focus on delivering customer service and initiatives that aim to improve the attractiveness of the city and encourage more spending visitors.</p> <p>GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP Regional organisation which brings together business leaders to assist in setting the strategic course, determine local priorities and drive growth and job creation within the city region.</p>
How will this group be involved in the project and in the interregional learning process?	<p>The stakeholder group will be formed at the beginning of the project and will meet regularly to discuss issues raised during the project. The group will participate in the project through the exchange of good practices and adoption of innovative solutions.</p> <p>In order to encourage changes in travel behaviour through our retail community we plan to:</p> <ul style="list-style-type: none"> * Involve the stakeholders in all aspects of the interregional learning process (peer review, Study Visits, Preparation of the RAP) * Develop a programme of practical support to raise awareness of low carbon practices. * Develop and deliver a retailers' portal to assist with travel choice interventions and to enable a rich and dynamic "conversation" between retailers and local agencies on SUMP topics and policies and good practices. * Develop specific activities linked to wider RESOLVE objective; including Master Class for stakeholders to to help them gain new knowledge and good practices needed to adopt more sustainable ways of working. * Build on existing programmes of intervention being delivered across GM. * Understand and review existing communications networks including maps, websites and newsletters. * Establish links to stakeholder information and communication strategies. * Undertake a range of promotional activities and events. * Develop a catalogue of leaflets and flyers that support business and community engagement.

B.2.4 Policy instrument 4

B.2.4.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Sustainable Urban Mobility Plan (SUMP) – Traffic strategy of the City of Maribor (adopted 2015)

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES The SUMP was prepared in accordance with EC and national Guidelines. It is focused on mobility with strong view on the economic consequences of mobility and is one of the municipality's main strategies for carbon reduction. Key issues are air quality problems, poor public transport system, too much planning of parking places, bad connections of cycle lanes. The SUMP has highlighted that strategic urban planning is poor and the local ordinances about traffic and urban planning are still not in accordance with sustainable mobility. The SUMP does not recognise the issue of retailing in the city centre or similar areas where economic activities are dependant on traffic arrangements (pedestrian zones, logistic restrictions).
WHY IMPROVE? A more concrete action plan is needed, with consequent changes of local legislation - ordinances to implement sustainable mobility in urban planning legislation and municipal roads where great potential for carbon reduction is possible such as low carbon retail and improving public transport in city centre to avoid individual motorization to shopping areas. new local regulations would introduce new conditions for investors of shopping centres to invest also in infrastructure for public transport stops and not only in parking spaces. New bus lanes to shopping centres should be introduced.

1,355 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

No

Is the body responsible for this policy instrument included in the partnership?

Yes

Name of this responsible body

PP5 Maribor Municipality

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The improvement of the policy will address the following issues:
 * Transport of goods (logistics)
 * Transport of people/visitors (by car, public transport, cycling, walking)
 * Parking policies related to shopping areas
 * Local financing initiatives and the economic aspect of mobility planning in urban areas
 * Enhanced cooperation between the City Council and retailers
NEW PROJECTS: external funding will be sought for initiatives that address these key issues, prepared on the basis of good practices learned through RESOLVE. We will concentrate on the city centre.
STRUCTURAL CHANGE. A new SUMP will be prepared. Specific goals with a separate list of activities will be included. Emphasis will be on sustainable mobility in the city centre based on a strong engagement of local authority with retailers that will result in improved mobility policy and its positive effect on the local economy. We will change the mobility planning system to recognize the retailing sector as important economic and carbon reduction drivers. We will work with retailers in sustainable mobility issues.
 By changing the policy and local ordinances to introduce new restrictions for retailers and at the same time offering clean vehicles to deliver in the city centre we will reduce carbon emissions, improve air quality and life quality in the city centre. We will use the RESOLVE Monitoring and Evaluation Tool in to measure impact the city centre pedestrian zone.

1,455 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% extra reduction in retail related car trips in the pedestrian zone by 2020

76 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

local

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

Most of the traffic in the city centre and around shopping centres is done by personal car. Also logistic for shops is done by motorized car using fossil fuels. There are also some pedestrian zones but delivery is not well regulated or organized. It causes many problems to the shops owners and visitors. Especially on weekends when a lot of tourists are also coming. Maribor also has quite old public transport net and bus routes are not covering well city centre and shopping areas. People have to take their cars to go there. Some safe cycling routes are also missing. The parking management is organized but without some connections between shopping and parking and many parking spaces are occupied by daily commuters. There is lack of communication between shops owners and City administration how to deal with the issues because they have different ideas how to solve the problem: shops would prefer more cars but the city should implement sustainable mobility solutions.

The SUMP policy and its implementation should be improved. It recognizes the importance of retailing for the economic growth of the city and states that by 2020 there should be 30% of retailing done by green vehicles to reduce carbon emissions. The city centre should be treated as a special area where mobility issues should be strong connected to the economic activity of retailers. Therefore the measures should be tailor made for the city centre. It means to improve cycling routes and walking options to reduce the personal car use, organize parking management in the way to support the shoppers but at the same time pushing them to use other modes of traffic. The situation could be improved by changing the policy and local ordinances to avoid the construction of too many parking spaces around shopping centres and by introducing new bus lanes to shopping centres, promoting public transport, clean vehicles for organized retailing in city centre with help of the cooperation of stakeholders group.

1,988 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

B.2.4.2 Partner relevance for policy instrument 4

Partner

PP5 Maribor Municipality

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCES The Municipality is in charge of defining the mobility policy in the city, preparing and implementing the SUMP and local ordinance in mobility management.
EXPERIENCES during 2007-14 we introduced several sustainable mobility measures eg extending the city centre pedestrian zone, reducing parking places, introducing cleaner CNG buses. In 2012-13 we introduced a pilot environmental zone in the city centre to raise public awareness about measures to reduce emissions from road traffic

498 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

The City Council is the owner of the SUMP, and can adopt all city strategies, legal documents and ordinances. The SUMP was elaborated in accordance with the Guidelines of Slovenian Ministry for infrastructure

210 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

The City will CONTRIBUTE to the interregional exchange offering good practices, hosting site visits, advising on good practice export, and providing inputs for the monitoring tool. Maribor will BENEFIT using partners' good practices to influence the regional policy via the Regional Action Plan and update the SUMP.

316 / 500 characters

B.2.4.3 Stakeholder group relevant for policy instrument 4

Please provide the indicative list of stakeholders to be involved in the project

- * Energy Agency of Podravje
- * University of Maribor
- * Maribor Regional Development Agency
- * Chamber of Commerce
- * Representatives of retailers, restaurants and businesses
- * Maribor Tourist Board
- * Civil initiatives for old city revival

235 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

The ENERGY AGENCY OF PODRAVJE is an energy manager of the city and has all data about energy and CO2 emissions. It is legally responsible for reporting how measurements are implemented. It takes care about CO2 inventory and calculates CO2 footprints. It will be responsible for coordinating the measures. It will monitor carbon reductions for business involved in the projects. As a promotional campaign they will prepare a carbon footprint for business and taught them about importance of sustainable mobility management in their work.

The UNIVERSITY has prepared the SUMP for the municipality and will cooperate in further improvement of the policy

The DEVELOPMENT AGENCY is working on regional documents for structural funds and will help with EU strategies in the field of sustainable mobility and to find funding opportunities within structural funds.

The CHAMBER OF COMMERCE has strong connections with businesses in the city and will influence on retailers. Lately they are very interested to cooperate with the city administration to improve the situation in the city centre regarding to economic growth and regulation in the pedestrian zone.

CIVIL INITIATIVES Citizens would like to be involved in the procedure of city revival in aspects of sustainable energy issues.

The TOURIST BOARD is working on promotion of city centre, it will be involved to help restaurants and other businesses related to tourism to understand and accept the idea of the project.

1,467 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

IN THE PROJECT The group will meet regularly (3 times a year) to discuss and monitor the activities of the project (and participate as relevant) and contribute to the drafting of the Regional Action Plan. The members are very interested to find measures to make the centre with the pedestrian area more attractive for shop owners as well as for visitors. The stakeholders will liaise within their networks. Local businesses will thus learn about the mobility, so they will support more the SUMP which will lead to reduction of carbon emissions in the future.

IN THE INTERREGIONAL LEARNING PROCESS local stakeholders will have the possibility to participate in the learning process. They will meet to consider new ideas, issues and help understand needs of businesses and mobility restrictions for retailers. Best practices will be introduced and members will take part at study visits to learn new methods and solutions. Proposals of businesses will be discussed and stakeholders will have the opportunity to define how municipal budget will be spent for revival of old city centre. The members of the group will cooperate in site visits and learn about best practices across EU. The part of the group will be also City Council representative as a political representative. In the group individual members cover specific fields and with their cooperation maximal positive outputs can be achieved. University is included as scientific member.

1,445 / 1,500 characters

B.2.5 Policy instrument 5

B.2.5.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Regional environmental objectives in Kronoberg county (Regionala miljömål för Kronobergs län)

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES

The policy instrument has been prepared and adopted by the project-partner as required by the central government. The policies are adapted to the region but are based on the Swedish environmental objectives. It sets investment priorities, but no direct budget is attached to it. Within focus area 1, 'Reduced climate impact', the policy includes eleven regional objectives. Examples are:

- * CO2 emissions from traffic and industrial vehicles to fall by 35% 1990-2020.
- * Renewable vehicles constitute at least 30% in road transport in 2020
- * The use of fossil fuels in Kronoberg to have ceased by 2030.

WHY IT SHOULD BE IMPROVED

By making the policy more concrete, municipalities and private companies will be more aware of what has to be done to achieve a low carbon retail society. There is a great potential to improve transport within the retail (decreasing of CO2 emission), but it is especially difficult when there must be an interaction between the municipality (traffic regulatory authority) and private actors (owner of the goods and transport).

The retail/transport industry knows quite well how to get a more efficient flow of goods, but they have less knowledge of regional policies. By improving the policy in consultation with municipalities, stakeholders within the retail and other experts with concrete and measurable goals plus exchange of experience with other regions/cities will it be easier to achieve a sustainable mobility with less CO2 emissions.

1,487 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

No

Is the body responsible for this policy instrument included in the partnership?

Yes

Name of this responsible body

PP6 Kronoberg County Administration Board

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The policy instrument will be improved through STRUCTURAL CHANGE, ie it will be revised into a SUMP taking account of lessons learned from RESOLVE. By a CLOSE COOPERATION BETWEEN PUBLIC AUTHORITIES, RETAILERS AND OTHER STAKEHOLDERS (local stakeholder group) the RESOLVE project will develop new methods and LOGISTIC SOLUTIONS for a more energy efficient region with lower emissions. By focusing on improving the existing policy, tailored to the retailers including the transports the supported project will set-up a new SUMP. To improve a policy instrument with not only public authorities but also all relevant stakeholders and exchanging of good practices from other European regions is a new way and methodology for us. In turn, we hope that the retailers in cooperation with public authorities, will be taking greater responsibility for their SUPPLY CHAIN and make the region more attractive and sustainable.

The RESOLVE monitoring and evaluation tool can also inspire the region to forecast and measure the impacts of the policy instrument for retailers. To measure and evaluate concrete impacts is a key to IMPROVE THE GOVERNANCE and also spread good examples to other regions.

1,185 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% of retailers in the targeted areas that support the local sustainable transport policy

89 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

STATE OF PLAY

Today there is no control of the transport of goods to retailers and more and more customers want faster deliveries. So transport vehicles have a low fill rate and co-operation between different shippers and carriers is low. In turn operators use more smaller vehicles which leads to increased emissions and trips, and congestion in city centres. In addition, municipalities and other government have difficulties to influence the type of vehicles carrying goods.

Moreover, transportation and retail industry are difficult to influence as this requires an interaction between municipalities and private operators. Municipalities can be seen as a traffic regulatory authority which set-up rules and incentives and private actors are those who perform/buy the transport. In order to achieve an interaction and achieve a sustainable society with low CO2 emissions there must be a win-win situation for all parties with jointly developed vision and objectives.

WHAT NEEDS TO BE IMPROVED

To achieve environmental objectives needs business model changes to encourage fewer cleaner vehicles with higher fill rate supplying goods to retailers. If transport operators deliver their goods to a strategically located centre which then co-packs the goods it is possible to get a much higher fill rate for the last mile transport into the city. This leads in turn to fewer vehicles and the total transport distance decreases, the same applies to CO2 emissions. Fewer vehicles in the city centre lead to reduced congestion and capacity utilization of cargo and unloading zones will be lower.

It is also possible to use dedicated vehicles preferably powered by renewable fuels for transport into the city. Additionally, there is the possibility to be equipped with "black boxes" to collect driving data, fuel consumption, etc. This data can then evaluate and used to calculate the amount of emissions that freight transport generates.

1,941 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

B.2.5.2 Partner relevance for policy instrument 5

Partner

PP6 Kronoberg County Administration Board

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCES The CAB is responsible for developing effective transport across all modes. This means that the provincial government in various ways can develop both infrastructure and transportation solutions.

EXPERIENCES The CAB works in accordance with the national transport policy objectives. It is part of the mission that in addition to the national objectives taking into account also the county's unique circumstances and conditions.

441 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

The partner is the owner and author of the policy instrument, so has full capacity to influence the policy. By also having a close collaboration between the provincial government, other local authorities and relevant stakeholders, there is great opportunity to influence the development of policy. Furthermore, emissions from the transport sector, where retailers are a major cause of these areas a priority.

408 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

County Administration Board of Kronoberg will CONTRIBUTE to the cooperation by organising of workshops, study visits both local and international within the RESOLVE project.

The BENEFIT from the cooperation by exchanging of experience and good practices from other partners and stakeholders. Then improve the regional policy in cooperation with the local stakeholder group.

377 / 500 characters

B.2.5.3 Stakeholder group relevant for policy instrument 5

Please provide the indicative list of stakeholders to be involved in the project

- * eight nearby municipalities (environmental objective coordinators)
- * Energy Agency for Southeast Sweden Ltd. (Goods and logistic expert)
- * Swedish Transport Administration (Swedish coordinator in logistic)
- * Local member association for retailers
- * Local transport operators

276 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

THE MUNICIPALITIES: the environmental objective coordinators have been in the process to create the policy instrument. The environmental objective coordinators together with the County Administration Board of Kronoberg is today an existing group.

The SWEDISH TRANSPORT ADMINISTRATION and the ENERGY AGENCY for Southeast Sweden left the referral of the policy. In the improvement of the new policy both will have a larger and more important role given their expertise in current area.

The LOCAL MEMBER ASSOCIATION FOR RETAILERS and LOCAL TRANSPORT OPERATORS have no relation to the current policy instrument. As today's policy is quite general, this is not so strange. But now that it will be developed and made more specific to retailers, it is important that we get with them. Partly because they can express their views and it is they who in end will make the biggest changes.

