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NUTSHELL@CE

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A - Project identification

A.1 Project identification

Project ID (automatically created)	CE0200933
Name of the lead partner organisation	Unione dei Comuni Valle del Savio
Name of the lead partner organisation (in English language)	Union of Municipalities of the Savio Valley River
Project title	streNgthening pUblic TranSport to enHance accEssibility in ruraL centraL Europe
Project acronym	NUTSHELL@CE
Programme priority	Cooperating for a better connected central Europe
Programme priority specific objective	SO3.1: Improving transport connections of rural and peripheral regions in central Europe
Project duration (nr. of months)	36

A.2 Project summary

Please give a short overview of the project and describe:

- the common challenge of the programme area your project is tackling;
- the overall project objective and the expected change your project will make to the current situation;
- what is innovative about your project;
- the main outputs and results your project will develop and who will benefit from them;
- the implementation approach you plan to take and why transnational cooperation is needed.

Staring in the face of social exclusion, rural and peripheral areas of Central Europe are trying to escape isolation by turning to car-oriented policies. But the construction of new roads as the main transport solution is turning out to be a poor remedy for years of separation between half-century-old land use/spatial and transport planning. Village separation as one of the features of the European landscape turned out to be a bad starting point for the current socio-economic-territorial development (sprawling effect) causing the current unsustainable transport models, including gaps in accessibility and connectivity of rural and peripheral areas. Instead of densified functions and activities (residential, economic, service, commercial) in rural and peripheral areas, their spatial distribution is mostly fragmented and scattered, leading to further challenges.

Reversing these trends, the overall objective of NUTSHELL@CE is to pursue a strategic and integrated transformation of spatial and transport planning in rural and peripheral regions of Central Europe, to (re)place the public transport at the core of regional transport systems, integrated with other sustainable means (ie. cycling, DRT, sharing), to ensure better connectivity with TENT-T and urban nodes.

NUTSHELL@CE will tackle the challenges by offering innovative solutions in 5 key elements:
1)Integrated transport planning and land use;
2)Systematic spatial-transport analysis for sustainable means of transport;
3)Taylor-made vision co-creation followed by a local/regional action plans
4)Pilot action as a platform for testing new solutions able to bring immediate benefits to local communities;
5)Transnational Knowledge Hub to transfer outcomes and learning.

The main project outcomes are georeferenced datasets (and related capacity building), one transnational package of seven action plans, joint pilot actions, and the establishment of a transnational competence centre /knowledge hub. The transnational cooperation will enable co-vision creation through a creative process, peer-review, and experience exchange.

A.3 Project partner overview

Partner Number	Status	Name of the organisation in English	Partner role in the project	Country (NUTS 0)	Partner total eligible budget
1	Active	Union of Municipalities of the Savio Valley River	LP	Italia (IT)	244502.20
2	Active	Vienna University of Technology	PP	Österreich (AT)	190366.00
3	Active	Rzeszow Regional Development Agency	PP	Polska (PL)	166980.80
4	Active	Citizens´Association No Gravity	PP	Slovensko (SK)	157050.60
5	Active	KTI Hungarian Institute for Transport Sciences and Logistics Non Profit Limited Liability Company	PP	Magyarország (HU)	152902.89
6	Active	Moravian-Silesian Region	PP	Česko (CZ)	174569.66
7	Active	RDA of Northern Primorska Ltd. Nova Gorica	PP	Slovenija (SI)	194289.30
8	Active	Institut of Traffic and Transport Ljubljana l.l.c.	PP	Slovenija (SI)	222208.00
9	Active	ZossenRail operating company ltd	PP	Deutschland (DE)	182421.36
10	Active	Municipality of Crawinkel/Local community of Crawinkel	PP	Deutschland (DE)	188879.28
11	Active	Public Transport Authority in Rzeszów	PP	Polska (PL)	182922.44
12	Active	Public Transport Organisation of Bratislava	PP	Slovensko (SK)	192019.90

A.4 Project budget overview

Programme funding			Contribution					Total eligible budget
Funding source	Funding amount	Co-financing rate (%)	Automatic public contribution	Public contribution	Total public contribution	Private contribution	Total partner contribution	
ERDF	1.799.289,92	80,00 %	0,00	381.928,11	381.928,11	67.894,40	449.822,51	2.249.112,43
Total EU funds	1.799.289,92	80,00 %	0,00	381.928,11	381.928,11	67.894,40	449.822,51	2.249.112,43
Total eligible budget	1.799.289,92	80,00 %	0,00	381.928,11	381.928,11	67.894,40	449.822,51	2.249.112,43

A.5 Project outputs and result overview

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
Strategies and action plans jointly developed	8,00	strategy /action plan	Output 2.1	Transnational strategy for integrated transport and spatial planning for rural and peripheral regions	1,00	Joint strategies and action plans taken up by organisations	0,00	8,00	joint strategy /action plan
			Output 2.2	Regional action plans for integrated transport and spatial planning for regions 1-7	7,00				
Organisations cooperating across borders	18,00	organisations	Output 1.1	Organisations cooperating	18,00	Organisations cooperating across borders after project completion	0,00	15,00	organisations
Jointly developed solutions	4,00	solutions	Output 1.3	Solution and planning tool PTSQC	1,00	Solutions taken up or up-scaled by	0,00	4,00	solutions

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
			Output 3.4	Solution: Feeder access to existing public transport corridors	1,00	organisations			
			Output 3.5	Solution: Timetable systematization of public transport services	1,00				
			Output 3.6	Solution: Public transport missing links & catchment areas	1,00				
Pilot actions developed jointly and implemented in projects	3,00	pilot actions	Output 3.1	Pilot Action: Feeder access to existing public transport corridors	1,00				
			Output 3.2	Pilot Action: Timetable systematization of public transport services	1,00				
			Output	Pilot Action: Public	1,00				

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
			3.3	transport missing links & catchment areas					
Projects supporting cooperation across borders to develop urban-rural linkages	1,00	projects	Output 1.2	Urban rural linkage	1,00				

B - Project partners

B.0 Partners overview

Partner Number	Status	Name of the organisation in English	Country (NUTS 0)	Abbreviated name of organisation	Partner role in the project	B.2 Associated partners	Partner total eligible budget
1	Active	Union of Municipalities of the Savio Valley River	Italia (IT)	UVS	LP	Start Romagna S.p.A	244.502,20
2	Active	Vienna University of Technology	Österreich (AT)	TU Wien	PP	ÖBB-Infrastruktur Aktiengesellschaft	190.366,00
3	Active	Rzeszow Regional Development Agency	Polska (PL)	RRDA	PP		166.980,80
4	Active	Citizens´Association No Gravity	Slovensko (SK)	No Gravity	PP		157.050,60
5	Active	KTI Hungarian Institute for Transport Sciences and Logistics Non Profit Limited Liability Company	Magyarország (HU)	KTI	PP		152.902,89
6	Active	Moravian-Silesian Region	Česko (CZ)	MSR	PP	Transdev Morava s.r.o.	174.569,66
7	Active	RDA of Northern Primorska Ltd. Nova Gorica	Slovenija (SI)	RRA Nova Gorica	PP	NOMAGO d.o.o. PE Nova Gorica	194.289,30
8	Active	Institut of Traffic and Transport Ljubljana l.l.c.	Slovenija (SI)	PIL	PP	SŽ- Potniški promet, d.o.o	222.208,00
9	Active	ZossenRail operating company ltd	Deutschland	ZossenRail	PP		182.421,36

Partner Number	Status	Name of the organisation in English	Country (NUTS 0)	Abbreviated name of organisation	Partner role in the project	B.2 Associated partners	Partner