883 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

IN THE PROJECT

The local stakeholder group will be created in the beginning of the project and will during the project meet regularly, at least four times per year. The group will together prepare the improvement of the policy/SUMP and follow and monitoring the activities in the project. The group teaches consist of two groups, project team and local stakeholder group. The project team will consist of parts of stakeholder group and will in addition to the project partner include experts in the relevant area. The project team will additionally lead and make the most of the work at the local level.

INTERREGIONAL LEARNING PROCESS

One thing to do before the learning process is to identify and collect the good practices. The good practices have also been suited into the relevant area. The learning process will then consist of study visits and workshops both at the international, national and regional level. Experiences and lessons of good practices at the international level is important but for the most you have to make a regional/local change to make it work. One thing that must not be forgotten that exchanged experiences and lessons within the stakeholder group that holds high competence in the field. In addition, it is important that all stakeholders have a voice in order to achieve a good project results.

1,327 / 1,500 characters

B.2.6 Policy instrument 6

B.2.6.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

POR LISBOA (Lisbon Regional Operational Program). Thematic Objective 4: Supporting the transition to a low-carbon economy in all sectors. Within TO4, Investment Priority 4e: Promotion of Low Carbon Strategies for all types of territories, namely urban areas, including the promotion of sustainable urban mobility and relevant adaptation measures.

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES: In line with the Europe 2020 strategy, Lisbon Region aims to increase energy efficiency in transport sector through modal shift to more efficient public transportation, reversing the current excessive use of private car, and strengthening sustainable urban mobility by creating favorable conditions for a more intensive use of soft modes. The development of SUMP's and supporting interventions that contribute to reducing car use, are key aspects to realize this strategy. Investment Priority 4e has a budget of €30m
WHY IT SHOULD BE IMPROVED: Municipalities are responsible for drafting and implementing SUMP's, and therefore can play a key role in carbon reduction. Commercial related travels represent a good share of all the travels within a city. POR Lisboa states that the development of a Metropolitan Plan for Mobility and Transport (SUMP) is mandatory for funding, but the focus is the support of macro-scale regional policies and initiatives, with no support for actions targeting sustainable mobility associated to retail. Also, retailers strongly believe that they will only be successful if customers have free car access to shops, distrusting pedestrianization. The RESOLVE approach will enrich regional mobility policies in general and POR Investment Priority 4e by adding the perspective of commercial related travels to sustainable mobility, focusing on the transition to a low carbon retail economy, with recommendations for policy improvements.

1,477 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Coordenation Commission and Regional Development of Lisbon and Tagus Valley

75 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

POR Lisboa 2014-2020 will be improved by SUPPORTING NEW PROJECTS. The outcome of RESOLVE implementation and results will allow for the support of projects related to sustainable mobility strategies for transport generated by retailing activities. For Almada Municipality, the focus will include:

- * new retailing solutions;
- * implementation of logistics regulations to increase environmental, economic and energy efficiency,
- * promoting active modes and pedestrianisation of city centres and shopping areas,
- * use of innovative means of logistics and goods transportation.

These new paradigms will provide added value for the low-carbon eco-mobility strategy followed by POR Lisboa.

IMPROVED GOVERNANCE will be implemented by influencing the eligibility criteria of the projects to be financed through the policy instrument (for example, since travel-to-shop is a significant generator of pollution and carbon emission the mandatory SUMP will take into account the transport generated by retail).

The monitoring tool developed within RESOLVE also contributes to IMPROVED GOVERNANCE of the policy instrument POR Lisboa. This tool will serve as guidance for the Lisbon Region in the development of new methodologies to measure and evaluate the impact of mobility policies on retailing.

1,287 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% extra reduction in retail related car trips in shopping areas in the targeted areas by 2020

94 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

STATE OF PLAY: POR Lisboa aims to support sustainable mobility policies and initiatives to be delivered by municipalities. Almada has set up ambitious policies on transport and mobility, through the Local Strategy for Sustainable Mobility. Almada's Mobility Plan #1 (2001) focused on the development of a multimodal transport system, creating and promoting better public transport and soft modes infrastructures. Mobility Plan #2 (Strategic Plan for Urban Mobility - PUMA), is currently under development and is based on the EC's SUMP guidelines. PUMA aims to promote the accessibility to the different functions of the territory, based on a diversification of the transport system and on the co-modality between public transport and soft modes, to ensure more sustainable and efficient mobility patterns. Urban logistics is also an important issue, and Almada has recently developed a Sustainable Urban Logistics Plan (SULP). Currently the centre of attention in sustainable mobility policies is mostly commuting trips since these are the main source of urban travel, and the scope of POR Lisboa does not include retail-generated traffic.
WHAT NEEDS TO BE IMPROVED: there is the need for improving the quality of life in the urban environment, through shift in modal share that privileges the use of public transport and soft modes in the mobility patterns of the inhabitants, with special focus in the mobility in the city centre where major economic activities are present, including working, shopping and leisure. With its involvement in RESOLVE, Almada City Council expects to develop strategies to address retail related traffic and logistics issues, involving relevant stakeholders (like retailers, transport companies and public authorities). The aim is to develop a multimodal and integrated strategy for the city centre, analysing and studying best practices to influence travel behaviours of citizens.

1,914 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

B.2.6.2 Partner relevance for policy instrument 6

Partner

PP7 Almada City Council

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCE: Almada City Council is responsible for the planning and mobility areas at local level, including traffic management and SUMP.
EXPERIENCE: Almada has a Local Climate Change Strategy and signed the Covenant of Mayors in 2009, implementing several local projects on sustainable mobility. The Municipality is also currently developing a 2nd generation Mobility Plan, based on the SUMP guidelines and has recently developed a SULP with the participation and involvement of local retailers.

499 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

Although the major responsible of POR Lisboa is CCDR-LVT, Almada can influence POR Lisboa since it is a member of the Lisbon Metropolitan Area (AML), an inter-municipal entity with legal capacity to participate in the management of POR Lisboa. The Metropolitan Council of AML has recently approved the Pact for Development and Territorial Cohesion of the Lisbon Metropolitan Area. It is a guiding document of actions and projects to be financed by POR Lisboa, including sustainable mobility.

491 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

CONTRIBUTE We will provide experience and good practices in sustainable mobility in SMTs. Also, by having good experiences through participation in several European projects and networks (Energy-Cities, Covenant of Mayors, ICLEI, ManagEnergy, etc.). we can actively contribute to the peer-review process and is available to host Study Visits for exchange of experiences.
BENEFIT: Almada will benefit from the cooperation process by improving the SUMP, by the adoption of the Regional Action Plan.

B.2.6.3 Stakeholder group relevant for policy instrument 6

Please provide the indicative list of stakeholders to be involved in the project

The Municipality of Almada will form a stakeholder group that will actively participate to the project activities. This group will be constituted by the relevant entities at local and regional level to ensure that the project activities are tailored to the local conditions, and consistent with the Regional Operational Programme.

At the moment, the indicative list of Almada's local stakeholders is the following:

- * Coordination Commission and Regional Development of Lisbon and Tagus Valley (CCDR-LVT)
- * AGENEAL – Local Energy Management Agency of Almada
- * IMT – Institute for Transport and Mobility
- * Local Retail Association - Almada delegation of the Association of Commerce and Services form the Setúbal District

720 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

* CCDR-LVT is the Portuguese entity responsible for Structural Funds programmes in the Lisbon Region. Its direct involvement and decision-making is required by the Programme and will be fundamental for the success of the project.

* IMT is the National Authority responsible for the field of mobility and transport. Besides the development and promotion of the national "Mobility Package", IMT accomplishes and supports mobility management measures and the development of SUMP in Portuguese regions and cities and is a key stakeholder in the definition of the guidelines for POR Lisboa.

* The role of AGENEAL is the implementation of a sustainable energy policy in Almada, acting at a local level to improve energy efficiency in all sectors including transport and mobility. This stakeholder is privileged partner in actions within the municipality since it has been, since its creation, a local forum for energy efficiency with easy access to the main stakeholders in the territory.

* The LOCAL RETAIL ASSOCIATION is an organization of businesses whose goal is to further the interests of local commerce and services companies. They cooperate regularly with the City Council in several dissemination activities in order to promote the local retail in the city centre. The role of the Local retail Association is to provide feedback and inputs to the measures and projects developed in the scope Action Plan, and also to collaborate in the development of the Monitoring and evaluation tool.

1,492 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

PROJECT: The stakeholder group that will be involved in the local activities of RESOLVE will meet regularly (three times per year) to monitor the activities of the project and to help to draft the Regional Action Plan. The four stakeholders listed above, plus Almada City Council, will correspond to the core group of the RESOLVE project. Apart from this core group of local stakeholders, an "enlarged group" of stakeholders is also envisaged, that can add with their expertise to the project development. As part of this group, other stakeholders (like public transport companies, transport and logistics associations/operators, private companies in the field of ITC/ITS, etc.), will be invited to attend the stakeholders group meeting and provide feedback and expertise, when a specific issue (within their expertise, or that directly affects them) will be discussed where their contributions might provide an added value for the project.

INTERREGIONAL LERANING PROCESS: The representatives of the core stakeholder group will actively participate in the exchange of experience at interregional level, and will cooperate with Almada City Council with the identification and collection of good practices, organization and participation in study visits and workshops, analysis of the potential for transferability of best practices identified, development and production of the Regional Action Plan and the Monitoring and Evaluation tool.

1,438 / 1,500 characters

B.2.7 Policy instrument 7

B.2.7.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Regional Operational Programme (ROP) of the Mazowieckie Voivodeship: Priority axis IV: Transition to low-emission economy – Investment priority 4e: Promotion of low-emission strategies in all types of territories, especially in urban areas, incl. support to sustainable multimodal urban mobility and adoption actions aiming at climate change mitigation

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES The policy underlines the poor position of the region in terms of air quality and states that road traffic is the main reason of this problem. In terms of mobility, the ROP states that main objective is the modal shift from individual motorization to more sustainable modes (walking, cycling and public transport). It is in line with the Europe Strategy 2020 aiming at 20% reduction of carbon emission. The approved budget for Investment priority 4e is €96.9m; calls are planned for 2015 and 2017

WHY IT SHOULD BE IMPROVED In the policy instrument, Sustainable Urban Mobility Plans (SUMP) are mentioned as basis for policy interventions and structural funding, however, among the listing what should SUMP include, there are only "urban logistics" and "new usage patterns" mentioned. This description is scarce and imprecise and therefore needs to be improved. RESOLVE proposes a new approach to include in SUMP, that will be related to traffic caused by retail (both in large shopping malls and in downtown streets). Currently, mobility aspects related to retailing are not recognised in public policies (neither in ROP), although this topic has a great potential for carbon reduction and sustainable mobility. RESOLVE proposes an integrated, multimodal approach to reach a low-carbon retail economy. This approach will support the objectives of the policy instrument addressed (ROP) and strengthen its effect on reduction of carbon emission.

1,464 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Board of the Mazowieckie Voivodeship in Warsaw

47 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

The policy instrument will be improved through SUPPORTING NEW PROJECTS. There is an availability for funding projects in the addressed policy instrument (ROP). New projects will be related to sustainable mobility strategies connected with retail in Mazowieckie region and, more specifically, will address the issue of urban retail forms, ie "Shopping Mall vs High Street: different problems, different solutions". This is a very important topic for local economies and mobility strategies as small retail forms fear sustainable mobility measures presuming that their clients are mostly car-dependent, on the other hand there is an ongoing boom on large shopping forms like malls etc. generating tremendous amounts of traffic. Core for new projects will be action plans on sustainable retail mobility that will be developed and implemented in a partnership between public authorities and retailers (both large and small, targeting specific local issues). The action plans will be based on the findings of RESOLVE and their implementation in frames of the ROP incl. their impact on retail mobility will be monitored through the RESOLVE monitoring and evaluation tool = IMPROVED GOVERNANCE. They will result in a reduction of carbon emissions and other pollutants including noise and NOx created by retail related traffic in towns and cities of the region while also supporting jobs and growth in the local retail economy.

1,421 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% extra reduction in the share of car-users in the modal split of shoppers in the target shopping centres by 2020.

114 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

STATE OF PLAY The region highly urbanised: total population is 5.2m; the Metropolitan area represents 50% of this, the city itself has 1.7m residents. The policy instrument addresses multimodal urban mobility as the optimal form of sustainable transport. It specifies investments in infrastructure and low-emission fleet, as well as "soft" measures: parking policies, enhancements for multimodal travelling and intelligent transport systems (ITS). However, ROP enables building of local roads in order to improve accessibility, but only as parts of larger projects aiming at sustainable mobility. Currently, no action plan in the region addresses retail and transport. Retailing is not the subject of public policy (e.g. mobility planning), although its potential on reduction of CO2 and other emission is great. The regional policy aims only at improving "multimodal travelling" without specification of the motivation. **NEEDED IMPROVEMENTS** This situation could be improved by specifying mobility management measures in the regional policies (i.a. in the targeted one), and more specific to concentrate on retail. For many car owners in Warsaw the main motivation for travelling by car is shopping, as for the work commuting there is a significant domination of sustainable travel modes. This tendency is strengthened by shopkeepers and mall managers who plan their surrounding as if car drivers were their most important client groups. It creates a false picture as if retail could not exist without a significant number of parking spots. Examples from all over the world show that there are alternative scenarios. The aim of RESOLVE is to cooperate with the local stakeholders and through a common learning process within the RESOLVE partnership set up alternative visions, turned into action plans. The findings of this learning process will help to improve the regional policy and assist the regional authority to support similar projects in order to disseminate the project results.

1,991 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

Yes

If yes, how?

The Mazowieckie voivodeship has a Regional Innovation Strategy with 4 fields of smart specialization. RESOLVE addresses the 2. field: Intelligent Management Systems, where environmentally friendly transport systems are specified. Through intelligent mobility management measures regarding retail, RESOLVE is going to address the problem of CO2 emissions caused by retail related traffic.

388 / 500 characters

B.2.7.2 Partner relevance for policy instrument 7

Partner

PP8 City of Warsaw

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCE: The City Council is the competent authority for urban and transport planning. **EXPERIENCE:** Warsaw has a long tradition of transport planning; first transport policy was adopted in 1995, then in 2009 and 2015. In the past years, Warsaw took part in many different projects related to experience exchange in sustainable mobility; to mention here INTERREG IVC projects CAPRICE and INVOLVE, Baltic Sea Region project RBGC.

429 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

Warsaw is the capital of Poland and the Mazowieckie voivodeship. It is far the largest city of the region. A close cooperation between the City of Warsaw and the Marshall Office of the Mazowieckie Voivodeship is crucial at the realization of the ROP. A representative of the City of Warsaw is member of the ROP Monitoring

Committee. In the Integrated Territorial Investments (ITI, part of ROP) the City of Warsaw is an Intermediate Body on behalf of the Marshal's Office.

472 / 500 characters

How will the partner contribute to the content of the cooperation and benefit from it?

We will **CONTRIBUTE** to the cooperation by organizing study visits, workshops and fieldtrips in the topic. We will prepare a special study on the mobility impact of the retail sector in Warsaw and take part in the development and testing of the monitoring tool.
We will **BENEFIT** from the cooperation by learning from other partners, sharing knowledge in our organization and stakeholder group and using the lessons learnt to improve the targeted regional policy in cooperation with the Marshall Office

498 / 500 characters

B.2.7.3 Stakeholder group relevant for policy instrument 7

Please provide the indicative list of stakeholders to be involved in the project

- * Marshal's Office of the Mazowieckie Voivodeship;
- * Ministry for Infrastructure and Growth;
- * NGOs e.g. SISKOM – Capital Association for Transport Integration;
- * Shopping mall administrators;
- * Chamber of commerce;
- * Association of craftsmen, small retailers and service points;
- * JASPERS – Joint Assistance to Support Projects In European Regions

355 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

THE MARSHAL'S OFFICE is the implementing authority for the ROP. It has a strong impact on mobility issues in Warsaw as many investment projects are planned to be co-financed from the ROP. The Marshall Office is the main authority to accept changes in the targeted policy instrument (being part of the ROP).
THE MINISTRY FOR INFRASTRUCTURE AND GROWTH is responsible for both EU funding and mobility issues and sets national guidelines about the usage of EU funding and consults ROP as well.
NON-GOVERNMENT ORGANIZATIONS will represent society and external point of view during project works. Their role is crucial as they might provide an independent point of view and help to understand the needs of inhabitants.
RETAIL ORGANIZATIONS like shopping malls, craftsmen, chamber of commerce etc. are important as their traffic will be targeted by the project. Most of them is convinced that only car traffic is relevant in terms of their turnover. One of the project goals is to convince them.
This is not a closed list, the active participation of different stakeholders is important in order to reach the project objectives and successfully influence the targeted regional policy by new projects that they could implement.

1,221 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

INVOLVEMENT IN THE PROJECT The stakeholder group will be formed at the beginning of the project and will meet regularly to discuss issues raised during the project. It is foreseen to prepare a study during the project on the state-of-the-art of the retail mobility in Warsaw – the stakeholder group will be actively involved in the preparation, procurement and evaluation of the study. The role of the stakeholder group will be very important during the implementation phase of the project (semesters 7-10), where the Action Plan will set out the activities for the stakeholder group as well. Stakeholder group members will help to develop and test the RESOLVE monitoring and evaluation tool.
PARTICIPATION IN THE INTERREGIONAL LEARNING PROCESS: stakeholder group representatives will be invited to join study visits, as well as local workshops and will be asked to present their current activities in the field for the partners. In cooperation with the stakeholder group, an Action plan on sustainable retail mobility will be prepared. Project partners will be invited to share their experience and knowledge on the topic of action plan. An efficient way to organize that is a local workshop with the stakeholder group where RESOLVE partners with relevant experience will be invited to strengthen the interregional learning process

1,332 / 1,500 characters

B.2.8 Policy instrument 8

B.2.8.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Integrated Regional Operational Programme (IROP) 2014-2020
Priority axis 1 Competitive, accessible and safe regions
Specific objective 1.2 Increasing the share of sustainable modes of the transport
Investment priority 7c: Promoting sustainable transport ... in key network infrastructures in order to promote sustainable regional and local mobility;

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

MAIN FEATURES IROP 1.2 activities are focused on modernisation of interchange terminals, new and improved cycle infrastructure (incl. cycle parking), safety measures on roads, telematic systems and low-emission vehicles and charging stations for public transport to reduce carbon emissions and other pollutants including noise, increase safety and no-barrier access while supporting jobs and growth in the local economy.
The policy instrument is a single national-level document. It addresses increasing share of the sustainable modes of the transport in the modal split. It specifies investments in infrastructure such as enhancements for multimodal travelling (e.g. P+R facilities), cycle infrastructure (incl. safe cyclo-parking), safety measures on roads, telematic systems and low-emission vehicles and charging stations for public transport. The budget for this investment priority is €472,5m across the whole of CZ: 50% of this is available for individual projects.
REASONS FOR IMPROVEMENT.
The Region is one of the most polluted regions in Central Europe; causes are industrial production, local heating and transport infrastructure. One of the key opportunities underlined by the policy is to reduce carbon emissions and air pollution by the increasing share of using of sustainable modes of the transport. Sustainable Urban Mobility Plans (SUMP) are mentioned as the precondition for interventions in IROP 1.2, however, there is no experience with this instrument in a practical way.

1,500 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Ministry of Regional Development, Department of managing operational programmes

79 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

Good practices shared by the RESOLVE project partners correspond to specific objective 1.2 of the IROP 2014-2020. This policy instrument will be improved through:
(1) NEW PROJECTS that local partners within the Local Stakeholders Group within Moravian-Silesian region intend to finance within the Investment Priority 7c, in particular those relating to retailing and:
* the transport of people/visitors (by car, public transport, cycling, walking).
* modernisation of interchange terminals in Ostrava and Opava
(2) IMPROVED GOVERNANCE of the policy instrument through improvement of existing SUMP of City of Ostrava and of City of Opava. The proposed monitoring and evaluation tool, developed within RESOLVE to forecast and measure the impact of mobility policies on retailing, will increase the ability of public authorities to improve transport systems both for shoppers and retailers which will significantly contribute to IMPROVED GOVERNANCE of the policy instrument. Action plans on sustainable retail mobility that will be developed and implemented with the respect to the topic "retail" (both large and small, targeting specific local issues) determine new projects in the field of sustainable mobility.

1,214 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

% extra reduction in the share of car-users in the modal split of shoppers in the target shopping areas by 2020.

112 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

national

What is the state of play of the issue addressed by this policy instrument in the territory? What needs to be improved in the territorial situation?

STATE OF PLAY
The specific objective 1.2 doesn't focus on all aspects of sustainable mobility, for example retail is not specified. RESOLVE thus could enhance the policy instrument tackled by IROP and strengthen its effect on reduction of carbon emission. Currently, no action plan at neither national nor regional level covers relationship between retailing and transport. The national policy aims only at "increasing the share of sustainable modes of the transport" regardless of retail.

NEEDED IMPROVEMENTS
For many car owners in the region the main motivation for travelling by car is shopping, as for the work commuting there is a domination of sustainable travel modes. This tendency is strengthened by shopkeepers and mall managers who plan their surrounding as if car drivers were their most important client groups. It creates a false picture as if retail could not exist without a significant number of parking spots. Examples show that there are alternative scenarios. The aim of RESOLVE is to cooperate with the local stakeholders and through a common learning process within the RESOLVE partnership set up alternative visions, turned into action plans. RESOLVE will offer practical ways to prepare SUMP (with special focus on retailing), monitor and evaluate the impact of plans and projects on CO2 reduction and retailing, reduce CO2 through concrete actions in cooperation with shoppers and retailers. The findings of this learning process will help to improve SUMP worked out by the regional cities involved in the project and enables the regional authority to support similar projects in order to disseminate the project results.

1,654 / 2,000 characters

Is this issue linked to the regional innovation strategy for smart specialisation (RIS3)?

No

B.2.8.2 Partner relevance for policy instrument 8

Partner

PP9 Moravian-Silesian Region

What are the partner's competences and experiences in the issue addressed by this policy?

COMPETENCES
MSR is responsible for regional transport policy, working with both national and local governments. It is responsible for the regional Integrated Public Transport System and for the regional class road network
EXPERIENCES
MSR's environmental protection and sustainable development policy, (including sustainable transport) received an EMAS certificate. In 2007-2015 MSR was a key stakeholder of the ROP Moravia-Silesian respect of its transport responsibilities

478 / 500 characters

What is the capacity of the partner to influence policy instrument 1?

MSR influences IROP through:
a) participation of delegate (representing all NUTS3 regions) in Monitoring Committee
b) presidency of Regional Standing Conference influencing and communicating regional needs to MAs of OPs 2014-2020.
MSR also influences the practice through its transport functions (above)

How will the partner contribute to the content of the cooperation and benefit from it?

- MSR will:
- * exchange experience and best practices
 - * participate in project study visits
 - * host a project delegation
 - * contribute experts to the PR delegations;
 - * organize an import workshop, and regional conference
 - * prepare regional action plan
 - * contribute and test new monitoring and evaluation tool
 - * work with the LSG
 - * contribute to Online Dialogue Platform, project website and newsletters
 - * attend project meetings
 - * prepare Progress Reports
 - * monitor progress and advise others partners

498 / 500 characters

B.2.8.3 Stakeholder group relevant for policy instrument 8

Please provide the indicative list of stakeholders to be involved in the project

- * Ministry of Regional Development (Managing Authority of the IROP 2014-2020)
- * City of Opava
- * City of Ostrava
- * other regional cities
- * KODIS (coordinator of the regional public transport system)
- * Regional chamber of commerce
- * Regional Council of the Moravia-Silesia Cohesion Region (Managing Authority of ROP 2007-13)

326 / 1,000 characters

Role of these stakeholders in relation to policy instrument 1? (e.g. in the decision making process)

- * Ministry of Regional Development is the Managing Authority of the IROP 2014-2020: it owns the policy instrument. It will assist in preparing the Regional Action Plan and will consider possibilities for implementing it .
- * City of Opava: improvement of SUMP (with special interest in retail sector), plans NEW PROJECT (interchange terminal in Opava)
- * City of Ostrava: improvement of SUMP (with special interest in retail sector), interested to propose a NEW PROJECT
- * Other regional cities: preparation of SUMP (with special interest in retail sector); cities will be addressed according to study visits potential, new projects potentially
- * These municipalities have responsibilities for local planning (including SUMP) and investments in sustainable transport initiatives such as interchange terminals, cycle infrastructure, electromobility and many others.
- * KODIS: familiarize with good practices on sustainable mobility, particularly related to public transport and retail sector. Provide good practice(s) focused on advanced regional public transport system.
- * Regional Chamber of commerce: communication with retail sector, promotion of best sustainable retail mobility practices feasible in the region
- * Regional Council of Moravia-Silesia Cohesion Region (MA of ROP 2007-13): providing experience acquired within preceding mobility projects (financed through Interreg IVC Programme), methodology support

1,425 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

PROJECT:
MSR will be involved in all parts of the project. MSR will be responsible for the management of the project and communication with the project partners. In appropriate cases, the municipalities of Ostrava and Opava will be involved in the communication part of the project.

INTERREGIONAL LEARNING PROCESS

The representatives of the local stakeholders group will be involved the interregional learning process. They will participate in study visits, in the project events and LSG meetings, contribute and test new monitoring and evaluation tool and cooperate on regional action plan. The involvement in study visits will be determined by the individual focus and potential benefit/s of each best practice. The municipalities, together with MSR experts, will be the key participants of the study visits. KODIS will contribute to the interregional learning process with the best practice in the field of public transport. All local partners will be invited to the regional conference and continuously informed on project outputs. All partners will be encouraged to familiarize with the new evaluation and monitoring tool.

1,130 / 1,500 characters

PART C – Project description

C.1 Brief history of the project

PROJECT IDEA

RESOLVE's unique character and novelty consist in addressing simultaneously two hot topics in European cities: the declining retail sector and the increasing need for a transition towards sustainable mobility in urban areas. The project acronym comes from an early decision that partners would focus on consensus-building in a policy-field that is often confrontational. The idea was created by the bid-leader, P1. It derives indirectly from I4C project INVOLVE (Involving the private sector in Mobility Management); but it targets a very specific challenge. The bid-leader hired an experienced project-designer at a very early stage; and was thus quick to respond to emerging information about INTERREG Europe. The original idea focussed solely on SUMP's and retailing; but after Programme launch (Dec-14) the project was redesigned to match the requirements of IE, having a good fit with Priority Axis 3. The ELTIS network hosts the EC-financed SUMP Guidelines and Methodology. It also hosts a best practice register that covers all aspects of sustainable mobility. RESOLVE will build on this, especially it will use the methodology to develop the peer reviews, and also the policy improvements (especially Type 2 Governance). RESOLVE will complement the ELTIS material, and will contribute relevant good practice material to the network – especially the planned Monitoring and Evaluation Tool,

CONSORTIUM

An open recruitment was initiated via the Programme launch (28 EOIs received, none from ERDF MAs), and invitations sent to known contacts. The EOIs were objectively evaluated, and a shortlist drawn up, however the criteria had to be amended after the Programme launch. The outcome was: 1 Advisory Partner to lead Exchange of Experience plus 8 full-partners. Of these, 4 were in INVOLVE. Geographical spread: 2 from W, 2 from S, 1 from N, 3 from E. 5 municipalities, 3 regions (of which 2 are Transport Authorities). Partners 5, 7, 9 are from regions with a very low GDP. No ERDF Managing Authorities are involved: this is partly because no interest was received, mainly because sustainable mobility is mainly delivered at municipal level, so the selection was on this basis.

HOW THE PARTNERS WERE INVOLVED

A core group (Ps1-4) quickly formed and advised the bid-leader about design etc. A planning meeting (Apr-15) confirmed and extended the design, which was finalised in May-15 by email. Throughout the bid preparation, partners were closely involved in the fine-detail of objectives, project design, identification of policy instruments, work plan, budget. Two very explicit decisions were made collectively: #1 to develop a Monitoring and Evaluation Tool, #2 to focus on SUMP's as the mechanism to deliver sustainable mobility and the transition to a low-carbon retailing economy. P2 and P3 were especially involved, having accepted leadership roles. P1 and P2 undertook quality assurance of the bid proposal.

2,955 / 3,000 characters

C.2 Issue addressed

GENERAL

The regional development issue addressed by RESOLVE is: retailing and the transition to a low-carbon retailing economy. Travel-to-shop generates 50% more trips than travel-to-work: in NL alone this amounts to 7.2 billion km generating 1.08 billion kg CO2 per year. Retailing:
* is a significant economic sector, generating growth and jobs. Retail accounts for 11.1% of the EU's GDP and provide around 33 million jobs, almost 15% of total employment in the EU (www.ec.europa.eu)
* is under stress from the economic crisis and from changing consumer behaviour patterns.
* has special characteristics (eg environment/heritage; physical access; goods deliveries; diversity of entrepreneurs; competition from virtual retailers) which are not always recognised by public authorities.
* is often represented locally by lobby-groups – with a large influence on municipal decision-making - that often believe that the car is essential to jobs and growth in the retailing sector.
All this represents a potential threat to the EU's objective to transition to a low-carbon economy, but also an opportunity to develop new approaches by:
* proposing innovative ways to reduce carbon emissions generated either by shoppers (eg the journey-to-shop) or by retailers (eg delivery of supplies) - NEW PROJECTS – that will also serve as demonstrations that can be adopted more widely
* developing statutory mobility plans in close cooperation with the retail sector their knowledge and support for sustainable mobility will improve - IMPROVED GOVERNANCE
* elaborating a monitoring and evaluation tool that will assess the impact of investment-actions or policy-changes on both the local/regional retail-economy and carbon emissions - IMPROVED GOVERNANCE

EUROPEAN CONTEXT AND EUROPE 2020

The flagship initiative for a resource-efficient Europe under the Europe 2020 strategy supports the shift towards a resource-efficient, low-carbon economy to achieve sustainable growth. Target 3 (the "20-20-20") is that by 2020 greenhouse gas emissions should be 20% (or even 30%) lower than 1990. But the EU emissions trading system (EU ETS) does not cover surface transport, so more traditional public policy intervention is required. The Structural Funds 2014-20 thus include Thematic Objective 4: Supporting the shift towards a low-carbon economy in all sectors. Additionally, the EC requires all cities to use the methodology of the Sustainable Urban Mobility Plan. While this is promoted by DG-MOVE there are obvious links to the Cohesion Funds and DG-REGIO.

RELEVANCE TO THE INTERREG EUROPE PROGRAMME AND THE SELECTED SPECIFIC OBJECTIVE

RESOLVE will pursue specific objective 3.1 of the Call. 5 of the 8 policy instruments addressed are Cohesion Policies (Growth and Jobs) as specified in the Call, ie Thematic Objective 4 / Investment Priority 4e: Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multi-modal urban mobility and mitigation relevant adaptation measures. The five partners addressing these instruments (none are Managing Authorities, see sB) each propose improvements through NEW PROJECTS and IMPROVED GOVERNANCE

HOW INTERREGIONAL COOPERATION WILL CONTRIBUTE TO IMPROVE THIS ISSUE

Sustainable mobility policy is realised through the coordinated policies and actions of public authorities at all levels, but mainly municipalities. Excellent initiatives and practices are to be found in all the regional partners. RESOLVE proposes an intensive work-plan that will enable the eight "regional partners" to:
* peer review each other's mobility plans, using the EC's SUMP Guidelines
* identify good practices, for possible import
* develop robust Regional Action Plans that will propose both new projects and improved governance
* devise, test and propose a Monitoring and Evaluation Tool for ex-ante and ex-post appraisal of policies and initiatives in the field of sustainable mobility and retailing

3,993 / 4,000 characters

C.3 Objectives

Programme priority specific objective the project will contribute to

Improve the implementation of regional development policies and programmes, in particular programmes for Investment for Growth and Jobs and, where relevant, ETC programmes, addressing the transition to a low-carbon economy

Overall objective and sub-objectives

OVERALL OBJECTIVE:
To reduce carbon emissions from retail-related traffic in target areas of participating regions by an extra 5% by 2020, while also supporting jobs and growth in the local retail economy. This will be done by improving the target policy instruments on the basis of good practices transferred.

SUB-OBJECTIVES:

1. Reduce carbon emissions by an extra 5% (2016-20) in the target areas (typically shopping centres), either by reducing shopping trips made by car, and/or through the carbon-saving actions of local retailers
[Measured by proxy data (eg surveys of shoppers and retailers), the RESOLVE Monitoring and Evaluation Tool, plus available regional data.]
2. Increase retailers' support for local sustainable transport policies to 40% (2016-20)
[Measured by opinion survey, the RESOLVE Monitoring and Evaluation Tool]
3. Increase by 20% the inclusion of SUMP's in Cohesion Policy using an integrated approach between the different levels of government and relevant Managing Authorities
[ie the SUMP is included in at least 1 ERDF ROP represented on the project]

TECHNICAL CLARIFICATION:

"an extra 5%" means 5% more than would otherwise expected in technical forecasts or business-as-usual extrapolations; thus it measures the impact of the proposed policy improvement

1,291 / 2,000 characters

C.4 Project approach

Describe the project approach to achieve the project's objective and to produce the intended outputs and results.

To PRODUCE THE INTENDED OUTPUTS AND RESULTS the project will:
* Focus on the potential of Sustainable Urban Mobility Plans (a core initiative of the EC) to achieve the transition to a low-carbon retailing economy
* Assess partners' needs and strengths through peer review, using the SUMP Guidelines (see <http://www.eltis.org/mobility-plans/mobility-plan-support>)
* Undertake vigorous interregional learning, with a robust process to "import" good practices.
* Propose demonstration improvements (new projects) that can be rolled out across the regions
* Produce Regional Action Plans on the basis of shared vision and understanding, with the help of the Local Stakeholders Groups
* Involve policy instrument "owners", retailers and shoppers in Local Stakeholders Groups, and target them in communications.

* Develop the RESOLVE monitoring and evaluation tool. Project-partners and stakeholders will use the tool to analyse the impact of proposed improvements (ex-ante and ex-post) on carbon reduction and retailer confidence, and will offer it to improve the governance of their target-policy instrument

* Undertake horizontal integration by working closely with the IE Policy Learning Platform, and thus (a) establish with them a specialist Online Dialogue Platform; (b) explore key issues in the further integration of SUMP's into Cohesion policy; (c) propose improvements to the EC's SUMP guidelines

ORGANISING THE INTERREGIONAL LEARNING PROCESS
RESOLVE will address all learning levels as defined by the Programme (Individual - Organisational - Stakeholder – External). Interregional learning will be led and administered by P2 Erasmus University (RHV BV). Actions on Communication will be led and administered by P3 Reggio Emilia (see sC.5 below). More information on the activities is provided in sD.1.

HOW PROPOSED ACTIVITIES INTERLINK
STEP 1 Feb-16 / Dec-18: IDENTIFY GOOD PRACTICES
* the partners will assemble a register of good practices locally and across the EU. The register will be regularly reviewed, and will remain open until Dec-18.

STEP 2 Apr-16/Aug-16 ASSESS STRENGTHS AND WEAKNESSES.
* In parallel, the partners will undertake a programme of peer reviews. Panels of up to 5 experts will use the official EC SUMP Guidelines to assess partners' intentions, and help them to identify what good practices they should seek out.

STEP 3: EVALUATE IMPACT
* Mar-16 / Dec-20. the Monitoring and Evaluation Tool will be operational by Sep-16. Partners will collect data in Semesters 2 (baseline), 5 (for RAP ex-ante evaluation), 9 (for RAP ex-post evaluation) – more info on the Tool is provided in Part D1 Semester 1.

STEP 4: ANALYSE GOOD PRACTICES
* Oct-16 / Dec-17 Partners will undertake a programme of Study Visits. Each partner will undertake three Study Visits to study identified good practices.

STEP 5: DISSEMINATE GOOD PRACTICES
The Communications Strategy (see sC.5 below) sets out how the good practices will be disseminated. Specifically in relation to External learning
* RESOLVE will regularly cooperate with the Policy Learning Platform, and will establish an Online Dialogue Platform that will enable other regions to learn about sustainable mobility and the transition to a low-carbon retailing economy
* 2 regional Master Classes will be hosted by project-partners in Phase 1, targeting the partners (and selected stakeholders).

DEVELOPING THE ACTION PLANS
* Oct-17 at an extended technical workshop project-partners agree a common methodology for preparing Regional Action Plans. * Jan-18 / May-18 Each partner will hold an own-language 'Import Workshop' - a crucial step in consolidating the learning process. Relevant experts from the exporting partner(s) will assist the importing partner to import its good practices and draft its Regional Action Plan.
* Jun-18 at a Technical Workshop, each draft Regional Action Plan will be reviewed by the experts that undertook the Peer review in Semester 1
* Jul-18 Regional Action Plans completed, and formally considered by the 'owner' no later than Oct-18.
* Sep/Nov-18 they will each hold a regional conference

ROLE OF THE DIFFERENT STAKEHOLDER GROUPS
* Feb-16 partners will discuss their Local Stakeholders Groups, and agree some common approaches. In principle all Local Stakeholders Group will meet every 4 months. In practice the involvement of the stakeholders will be diverse. For example, P9 Moravia-Silesia will actively involve the two main cities (Ostrava, Opava) that will probably make new-project proposals as part of the policy instrument improvement. It will also be natural that different stakeholders will be involved in different ways (eg retailers and Managing Authorities). Stakeholders will actively participate in
* developing the RESOLVE Tool
* the Study Visits
* preparing the Regional Action Plan
* the Regional Conferences and Master Classes

4,883 / 5,000 characters

C.5 Communication strategy

Describe the communication strategy and the way it will contribute to achieving the project objectives.

In the table below, outline your communication objectives, summarise the main target groups and the kind of activities planned to reach each objective. Add line per objective and describe each separately.

ACHIEVING THE PROJECT OBJECTIVES.

The communication objectives are

- 1: Raise awareness of the importance to reduce carbon emissions generated by retail related traffic.
- 2: Allow a constant and active involvement of stakeholders in the development, implementation and monitoring of the Regional Action Plans.
- 3: Contribute to the creation of a European community of experts, decision makers and stakeholders discussing the project topic.

Project sub-objectives will be achieved by communications objectives (CO) as follows:

1. Reduce shopping trips made by car, the CO₂-footprint of local retailers: CO 1, 2
2. INCREASE retailers' support for local transport policy: CO 1, 2
3. Increase the inclusion of SUMP's in Cohesion Policy: CO 2, 3

During Phase 1, communication will be targeted at all those who are essential to the development of the Regional Action Plan (RAPs).
During Phase 2 it will be mainly dedicated to disseminating the progress of RAPs.

COORDINATION AND MANAGEMENT

P3 (Reggio Emilia), will lead the work through:

- A project Communication Manager, being in regular contact with local communication officers in each partner organization, supporting them in and monitoring the implementation of their local communication actions;
- The Communication Workplan, providing guidance for all the activities to be implemented, considering the local/regional, national and EU levels.
- The Communication Monitoring System will regularly monitor and evaluate communication actions and results and measure their impact (see indicators, next section). Three evaluation reports will be issued during Semesters 3, 6 and 9, and shared with all the partners. The Communication Workplan will be revised according to the results of this activity at the end of Phase 1.

1,774 / 2,000 characters

Objectives	Target group	Activities
<p>COMMUNICATION OBJECTIVE 1: Raise awareness of the need to reduce carbon emissions generated by retail related traffic. INDICATOR: increase in awareness 2016-2020 among target group 1-1 (+50%) and 1-2 (+15%) (measure via the RESOLVE Monitoring and Evaluation Tool)</p> <p>This supports project sub-objectives 1, 2</p> <p>The main intended outcome is to raise awareness within the target areas of the project. At the same time we can also target key decision-makers in national and EU authorities., facing the same challenges and looking for new solutions to improve their situations.</p> <p>RESOLVE will contribute to start a deep process of knowledge of this topic and its effects, stimulating a real change of behaviour in all the levels of the society, from the politicians and decision makers, responsible for policies development, to citizens as final beneficiaries of the actions. To reach this objective, communication will play a key role.</p> <p>929 / 1,500 characters</p>	<p>COMMUNICATION OBJECTIVE 1 target groups are</p> <p>1-1 Retailers, Chambers of commerce and other organizations with a direct interest in jobs and growth in the local retail economy</p> <p>1-2 Citizens, specifically women aged 25-55; to start a process for a real change of behaviour and mentality towards alternative lower-carbon mobility solutions;</p> <p>1-3 Key decision-makers in local and regional authorities, responsible for mobility, environment and commerce, within RESOLVE's cities and regions, to sensitize politicians and decision makers on this topic;</p> <p>1-4 Key decision-makers in national and EU authorities and institutions dealing with the project topic; to raise awareness also at national and EU level;</p> <p>698 / 1,500 characters</p>	<p>COMMUNICATION OBJECTIVE 1: will be reached through:</p> <ul style="list-style-type: none"> • The Project website, the main communication tool, accessible for all the interested subjects both from partners and other EU cities and regions decision makers, stakeholders and organizations. • Social media pages (i.e. linkedin, twitter, facebook), providing the widest and quickest possible dissemination opportunity, especially among citizens and professionals communities. • A Project poster (in English and translated in all partners' languages), to be realized at the beginning of the project, to be displayed at partners premises and in occasion of all the meetings and events; • A Project Brochure (in English and translated in all partners' languages), both in printed and electronic version to guarantee a flexible use, to be widely disseminated to all partner local/regional/national/EU contacts, and distributed during events, meetings, workshops, etc. • Press releases, regularly issued in occasion of main project activities, both at project and partner levels • Press Conferences and briefings, organized by partners during crucial project phases, providing the possibility for media to interview actors directly involved in the project implementation • Possibility of externally-funded local promotional events (eg "shopping without my car" week <p>1,321 / 1,500 characters</p>

Objectives	Target group	Activities
<p>COMMUNICATION OBJECTIVE 2: Ensure a constant and active involvement of stakeholders in the development, implementation and monitoring of the Regional Action Plans.</p> <p>INDICATOR: 25% increase in the involvement of target groups 2-1 and 2-2 in RESOLVE Local Stakeholders Groups, 2016-2020; 100% active participation of target group 2-3 (measured by participation at LSG meetings)</p> <p>This supports project sub-objectives 1, 2</p> <p>Communication will be a strategic tool supporting project partners in the development of proper Regional Action Plans by guaranteeing an active and fruitful collaboration of all the subjects and organizations interested and involved in the project topic.</p> <p>It will contribute in particular to:</p> <ul style="list-style-type: none"> * Actively involve all the specific sectors interested by this topic, such as the economic sector, also supporting jobs and growth in the retail economy, as well as transport, mobility, logistic, environment and energy sectors; * Raise awareness among local and regional decision makers on the importance to improve their policies and SUMP's with strategies aiming at reducing carbon emissions generated by retail; * Actively involve Authorities responsible for the management of ERDF funds, in order to develop shared strategies and policies and favour the possibility to have an impact on regional policies and get funding for the implementation of the actions; <p style="text-align: right;">1,380 / 1,500 characters</p>	<p>COMMUNICATION OBJECTIVE 2 target groups are</p> <p>2-1 Retailers, Chambers of commerce and other economic organizations, strategic actors in the promotion of cleaner transport strategies and behaviours combined with shopping activities;</p> <p>2-2 Local and regional authorities, responsible for mobility, environment and commerce, both in and outside partners' cities and regions, to sensitize politicians and decision makers towards the introduction of these aspects in their SUMP's;</p> <p>2-3 Managing Authorities responsible for funding, to be actively involved in the development, implementation and monitoring of Regional Action Plans</p> <p>2-4 Transport, mobility and logistic agencies and operators (both for goods and people), strategic actors directly involved in carbon emissions;</p> <p style="text-align: right;">769 / 1,500 characters</p>	<p>COMMUNICATION OBJECTIVE 2 will be reached through:</p> <ul style="list-style-type: none"> * 8 E-newsletters (in English and with summaries in all partners' languages), featuring contributions from all the involved actors, to be regularly issued during the project (6 in Phase 1, 2 in Phase 2;), and disseminated to the Local Stakeholders Group members, but also to all partner contacts, to inform about the project progress. * 8 Regional conferences, to be organized at the end of Phase 1 in each partner city, to present Regional Action Plans, offer important occasions of debate,. * The Project website and Social media pages will play a key role also in this objective <p style="text-align: right;">639 / 1,500 characters</p>
<p>COMMUNICATION OBJECTIVE 3: Contribute to the creation of a European community of experts, decision makers and stakeholders discussing about the project topic.</p> <p>INDICATOR: 50 active participants on the Online Dialogue Platform by 2020</p> <p>This supports project sub-objective 3</p> <p>An Online Dialogue Platform will be developed for this aim, to be maintained also after the project end, playing a key role in providing a concrete durability of project results and achievements.</p> <p>Communication, through this tool, will be therefore, again, a key factor to guarantee the maximum dissemination of the project both in and outside the partnership, and to continue to stimulate a wide debate all over Europe.</p> <p>In this sense, it will support in liaising with other national and EU projects, networks and institutions, dealing with similar topics and challenges, to favor a cross fertilization, enlarge the exchange of experience and influence mobility and economic policies also at national and EU level.</p> <p>Particular attention will be dedicated to guarantee a good exploitation of results, making them available to a wide audience across Europe.</p> <p style="text-align: right;">1,132 / 1,500 characters</p>	<p>COMMUNICATION OBJECTIVE 3 target groups are</p> <p>3-1 Other national and European projects, to promote cross-fertilization with other projects dealing with the same topics and challenges</p> <p>3-2 General and specialized networks, to provide the widest opportunity to favour exchange of experience;</p> <p>3-3 Local, regional, national and EU Institutions and authorities outside the partnership, to stimulate a wide debate also involving strategic actors developing policies and strategies</p> <p style="text-align: right;">473 / 1,500 characters</p>	<p>COMMUNICATION OBJECTIVE 3 will be reached through:</p> <ul style="list-style-type: none"> * A Final Conference, to be organized as required in Sem 9 by the LP, to present project final results and achievements, with the presence of high-level policy makers and stakeholder groups representatives * An Online Dialogue Platform, working in cooperation with INTERREG EUROPE Policy Learning Platform on Carbon Reduction, aimed at fostering a dialogue allowing partners to interact with all the actors and stakeholders involved in this topic all over Europe, giving the possibility to participate also to cities and countries not directly involved in the project. * 2 regional Master Classes delivered by P2, hosted by project-partners 3 and 4, and held in Phase 1. * The identification by partners of relevant opportunities to disseminate the project, at regional, national and EU levels, in occasion of events organized by other organizations or projects, and by the INTERREG EUROPE or other Programmes and Institutions * The Project website and Social media pages will play a key role also in this objective <p style="text-align: right;">1,072 / 1,500 characters</p>

C.6 Expected results and outputs of the project

C.6.1 Overview of the expected outputs and results

Describe in more detail the outputs and results the projects intends to produce. Provide qualitative and quantitative information regarding outputs and results of the project, including those related to management and communication activities.

OUTPUTS

A GOOD PRACTICE REGISTER will contain 50 good practices, drawn from the consortium members and other organisations. This will respond to the needs that will be identified through the 8 PEER REVIEWS (1 per partner) done at the start of the project. 24 STUDY VISITS (3 per partner) will be made to study identified good practices. 8 IMPORT WORKSHOPS (1 per partner) will be held: relevant partner-experts will advise on good practices that the host region proposes to import. 8 REGIONAL ACTION PLANS (1 per partner) will set out the partners' agreed proposals for improving their target policy instrument.

Additionally, a MONITORING AND EVALUATION TOOL will be developed by all partners, tested and used to monitor the impact of the proposed improvements. 8 LOCAL STAKEHOLDERS GROUPS (1 per partner) will ensure that relevant organisations are involved in preparing the policy improvement proposals. RESOLVE will also collaborate with the IE Programme's POLICY LEARNING PLATFORM.

COMMUNICATIONS OUTPUTS (brochures, posters, press releases, e-newsletters etc) will inform target groups about the project, [see sC5]. Specific outputs include 1 EU-wide ONLINE DIALOGUE PLATFORM, 2 MASTER CLASSES and 8 REGIONAL CONFERENCES (1 per partner)

RESULTS

8 policy instruments will be improved (5 ERDF, 3 others) on the basis of good practices transferred. Carbon emissions will be reduced in the target areas by an extra 5% by 2020.

BY SUB-OBJECTIVES:

1. Reduce carbon emissions by an extra 5% (2016-20) in the target areas (typically shopping centres), measuring either shopping trips made by car, or the carbon-saving actions of local retailers

All partners will propose NEW PROJECTS to reduce carbon emissions, either by shoppers, or by retailers (eg e-shops, electric vehicles, combined deliveries etc). Most proposals will be demonstration projects that the MA can then transfer widely within the region.

2. Increase retailers' support for local sustainable transport policies to 40% (2016-20)

All partners will make improvements to their transport policies (Sustainable Urban Mobility Plans) All ERDF policy instruments will be offered IMPROVED GOVERNANCE, by adopting (parts of) the SUMP. Policy instruments 3 and 4 (non-ERDF) are SUMP's (so their improvement may be counted as STRUCTURAL CHANGE). All will be reviewed in close cooperation with retailers; their support will be measured by the RESOLVE Tool.

3 Increase by 20% the inclusion of SUMP's in Cohesion Policy

By 2018 at least 1 RESOLVE ERDF OP MA will formally acknowledge the importance of SUMP's. All Regional Action Plans will be prepared with a high-level of involvement of key decision-makers, who are a key target of the Communication Strategy,. Additionally the project will work with stakeholders across the EU, thus creating the possibility that SUMP's will be included in other Cohesion Policy instruments

2,898 / 3,000 characters

C.6.2 Indicators

Result indicators	Target
No. of Growth & Jobs or ETC programmes addressed by the project where measures inspired by the project will be implemented 100% of policy instruments addressed with structural funds link	5
No. of other policy instruments addressed by the project where measures inspired by the project will be implemented 100% of policy instruments addressed without structural funds link	3
Estimated amount of Structural Funds (from Growth & Jobs and/ or ETC) influenced by the project (in EUR)	1250000
Estimated amount of other funds influenced (in EUR)	425000

Policies	Self-defined performance indicators	Target
Policy 1	% extra reduction in retail related car trips in shopping areas targeted by projects by 2020	5
Policy 2	% extra reduction in retail related car trips in shopping areas targeted by projects by 2020.	5
Policy 3	% of retailers in the targeted areas that have decreased the CO2-footprint of their goods 2020.	5
Policy 4	% extra reduction in retail related car trips in the pedestrian zone by 2020	15
Policy 5	% of retailers in the targeted areas that support the local sustainable transport policy	25
Policy 6	% extra reduction in retail related car trips in shopping areas in the targeted areas by 2020	5
Policy 7	% extra reduction in the share of car-users in the modal split of shoppers in the target shopping centres by 2020.	5
Policy 8	% extra reduction in the share of car-users in the modal split of shoppers in the target shopping areas by 2020.	5

Output indicators	Target
No. of policy learning events organised	92
No. of good practices identified	50
No. of people with increased professional capacity due to their participation in interregional cooperation activities	160
No. of action plans developed	8
No. of appearances in media (e.g. press)	85
No. of new visitors to project website since last reporting period	100

C.6.3 Innovative character

INNOVATIVE CHARACTER

RESOLVE's results will be innovative in the following ways. They will:

- * target retailing, a significant source of carbon-emission that is not generally recognised in ERDF policy-making, nor by other public authorities.
- * link ERDF (regional policy) with another EC priority Sustainable Urban Mobility Plans (generally delivered at municipal level)
- * focus on consensus-building in a policy-field that is often confrontational
- * be impact-measured using a specially-developed Monitoring and Evaluation Tool that will be made available to other public authorities through the Policy Learning Platform.
- * address two RIS3s

SYNERGIES WITH OTHER INITIATIVES

The following tackle the topic of mobility management, none address mobility and the transition to a low-carbon retailing economy

- * INVOLVE ("Involving the private sector in Mobility Management") addressed the wider question of how civil society can be engaged in the creation and delivery of change-policies. 3 partners considered how to cooperate with the private sector to improve shopping areas for pedestrians. I4C Call 4; 4 partners.
- * PIMMS CAPITAL ("Capitalising on Partner Initiatives in Mobility Management Services") a capitalisation project which foresaw INTERREG Europe: 14 good practices, 1 is potentially relevant. Also relevant is the project methodology. I4C Call 3; 1 partner.
- * SEGMENT ("SEGmented Marketing for ENergy efficient Transport") examined the potential of sophisticated private-sector marketing techniques to achieve public-policy objectives. Intelligent Energy Europe Programme; 0 partners.
- * the European Platform on Sustainable Urban Mobility Plans provides a resource of good practices, a portal to disseminate relevant information, publications and tools see <http://www.eltis.org/mobility-plans>

FOLLOW-UP PROJECTS ADDED-VALUE

RESOLVE is not strictly a follow-up project, but grows out of the I4C project INVOLVE ("Involving the private sector in Mobility Management").

1,991 / 2,000 characters

C.6.4 Durability of results

REGIONAL DURABILITY

Of the 8 policy instruments 5 are ERDF (PIs 1, 2, 6, 7, 8). None is represented on the project by the Managing Authority. The project-partners are municipalities within the region, thus each must work closely with the MA. All 5 policy instruments will be improved through

- * NEW PROJECTS: all 5 PIs state that there is a relevant investment priority that could fund the demonstration projects that will be proposed.
- * IMPROVED GOVERNANCE: (1) the adoption of good practices via the project-partner's SUMP; (2) the use of the RESOLVE Monitoring and Evaluation Tool. No investment is required to realise these improvements. However, by working closely with the Local Stakeholders Group, partners expect that their MA will be persuaded to adopt them.
- 3 policy instruments (PIs 3, 4, 5) are local/ territorial programmes. All are represented on the project by their "owner".
- * NEW PROJECTS: PI 3 (Greater Manchester) is a large investment programme; thus durability will be assured in the same way as for the ERDF instruments. PIs 4 and 5 are not resource-backed, thus any such proposals will be funded from other (uncertain) sources.
- * IMPROVED GOVERNANCE (1 and 2 as above). Because the policy instrument "owner" is a project-partner, there is a much higher chance that they will adopt the changes.

EUROPEAN DURABILITY

RESOLVE's durability will also be ensured by our active support for the Policy Learning Platform in order to disseminate the good practices identified and lessons learned. Especially we propose to establish a European-level Online Dialogue Platform on sustainable mobility and the transition to a low-carbon retailing economy for practitioners and others who are interested.

1,727 / 2,000 characters

C.7 Horizontal principles

	Type of contribution	Description of the contribution
Sustainable development	Positive effects	<p>ENVIRONMENTAL QUALITY: across the EU urban traffic is responsible for 70% of emissions of pollutants such as PM10s. Air and noise pollution is getting worse, as the private car is seen in many new Member States as a symbol of political and economic freedom. The EU transport system is currently not sustainable and in many respects moving away from sustainability rather than towards it.</p> <p>CARBON EMISSIONS. Urban traffic is responsible for 40% of CO2 emissions in the EU; mobility management will reduce this. The EU has made international commitments (Kyoto, Copenhagen) to reduce CO2 emissions. RESOLVE therefore DIRECTLY ADDRESSES environmental sustainability, and especially one of the EU's highest priorities, ie reduction of CO2</p>
Equal opportunities and non-discrimination	Positive effects	<p>AGE, RACE, WEALTH: young and old, ethnic minorities, the poor are all likely to be more dependent on public transport, and thus – like women – disproportionately suffer a mobility disadvantage. Their needs will be addressed through the Regional Action Plans in accordance with Member States equality policies.</p>
Equality between men and women	Positive effects	<p>There are major differences in the basic mobility needs of women and men. Men's role typically focuses on income-earning, taking direct there-and-back journeys. Women are more likely to do the shopping and often perform multiple roles as income earners, home-makers, and community-managers; thus they tend to take shorter, more frequent and more dispersed trips during the day, frequently carrying shopping bulky loads and/or accompanied by dependents. Existing transport systems are biased towards the travel needs of men..</p> <p>Women's complex responsibilities can also force them to make multiple stops, which can be more costly. Gender analysis needs to be incorporated into all transport planning, so that gender impacts are studied and considered before project implementation. Equality is integral to mobility management and the gender issue will be directly addressed in RESOLVE through the Regional Action Plans, which will specifically raise this issue</p>
Digital agenda for Europe	Neutral	<p>The aim of the flagship Digital agenda for Europe is to deliver sustainable economic and social benefits from a Digital Single Market based on fast and ultra fast internet and interoperable applications. This will have the side-effect of increasing access to internet shopping opportunities, a phenomenon that is already causing structural change in traditional shopping centres. RESOLVE provides an opportunity for relevant stakeholders (policy-makers, retailers) to react to this change rather than to shape it.</p>

C.8 Project management

C.8.1 Management arrangements

DAY-TO-DAY MANAGEMENT AND COORDINATION: STRUCTURE, RESPONSIBILITIES AND PROCEDURES

The structure is as follows:

1. P1 Roermond as LEAD PARTNER will be responsible through a nominated PROJECT MANAGER for fulfilling the terms of the subsidy contract and co-ordinating the overall project.
2. A PROJECT SECRETARIAT, working on a daily basis on project management and financial administration, will report to the Project Manager. The Secretariat will be a qualified specialist, at all times accountable to Roermond, who will remain solely responsible for delivering the outputs and performance as specified in the Subsidy Contract.
3. A LEADERSHIP TEAM, ie the partners responsible for the main activities, will coordinate their areas of responsibility on a monthly basis, supported by the Project Secretariat. The team is P1 Roermond (Project Manager), P2 Erasmus (Interregional Learning), P3 Reggio Emilia (Communications)
4. THE PROJECT MANAGEMENT GROUP (PMG), meeting 6-monthly, will ensure strategic direction and accountability. Chaired by the Lead Partner and composed of one representative from each project-partner, it will meet eight times during the project to plan activities and receive progress updates from project-partners and the Project Secretariat. Decisions will normally be by consensus, or by majority vote if necessary. The status of the Project Management Group will be formally confirmed in the Partnership Agreement.
5. A LOCAL PROJECT MANAGER for each project-partner will have direct management responsibility for the local delivery of the project. Local project managers will also be responsible for ensuring that their Local Stakeholders Groups fully participate in RESOLVE.

DAY-TO-DAY COMMUNICATION WITHIN AND BEYOND THE PARTNERSHIP

INTERNAL communications will rely primarily on email. Project-partners will be encouraged to use eg Skype to enable cheap easy conference calls. In addition we will use a project intranet function (eg Basecamp or similar) for group communications, a project calendar, and for storing core documents. Each partner's local project manager will be responsible at all times for ensuring reliable communications with the LP and others.

EXTERNAL. (1) With Local Stakeholders Group members, communications will be the responsibility of partners' local project managers, who will establish appropriate systems. P3 (Communications Leader) will monitor this traffic at each PMG meeting. (2) With other target groups, P3 will be responsible for ensuring that the Communications Strategy (see sC5) is delivered according to plan.

DAY-TO-DAY FINANCIAL MANAGEMENT AND REPORTING

The PROJECT FINANCE MANAGER (based in Roermond) will be responsible for the overall financial claims and reports. S/he will be supported by the PROJECT SECRETARIAT at project level (responsible for day-to-day financial management, ie budget control and report-preparation) and a designated LOCAL FINANCE MANAGER at partner level (responsible for local financial management and for elaborating the local financial reports / payment claims). Main tasks are as follows:

BUDGET CONTROL: The principal budget control will lie with the Lead Partner, through the Secretariat. A central budget monitoring system will be set up, showing planned/actual expenditure per Partner, Cost-Category, Component and Project-Period. Each partner will set up its own budgeting system but will be expected to ensure that this is consistent with the central system. Budget performance will be reviewed at the end of each project-period

ACCOUNTING/VERIFICATION: At PARTNER-LEVEL each partner will appoint a FLC to carry out verifications in accordance with national and EU legislation. At PROJECT-LEVEL the Project Secretariat will make sure that partner expenditure is correct and relevant to the project.

3,835 / 4,000 characters

C.8.2 Project coordinator

Will project management be externalised?

C.8.3 Finance manager

Will financial management be externalised?

C.8.4 Communication manager

Will communication management be externalised?

PART D – Work plan

D.1 PHASE 1 ‘Interregional learning’ - Detailed work plan per period

Semester 1

04/2016 - 09/2016

a) Exchange of experience

[see also sC4].

May-16: P2 will lead the project-partners in assembling a Register of relevant Good Practices (not for publication). These will be gathered from (a) the partner regions (partners will provide); (b) elsewhere within the EU (P2 will seek relevant examples). The register will be regularly reviewed during the life of the project, and will remain open until Dec-18.

Apr-16 at PMG1 partners will

- * review progress on the Register of Good Practices ,
- * agree the methodology and programme for Peer Reviews, and initial plans for Study Visits.
- * discuss their Local Stakeholders Groups, and agree some common approaches
- * agree how they will support the IE Policy Learning Platform

Apr-16 at PMG1 partners will agree a specification for the RESOLVE MONITORING AND EVALUATION TOOL. The tool is needed because there are no existing indicators on the traffic generated by retail activity. There are general transport indicators (i.e. modal split) but usually they refer to commuting traffic; and there are general retail indicators (i.e. high-street footfalls) but these contain no information on how visitors reach the shopping area. Additionally, for goods related traffic, there is hardly any indicator available. RESOLVE aims to cover this gap by developing its own monitoring and evaluation tool, which consists of a set of surveys that will provide information regarding:

- a) How visitors travel to the urban retail area(s);
- b) The (relative) importance of each transport mode to the success of the retail area;
- c) How goods are delivered to retailers;

Surveys will be collected among visitors (a, b) and among retailers and suppliers (c). Each partner will select the appropriate survey area and periods. P2 will assure that a representative sample will be collected by all partners. The exact content of the survey will be discussed during PMG1 and agreed in semester one. The data will be linked to other data already collected by partners. It will be used to predict and monitor the impact of the policy improvements proposed in partners' RAPs. P8 will procure a study on technical and infrastructural determinants providing support to the Monitoring and Evaluation Tool

Jun-16 Peer Reviews will commence: for details see Semester 2.

Sep-16 Partners hold first meetings with Local Stakeholders Groups, according to methodology agreed at PMG1. At the Application stage partners agreed that they would meet with their Groups every 4 months.

2,469 / 3,000 characters

b) Communication and dissemination

[see also sC5]

May-16: P3, the Communications Manager, will review and confirm the Communication Workplan with all the Project-partners at PMG1. P3 will provide guidance for activities to be implemented and outputs to be realized. It will be updated at the end of Phase 1.

May-16: P3 will issue Press Release #1, dedicated to the project launch. Each partner will produce local press releases in their own languages.

Jul-16: A project poster will be developed by P3 and each partner will prepare/print local versions

Jul-16: The project website will be launched and regularly updated, with contributions from all partners. Partners will also develop a project page on their organizations' websites.

Jul-16: Project social pages will be launched and regularly enriched by all the partners and through contributions of involved stakeholders.

Jul-16: P3 will issue a PDF E-newsletter #1, featuring contributions from all the involved actors, with partners producing summaries in their own languages for circulation.

Sep-16: all partners (not P2) will do a regional launch of the project, using press release, poster, website, newsletter, social pages. The launch will be virtual (no event) and aimed at key targets.

Members of local stakeholders groups will be directly involved both as target of communication actions and as contributors in the animation of social pages and productions of the newsletter.

1,410 / 1,500 characters

c) Project management

Feb-16. Once notified of the Monitoring Committee's approval of RESOLVE, the Lead Partner will appoint a Project Secretariat and set up management and financial systems Mar-16. the Lead Partner will complete all contract negotiations with the Programme Secretariat and sign the subsidy contract.

Apr-16. The leadership team (P1, P2, P3, Secretariat – see also sC8.1) will initiate advance planning on all Tasks

Apr-16 The Secretariat will arrange PMG1 (Project Management Group) hosted by P1 which will discuss/agree: (1) working and financial arrangements for the project, including guidelines for partners, (2) the final Partnership Consortium Agreement; (3) methodologies, procedures and specifications for Exchange of Experience actions: Good Practice Register, Peer Reviews, Local Stakeholders Groups, Study Visits, support for the Policy Learning Platform, (4) the Communication Workplan and related procedures and actions

Jun-16 The Secretariat will issue the necessary briefings to partners about the preparation of the Progress Report

1,051 / 1,500 characters

Main Outputs

4 Peer reviews

Procedures for Exchange of Experience activities: Good Practice Register, Peer Reviews, Local Stakeholders Groups, Study Visits, support for the Policy Learning Platform

RESOLVE Monitoring and Evaluation Tool designed

8 Local Stakeholders Group meetings, duly reported.

1 Communication Workplan agreed

8 press releases

1 Project website

8 partners' web pages

2 Social media profiles

1 E-newsletter, adapted for use by each project-partner

8 Project posters

8 regional launches through the media

One Subsidy Contract; one Partner Consortium Agreement signed by all partners;

One Project Management Group meeting;

One set of guidelines for partners' project and financial management

One set of procedures for all Tasks

740 / 1,000 characters

Semester 2

10/2016 - 03/2017

a) Exchange of experience

[see also sC4].

Oct-16 P2 will complete the first draft of the Good Practices Register

Nov-16 PMG2 reviews progress and outputs of the Peer Reviews and Register. The main focus will be Study Visits: project-partners will (1) select good practices to import and (2) agree an initial programme of Study Visits, they will also finalise procedures for planning and reporting.

PEER REVIEWS: each partner will host a 2-day event at which up to 5 experts from other partners will use the official EC SUMP Guidelines to assess partners' intentions, and help them to identify what good practices they should seek out. These experts may be staff, local stakeholders or external experts. The host partner will report its review according to procedures agreed at PMG1. The Reviews will be completed by Aug-16; to achieve this deadline, "joint events" may be arranged at PMG1. Sep-16 P2 and P3 will contact the Policy Learning Platform to agree procedures for cooperation, and especially the proposed Online Dialogue Platform

STUDY VISITS: each partner will undertake 3 Visits during the life of the project, typically 6 delegates (staff or stakeholders). All partners may host visits (depending on demand). Joint visits will be arranged wherever possible. "Joint visits" means that a partner hosts two (or more) partners at the same time. This will be arranged between the partners considering the good practices of interest, convenience for the host etc. Some interpretation is budgeted for, so participation is not limited by language ability.

Dec-16 Partners will undertake the RESOLVE Monitoring and Evaluation Tool survey #1 (baseline data); P2 will collate and analyse the data.
Dec-16 P2 will contact the Policy Learning Platform and then arrange the requested cooperation, all other project-partners will support this; P3 will lead on the Online Dialogue Platform
Jan-17 Partners will complete all Peer Reviews, and submit their reports to the Secretariat and P2
Jan-17: Study Visits starts; 4 Study Visits in this Semester. Each will be reported according to the agreed procedures, and the reports shared between project-partners.
Feb-17[indicative]: Partners hold meetings with their Local Stakeholders Groups.
Mar-17: P2 will finalise the Good Practices Register, taking account of recommendations from the peer reviews.

2,337 / 3,000 characters

b) Communication and dissemination

[see also sC5]
Oct-16: P3 will develop and manage the Online Dialogue Platform, to operate in cooperation with the Programme's Policy Learning Platform on Carbon Reduction. It will be tested with the contribution of all the partners and stakeholders and launched during the semester.
Dec-16: P3 will develop the Communications Monitoring System to regularly monitor and evaluate communication and dissemination actions and results and measure their impact.
Nov-16: PMG2 will consider the Online Dialogue Platform and Communications Monitoring System; and plan the actions for the next 6 months.
Jan-17: A Project brochure will be developed by P3, presenting all the main aspects of the project (i.e. aim, objectives, activities, partnership, etc.). All partners will contribute with information and create local versions. It will be available in electronic and printed copies, to guarantee a flexible use.
Feb-17: P3 will issue Press release #2 to announce the realization of the Good Practices Register. Each partner will use it as basis to produce local press releases in their own languages.
Feb-17: P3 will issue PDF E-newsletter #2 (Study Visits, etc.) featuring contributions from partners and stakeholders, with partners producing summaries in their own languages, to be disseminated to members of local stakeholder groups and other local, regional, national and EU contacts.
Mar-17: Project website will be updated with project-partners' contributions.

1,462 / 1,500 characters

c) Project management

Nov-16: The Secretariat will arrange PMG2 (hosted by P6) which will (1) review progress on Peer Reviews and Register; plan Study Visits. (2) the Online Dialogue Platform and Communications Monitoring System; and plan the actions for the next 6 months; (3) plan the preparation of the Progress Report
Jan-17. Each partner will submit an activity and audited financial report to the Lead Partner. The Secretariat will verify reports and compile a six-monthly Progress Report, with an Activity Report and independently audited Financial Report, to be sent to the Joint Secretariat.
Feb-17 The Secretariat will issue the necessary briefings to partners about the preparation of the Progress Report

698 / 1,500 characters

Main Outputs

4 Peer reviews
1 good practices register (not for publication)
4 Study Visits, each involving 6 participants and duly reported to agreed standard format
1 set of 8 Stakeholder Group meetings
RESOLVE Monitoring and Evaluation Tool Survey #1 (Baseline measurements)
Support actions, as requested, for the Policy Learning Platform
1 Online Dialogue Platform
8 Project brochures
1 Communications Monitoring System
8 Press releases
1 E-newsletter, adapted for use by each project-partner
Website updates
One six-monthly Progress Report, comprising an Activity Report and independently audited Financial Report;
One Project Management Group meeting
One regional activity and audited financial report from each partner (8 in total)

730 / 1,000 characters

Semester 3

04/2017 - 09/2017

a) Exchange of experience

[see also sC4].
Apr 17/Sep-17 Study Visits continue, 10 Study Visits in this Semester;
Apr-17 P2 will contact the Policy Learning Platform and then arrange the requested cooperation, all other project-partners will support this; P3 will refresh the Online Dialogue Platform
May-17: [indicative]: Partners hold meetings with their Local Stakeholders Groups.
May-17 PMG3 plans final Study Visits; reviews outcomes from the RESOLVE Monitoring and Evaluation Tool survey #1; P2 leads discussions on good practice transferability (lessons learned from Study Visits)
Jun-17: [indicative]: Partners hold meetings with their Local Stakeholders Groups.

650 / 3,000 characters

b) Communication and dissemination

May-17 PMG3 will receive feedback from the Communications Monitoring System; and plan the actions for the next 6 months, including Evaluation Report #1.
Jun-17: P3 will issue Press release #3 to inform about Study Visits Implementation. Each partner will use it as basis to produce local press releases in their own languages.
Jul 17: P3 will issue PDF E-newsletter #3 featuring contributions from partners and stakeholders, with partners producing summaries in their own languages, to be disseminated to members of local stakeholder groups and other local, regional, national and EU contacts.
Jul-17: Project website will be updated with Project-partners contributions.
Sep-17: Following a review of communication and dissemination actions and results and a survey (i.e. questionnaire), P3 will produce and circulate to all the partners Evaluation Report #1, to present the state of the art and identify strong results and eventual weak aspects to be adjusted.
Partners and stakeholders will continue to animate also social pages and online dialogue platform.

1,063 / 1,500 characters

c) Project management

Apr-17. Each partner will submit an activity and audited financial report to the Lead Partner. The Secretariat will verify reports and compile a six-monthly Progress Report, with an Activity Report and independently audited Financial Report, to be sent to the Joint Technical Secretariat.
May-17. The Secretariat will arrange PMG3 (hosted by P8) which will (1) review and plan Study Visits, review outcomes from the RESOLVE Monitoring and Evaluation Tool survey #1; (2) receive feedback from the Communications Monitoring System; and plan the actions for the next 6 months, including Evaluation Report #1.
Jul-17. The Secretariat will give advance warning to partners for preparing the Progress Reports

703 / 1,500 characters

Main Outputs

10 Study Visits, each involving 6 participants and duly reported to agreed standard format
2 sets of 8 Stakeholder Group meetings, ie 16 in total
Support actions, as requested, for the Policy Learning Platform
8 Press releases
1 E-newsletter, adapted for use by each project-partner
1 Evaluation report on Communications activities and impact
Website updates
One six-monthly Progress Report, comprising an Activity Report and independently audited Financial Report;
One Project Management Group meeting;
One regional activity and audited financial report from each partner (8 in total)

592 / 1,000 characters

Semester 4

10/2017 - 03/2018

a) Exchange of experience

[see also sC4].

Oct-17/Mar-18: 10 Study Visits will be organized
Oct-17: P2 will contact the Policy Learning Platform and then arrange the requested cooperation, all other project-partners will support this; P3 will refresh the Online Dialogue Platform
Nov-17: PMG4 reviews Study Visits, plans Import Workshops, agrees RAP design
Nov-17: PMG4 will include an extended technical workshop at which partners will: (1) discuss the Study Visits outcomes in relation to the Peer Review reports; (2) agree procedures and programme for the Import Workshops; (3) agree a procedure and methodology for preparing Regional Action Plans. Members of the Local Stakeholders Groups may be invited to participate.
Nov-17: [indicative]: Partners hold meetings with their Local Stakeholders Groups.
Mar-18: Each policy instrument "owner" will produce Guidelines describing what they expect when they offer funding for new projects

915 / 3,000 characters

b) Communication and dissemination

Nov-17: PMG4 will receive feedback from the Communications Monitoring System, including Evaluation Report #1; and plan the actions for the next 6 months
Jan 18: P3 will issue Press release #4 to inform about Study Visits Implementation. Each partner will use it as a basis to produce local press releases in their own languages.
Jan-18 Project website will be updated with project-partners' contributions.
Feb-18 P3 will issue PDF E-newsletter #4 (Study Visits, etc) featuring contributions from partners and stakeholders, with partners producing summaries in their own languages, to be disseminated to members of local stakeholder groups and other local, regional, national and EU contacts and uploaded on project and partners' websites.
Partners and stakeholders will continue to animate also social pages and online dialogue platform.

839 / 1,500 characters

c) Project management

Oct-17. Each partner will submit an activity and audited financial report to the Lead Partner. The Secretariat will verify reports and compile a six-monthly Progress Report, with an Activity Report and independently audited Financial Report, to be sent to the Joint Technical Secretariat.
Nov-17. The Secretariat will arrange PMG4 (hosted by P3) which will (1) undertake a mid-term review of project management, budgets etc, (2) review Communications Evaluation Report #1, plan Communications activity for the next semester], (3) review Study Visits, plan Import Workshops and Regional Action Plans.
Feb-18. The Secretariat will give advance warning to partners for preparing Progress Reports

694 / 1,500 characters

Main Outputs

Procedures for Regional Action Plans, Import Workshops
10 Study Visits, each involving 6 participants and duly reported to agreed standard format
1 set of 8 Stakeholder Group meetings
Support actions, as requested, for the Policy Learning Platform
8 Press releases
1 E-newsletter, adapted for use by each project-partner
Website updates
One six-monthly Progress Report, comprising an Activity Report and independently audited Financial Report;
One Project Management Group meeting;
One internal review of project management, budgets etc,
One regional activity and audited financial report from each partner (8 in total)

626 / 1,000 characters

Semester 5

04/2018 - 09/2018

a) Exchange of experience

[see also sC4].

Apr-18 Import Workshops commence, according to the timetable agreed at PMG4. Each project-partner hosts one. The IMPORT WORKSHOP is a crucial step in consolidating the learning process. Each workshop will involve up to 5 relevant "export experts", ie experts on the aspects of good practices that the host region proposes to import (the experts may be staff, stakeholders or externals). The experts will assist the import regional 'stakeholders' to import their good practices and draft their Regional Action Plan. Each workshop will be attended by c20 'local consortium' key decision-makers, ie an extended Local Stakeholders Group. The proceedings will normally be in own-language, so that the maximum learning can be achieved. Each Import Workshop will be carefully planned in advance; according to the procedures agreed at PMG4.
Apr-18/Sep-18: Local Stakeholders Groups will be especially active during this period. Precise involvement will reflect local circumstances, and will be specified as part of the planning procedures agreed at PMG4.
May-18: P2 will contact the Policy Learning Platform and then arrange the requested cooperation, all other project-partners will support this; P3 will refresh the Online Dialogue Platform
Jun/Jul-18: Partners undertake RESOLVE Monitoring and Evaluation Tool Survey #2 (to collect RAP ex-ante information)
Sep-18: 8 Import Workshops
Jun-18 PMG5 will include an extended technical workshop at which partners will discuss their draft Regional Action Plans, each draft RAP will be briefly reviewed by (some of) the experts that undertook the Peer review in Semester 1.
Sep-18: 1 Masterclass led by P2 will be hosted by P4 (a second will be held in Semester 6).
The MASTER CLASSES target the partners (and selected stakeholders). They will be "European" in perspective. Their aim is to deepen the knowledge about Mobility Management and retailing, with a particular focus on SUMP. They will consider the best achievements of the project, but place these in the context of experience elsewhere to create a dialogue. In principle they will be run in EN, hosted by project-partners at two convenient locations.

2,180 / 3,000 characters

b) Communication and dissemination

Jul-18 P3 will issue Press release #5 to inform about Import Workshops implementation. Each partner will use it as basis to produce local press releases in their own languages.
Jul-18 P3 will issue PDF E-newsletter #5 (Study Visits final results, Import Workshops, Technical Workshop on RAPs), featuring contributions from partners and stakeholders, with partners producing summaries in their own languages, to be disseminated to members of local stakeholder groups and other local, regional, national and EU contacts and uploaded on project and partners' websites.
Sep-18 Project website will be updated with Project-partners contributions.
Partners and stakeholders will continue to animate also social pages and online dialogue platform.
Jun-18: PMG 5 will review progress on the Communications Workplan; and plan the Regional Conferences, and related end-Phase 1 promotion.

880 / 1,500 characters

c) Project management

Apr-18. Each partner will submit an activity and audited financial report to the Lead Partner. The Secretariat will verify reports and compile a six-monthly Progress Report, with an Activity Report and independently audited Financial Report, to be sent to the Joint Technical Secretariat.
Jun-18: The Secretariat will arrange PMG5 (hosted by P7) which will (1) review outcomes from the Import Workshops and progress on the draft Regional Action Plans, (2) confirm plans for the Regional Conferences, (3) plan Phase 2 of the project, in particular any proposals for Pilot Projects to be proposed for approval by the Programme.
Jul-18. The Secretariat will give advance warning to partners for preparing Progress Reports

719 / 1,500 characters

Main Outputs

8 Regional Import Workshops, each involving up to 4 regions and c25 people, including local Stakeholder Groups
8 draft Regional Action Plans available for consultation and consideration.
RESOLVE Monitoring and Evaluation Tool Survey #2 (RAP ex ante)
Support actions, as requested, for the Policy Learning Platform
8 Press releases
1 E-newsletter, adapted for use by each project-partner
Website updates
One six-monthly Progress Report, comprising an Activity Report and independently audited Financial Report;
One Project Management Group meeting;
One regional activity and audited financial report from each partner (8 in total)
1 Masterclass

Semester 6

10/2018 - 03/2019

a) Exchange of experience

[see also sC4].

Oct-18 Partners will finalise their Regional Action Plans and submit them for formal consideration by the owners of the policy instruments
Nov-18 P2 will contact the Policy Learning Platform and then arrange the requested cooperation, all other project-partners will support this; P3 will refresh the Online Dialogue Platform
Nov-18 PMG6 (1) P2 leads discussions on good practice transferability (lessons learned from RAPs). (2) Partners report on the adoption of the Regional Action Plans by relevant regional authorities; and confirm Phase 2 monitoring arrangements (including Durability).
Jan-19 Regional Action Plans "approved" by the owners of the policy instruments
Feb-19 [indicative] Partners hold meetings with their Local Stakeholders Groups.
Feb-19 1 Masterclass led by P2 will be hosted by P3

826 / 3,000 characters

b) Communication and dissemination

Nov-18 PMG6 (1) Partners review regional conferences programmes. (2) Following a second review of communication actions and results and a survey (i.e. questionnaire), P3 will produce Communications Evaluation Report #2 and circulate it to all project-partners, to identify strong results and eventual weak aspects to be adjusted.
Nov/Dec-18: Each partner will hold a regional conference to promote the project and present Regional Action Plans. These events will represent important occasions of debate, especially with citizens as end-users of actions to be implemented.
Dec-18 P3 will issue Press release #6 (implementation of Regional Conferences, development of Regional Action Plans and monitoring tool). Each partner will use it as basis to produce local press releases in their own language.
Dec-18 P3 will issue PDF E-newsletter #6 (Regional Conferences, Regional Action Plans, Monitoring Tool), featuring contributions from partners and stakeholders, with partners producing summaries in their own languages, to be disseminated to members of local stakeholder groups and other local, regional, national and EU contacts and uploaded on project and partners' websites.
Jan-19 Project website will be updated with project-partners' contributions.
Jan-19 P3 will issue a revised Communication Workplan, to be used during the second phase, based on Evaluation Report #2
Partners and stakeholders will continue to animate also social pages and online dialogue platform.

1,479 / 1,500 characters

c) Project management

Oct-18. Each partner will submit an activity and audited financial report to the Lead Partner. The Secretariat will verify reports and compile a six-monthly Progress Report, with an Activity Report and independently audited Financial Report, to be sent to the Joint Technical Secretariat.
Nov-18 The Secretariat will arrange PMG6 (hosted by P5) which will (1) review project management, budgets etc, (2) Communications: Regional Conferences, Evaluation #2, (3) Study Visits, Import Workshops, Regional Action Plans (4) confirm plans and procedures for Phase 2 of the project.
Feb-19. The Secretariat will give advance warning to partners for preparing Progress Reports

669 / 1,500 characters

Main Outputs

8 adopted Regional Action Plans
1 set of 8 Stakeholder Group meetings
Support actions, as requested, for the Policy Learning Platform
8 regional conferences
1 E-newsletter, adapted for use by each project-partner
8 E-newsletters
1 Evaluation report on Communications activities and impact
1 Updated communication Workplan
Website updates
One six-monthly Progress Report, comprising an Activity Report and independently audited Financial Report;
One Project Management Group meeting;
One regional activity and audited financial report from each partner (8 in total)
1 Masterclass

585 / 1,000 characters

D.2 PHASE 2 - Detailed work plan per period

Semester 7

04/2019 - 09/2019

a) Action plan implementation follow-up

Each region starts the implementation of its action plan. The relevant stakeholders for the implementation are mobilised.

b) Communication and dissemination

The partners ensure regular updates of the project website with information on the action plan implementation.

c) Project management

The lead partner prepares the progress report for the joint secretariat.

Main Outputs

Website updates

Semester 8

10/2019 - 03/2020

a) Action plan implementation follow-up

Each partner monitors the action plan implementation by contacting the stakeholders and beneficiaries of the different actions.
All partners meet to learn from each other by exchanging on the success and difficulties met in the implementation of their action plan.

b) Communication and dissemination

The partners ensure regular updates of the project website with information on the action plan implementation.

c) Project management

Main Outputs

1 project meeting
Website updates

Semester 9

04/2020 - 09/2020

a) Action plan implementation follow-up	Each partner continues monitoring the action plan implementation and is in regular contact with the stakeholders and beneficiaries of the different actions.
b) Communication and dissemination	The partners organise a final dissemination event gathering executives and policy makers from the regions and from other relevant institutions. The aim is to promote the project achievements and to disseminate the results of the action plan implementation to a large audience. The project website is updated accordingly.
c) Project management	The lead partner prepares the progress report for the joint secretariat.
Main Outputs	1 high-level political dissemination event Website updates 1 annual progress report

Semester 10

10/2020 - 03/2021

a) Action plan implementation follow-up	Each partner finalises the monitoring of the action plan implementation. Each partner discuss the results of this implementation with the relevant regional stakeholders and beneficiaries. All partners meet to exchange and draw conclusions on the two years of action plan implementation.
b) Communication and dissemination	The partners ensure regular updates of the project website with information on the action plan implementation.
c) Project management	Each partner summarises the level of achievement of its action plan. The lead partner compiles the information and prepares the final report for the joint secretariat.
Main Outputs	1 project meeting Website updates 1 annual progress report 1 final project report

PART E – Project budget

E.1 Budget breakdown per budget line and partner

Partner	Preparation costs	Staff costs	Office and administration	Travel and accommodation	External expertise and services	Equipment	Revenues	Total partner budget
1. City of Roermond	15,000	174,780	26,217	13,846	178,900	0	0	408,743
2. Department of Regional, Port and Transport Economics (RHV BV)	0	115,960	17,394	8,073	27,000	0	0	168,427
3. Municipality of Reggio Emilia	0	145,600	21,840	17,550	70,800	0	0	255,790
4. Transport for Greater Manchester	0	180,480	27,072	13,848	51,600	0	0	273,000
5. Maribor Municipality	0	62,800	9,420	29,510	61,670	0	0	163,400
6. Kronoberg County Administration Board	0	203,400	30,510	22,090	34,800	0	0	290,800
7. Almada City Council	0	59,200	8,880	21,480	61,340	0	0	150,900
8. City of Warsaw	0	97,900	14,685	19,128	48,800	0	0	180,513
9. Moravian-Silesian Region	0	71,700	10,755	19,284	45,450	0	0	147,189
	0.74 %	54.53 %	8.18 %	8.08 %	28.47 %	0.00 %	0.00 %	
Total	15,000	1,111,820	166,773	164,809	580,360	0	0	2,038,762

Net revenues after project end

Will any of the partners receiving funding from the programme generate net revenues from the project after the project has ended?

No

E.2 External expertise and services

N°	Type of costs	Description	Contracting partner	Amount
1	Meeting costs: partner meeting	:Hosting costs inc interpretation for: Project Management Group meeting 1 (15 people), 1 Peer Review (15 people), 2 Study Visits. (@12 people), 1 Import Workshop (15 people). 181 / 500 characters	1. City of Roermond	7,000
2	FLC costs	0 / 500 characters	1. City of Roermond	16,000
3	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to Study Visits (6 persons) 45 / 500 characters	1. City of Roermond	3,600
4	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 (8/15 people) 85 / 500 characters	1. City of Roermond	6,000
5	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 89 / 500 characters	1. City of Roermond	15,000
6	External support for the exchange of experience process, in particular the development of the regional action plan	Technical support for the development of the Regional Action Plan 67 / 500 characters	1. City of Roermond	30,000
7	Meeting costs: dissemination event	Regional Conference (Semester 6): costs of venue, external speakers etc 72 / 500 characters	1. City of Roermond	3,000
8	Publication and dissemination costs	Design/print of posters, own-language brochures 48 / 500 characters	1. City of Roermond	3,000
9	Project and/or financial and/or communication management	Secretariat provides support on project management, reporting etc (Phase 1 @ 35 days/yr; Phase 2 @ 14 days/yr) 110 / 500 characters	1. City of Roermond	93,300
10	Publication and dissemination costs	Design/print project brochure (EN only) 41 / 500 characters	1. City of Roermond	2,000

N°	Type of costs	Description	Contracting partner	Amount
11	Meeting costs: dissemination event	host final conference 22 / 500 characters	4. Transport for Greater Manchester	15,000
12	FLC costs	0 / 500 characters	2. Department of Regional, Port and Transport Economics (RHV BV)	15,000
13	External support for the exchange of experience process, in particular the development of the regional action plan	5 external Experts to assist Peer Reviews: fees and travel costs ADDITIONAL INFORMATION: Partner 2 has extensive expertise in the field of mobility and its effect on retail. However urban retail is a complex issue and cannot be seen from a single perspective only. We believe that the peer review process will greatly benefit from the support of specialist expertise on themes such as urban retail, city marketing, urban design and social effects. 450 / 500 characters	2. Department of Regional, Port and Transport Economics (RHV BV)	5,000
14	Meeting costs: partner meeting	3 external Experts to assist in regional Master Classes fees and travel costs ADDITIONAL INFORMATION: see item 13 above 121 / 500 characters	2. Department of Regional, Port and Transport Economics (RHV BV)	2,000
15	External support for the exchange of experience process, in particular the development of the regional action plan	External Expert to develop technical aspects of the RESOLVE monitoring and evaluation tool 91 / 500 characters	2. Department of Regional, Port and Transport Economics (RHV BV)	5,000
16	Meeting costs: partner meeting	:Hosting costs inc interpretation for: Project Management Group meeting 4 (15 people), 1 Peer Review (15 people), 2 Study Visits. (@12 people), 1 Import Workshop (15 people), Regional Master Class (Semester 6, 20 participants) 234 / 500 characters	3. Municipality of Reggio Emilia	6,000
17	FLC costs	0 / 500 characters	3. Municipality of Reggio Emilia	6,400
18	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to * Study Visits (6 persons), * Final Conference (2 persons), 82 / 500 characters	3. Municipality of Reggio Emilia	4,400
19	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 91 / 500 characters	3. Municipality of Reggio Emilia	15,000
20	External support for the exchange of experience process, in particular the development of the regional action plan	Technical support for the development of the Regional Action Plan 66 / 500 characters	3. Municipality of Reggio Emilia	10,000
21	Project and/or financial and/or communication management	External support to Communication Coordination (5,000€) and development of Online dialogue platform (5,000€) This item is dedicated to the activities of the partner as Communication Leader. ie general coordination, management and monitoring, support to PPs, production of communication plan, project newsletters, press releases, brochure, website, social pages and dialogue platform management + local activities. Includes hosting costs of interregional Master Class (Semester 6, 20 participants) 499 / 500 characters	3. Municipality of Reggio Emilia	10,000
22	Meeting costs: dissemination event	* Meetings and events organization, dissemination actions and networking at local level (eg actively involving the economic sector linked to retail economy, transport, mobility, logistic, environment and energy sectors at local level; spread the project materials through ITC tools, the newsletters, posters, etc and organise the regional conference at local level). * Regional Conference (Semester 6): costs of venue, external speakers etc 445 / 500 characters	3. Municipality of Reggio Emilia	14,000
23	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 71 / 500 characters	3. Municipality of Reggio Emilia	2,000
24	Publication and dissemination costs	Design/print of posters, own-language brochures 49 / 500 characters	3. Municipality of Reggio Emilia	3,000
25	Meeting costs: partner meeting	Hosting costs inc interpretation, speakers for: Project Management Group meeting 8 - Semester 10 (15 people), 1 Peer Review (15 people), 2 Study Visits. (@12 people), 1 Import Workshop (15 people), Regional Master Class (Semester 5, 20 participants) 259 / 500 characters	4. Transport for Greater Manchester	10,000
26	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to Study Visits (6 persons), Final Conference (2 persons), 76 / 500 characters	4. Transport for Greater Manchester	3,600
27	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 71 / 500 characters	4. Transport for Greater Manchester	2,000
28	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 90 / 500 characters	4. Transport for Greater Manchester	15,000
29	Meeting costs: dissemination event	Regional Conference (Semester 5): costs of venue, external speakers etc 73 / 500 characters	4. Transport for Greater Manchester	3,000


N°	Type of costs	Description	Contracting partner	Amount
30	Publication and dissemination costs	Design/print of posters, own-language brochures 48 / 500 characters	4. Transport for Greater Manchester	3,000
31	Meeting costs: partner meeting	Hosting costs inc interpretation for: Project Management Group meeting 6 (15 people), 1 Peer Review (15 people), 2 Study Visits, (@12 people), 1 Import Workshop (15 people), 181 / 500 characters	5. Maribor Municipality	7,000
32	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to Study Visits (6 persons), Final Conference (2 persons), 77 / 500 characters	5. Maribor Municipality	6,400
33	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 71 / 500 characters	5. Maribor Municipality	2,000
34	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 91 / 500 characters	5. Maribor Municipality	15,000
35	External support for the exchange of experience process, in particular the development of the regional action plan	Technical support for the development and monitoring of the Regional Action Plan (Phase 1 €10,000; Phase 2 €3,270) 114 / 500 characters	5. Maribor Municipality	13,270
36	Project and/or financial and/or communication management	External assistance for project management and communications 61 / 500 characters	5. Maribor Municipality	12,000
37	Meeting costs: dissemination event	Regional Conference (Semester 6): costs of venue, external speakers etc 73 / 500 characters	5. Maribor Municipality	3,000
38	Publication and dissemination costs	Design/print of posters, own-language brochures 48 / 500 characters	5. Maribor Municipality	3,000
39	Meeting costs: partner meeting	:Hosting costs inc interpretation for: Project Management Group meeting 2 (15 people), 1 Peer Review (15 people), 2 Study Visits, (@12 people), 1 Import Workshop (15 people), 182 / 500 characters	6. Kronoberg County Administration Board	7,000
40	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to Study Visits (6 persons), Final Conference (2 persons), 77 / 500 characters	6. Kronoberg County Administration Board	4,800
41	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 72 / 500 characters	6. Kronoberg County Administration Board	2,000
42	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 91 / 500 characters	6. Kronoberg County Administration Board	15,000
43	External support for the exchange of experience process, in particular the development of the regional action plan	Technical support for the development and monitoring of the Action Plan Phase 1 €25,000; Phase 2: €5000 105 / 500 characters	6. Kronoberg County Administration Board	0
44	Meeting costs: dissemination event	Regional Conference (Semester 6): costs of venue, external speakers etc 73 / 500 characters	6. Kronoberg County Administration Board	3,000
45	Publication and dissemination costs	Design/print of posters, own-language brochures 49 / 500 characters	6. Kronoberg County Administration Board	3,000
46	Project and/or financial and/or communication management	External assistance for project management, stakeholder engagement and communications: Phase 1 €21,000; Phase 2: €8000 118 / 500 characters	6. Kronoberg County Administration Board	0
47	Meeting costs: partner meeting	:Hosting costs inc interpretation for: Project Management Group meeting 5 (15 people), 1 Peer Review (15 people), 2 Study Visits, (@12 people), 1 Import Workshop (15 people), 182 / 500 characters	7. Almada City Council	7,000
48	FLC costs	 0 / 500 characters	7. Almada City Council	6,400
49	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to Study Visits (6 persons), Final Conference (2 persons), 77 / 500 characters	7. Almada City Council	5,600
50	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 72 / 500 characters	7. Almada City Council	2,000
51	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 91 / 500 characters	7. Almada City Council	15,000
52	External support for the exchange of experience process, in particular the development of the regional action plan	Technical support for the development of the Action Plan (phase 1) 68 / 500 characters	7. Almada City Council	9,000

N°	Type of costs	Description	Contracting partner	Amount
53	Meeting costs: dissemination event	Regional Conference (Semester 6): costs of venue, external speakers etc 73 / 500 characters	7. Almada City Council	3,000
54	Publication and dissemination costs	Design/print of posters, own-language brochures 48 / 500 characters	7. Almada City Council	3,000
55	External support for the exchange of experience process, in particular the development of the regional action plan	External assistance for project management, stakeholder engagement and communications: Phase 1 €7000; Phase 2: €2340 116 / 500 characters	7. Almada City Council	10,340
56	Meeting costs: partner meeting	Hosting costs inc interpretation for: Project Management Group meeting 3 (15 people), 1 Peer Review (15 people), 2 Study Visits. (@12 people), 1 Import Workshop (15 people), 180 / 500 characters	8. City of Warsaw	7,000
57	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to Study Visits (6 persons), Final Conference (2 persons), 77 / 500 characters	8. City of Warsaw	4,800
58	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 71 / 500 characters	8. City of Warsaw	2,000
59	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 91 / 500 characters	8. City of Warsaw	15,000
60	External support for the exchange of experience process, in particular the development of the regional action plan	Local stakeholders group analysis:technical study on current status of the project topic, for input into RAP 108 / 500 characters	8. City of Warsaw	10,000
61	Meeting costs: dissemination event	Regional Conference (Semester 6): costs of venue, external speakers etc 73 / 500 characters	8. City of Warsaw	3,000
62	Publication and dissemination costs	Design/print of posters, own-language brochures 49 / 500 characters	8. City of Warsaw	3,000
63	Meeting costs: dissemination event	Local conference on project results (Phase 2) 45 / 500 characters	8. City of Warsaw	4,000
64	Meeting costs: partner meeting	:Hosting costs inc interpretation for: Project Management Group meeting 7 (15 people), 1 Peer Review (15 people), 2 Study Visits. (@12 people), 1 Import Workshop (15 people), 182 / 500 characters	9. Moravian-Silesian Region	8,400
65	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Stakeholders T&A to PeerReviews (3 persons), Study Visits (18 persons), Final Conference (2 persons), 103 / 500 characters	9. Moravian-Silesian Region	14,050
66	Meeting costs: stakeholder group	Organisation of 4-monthly Local Stakeholders Group meetings in Phase 1 72 / 500 characters	9. Moravian-Silesian Region	2,000
67	External support for the exchange of experience process, in particular the development of the regional action plan	Monitoring and Evaluation Tool development and testing: data collection, 3 field surveys 91 / 500 characters	9. Moravian-Silesian Region	15,000
68	Meeting costs: dissemination event	Regional Conference (Semester 6): costs of venue, external speakers etc 73 / 500 characters	9. Moravian-Silesian Region	3,000
69	Publication and dissemination costs	Design/print of posters, own-language brochures 49 / 500 characters	9. Moravian-Silesian Region	3,000
Total				580,360.00

E.3 Equipment

N°	Type of costs	Description	Contracting partner	Amount
Total				0.00

E.4 Budget breakdown per source of funding and partner

Partner	Country	TOTAL	Programme funds			Partner contribution		
			ERDF	ERDF rate (%)	Norwegian	Partner contribution from public sources	Partner contribution from private sources	Total partner contribution
1. City of Roermond	 NL	408,743.00	347,431.55	85.00 %	0.00	61,311.45	0.00	61,311.45

Partner	Country	TOTAL	Programme funds			Partner contribution		
			ERDF	ERDF rate (%)	Norwegian	Partner contribution from public sources	Partner contribution from private sources	Total partner contribution
2. Department of Regional, Port and Transport Economics (RHV BV)	NL	168,427.00	126,320.25	75.00 %	0.00	0.00	42,106.75	42,106.75
3. Municipality of Reggio Emilia	IT	255,790.00	217,421.50	85.00 %	0.00	38,368.50	0.00	38,368.50
4. Transport for Greater Manchester	UK	273,000.00	232,050.00	85.00 %	0.00	40,950.00	0.00	40,950.00
5. Maribor Municipality	SI	163,400.00	138,890.00	85.00 %	0.00	24,510.00	0.00	24,510.00
6. Kronoberg County Administration Board	SE	290,800.00	247,180.00	85.00 %	0.00	43,620.00	0.00	43,620.00
7. Almada City Council	PT	150,900.00	128,265.00	85.00 %	0.00	22,635.00	0.00	22,635.00
8. City of Warsaw	PL	180,513.00	153,436.05	85.00 %	0.00	27,076.95	0.00	27,076.95
9. Moravian-Silesian Region	CZ	147,189.00	125,110.65	85.00 %	0.00	22,078.35	0.00	22,078.35
Total		2,038,762.00	1,716,105.00		0.00	280,550.25	42,106.75	322,657.00

E.5 Spending plan

Phase 1							
Partner	Preparation	Semester 1	Semester 2	Semester 3	Semester 4	Semester 5	Semester 6
1. City of Roermond	15,000	25,842	38,801	48,241	68,748	77,186	73,969
2. Department of Regional, Port and Transport Economics (RHV BV)	0	14,641	17,569	21,962	28,214	30,746	33,674
3. Municipality of Reggio Emilia	0	22,022	26,426	33,032	39,639	44,043	52,843
4. Transport for Greater Manchester	0	22,064	26,477	31,256	41,923	52,924	44,129
5. Maribor Municipality	0	13,523	16,228	20,285	25,694	28,398	29,017
6. Kronoberg County Administration Board	0	25,022	30,026	37,533	47,542	56,879	50,044
7. Almada City Council	0	13,102	15,723	19,653	24,894	27,515	27,140
8. City of Warsaw	0	15,418	18,501	23,126	29,293	30,986	32,377
9. Moravian-Silesian Region	0	12,811	15,374	19,217	24,342	26,904	26,971
Total	15,000.00	164,445.00	205,125.00	254,305.00	330,289.00	375,581.00	370,164.00
% of Total (programme financed partners only)	0.74 %	8.07 %	10.06 %	12.47 %	16.20 %	18.42 %	18.16 %

Phase 2					
Partner	Semester 7	Semester 8	Semester 9	Semester 10	Total
1. City of Roermond	12,191	15,239	18,287	15,239	408,743.00
2. Department of Regional, Port and Transport Economics (RHV BV)	4,859	6,074	4,614	6,074	168,427.00
3. Municipality of Reggio Emilia	8,105	7,960	13,615	8,105	255,790.00
4. Transport for Greater Manchester	5,607	11,214	14,979	22,427	273,000.00
5. Maribor Municipality	6,033	7,541	9,140	7,541	163,400.00
6. Kronoberg County Administration Board	9,385	11,732	10,905	11,732	290,800.00
7. Almada City Council	5,174	6,467	4,765	6,467	150,900.00

Phase 2					
Partner	Semester 7	Semester 8	Semester 9	Semester 10	Total
8. City of Warsaw	6,162	7,703	9,244	7,703	180,513.00
9. Moravian-Silesian Region	4,868	5,811	4,806	6,085	147,189.00
Total	62,384.00	79,741.00	90,355.00	91,373.00	2,038,762.00
% of Total (programme financed partners only)	3.06 %	3.91 %	4.43 %	4.48 %	100.00 %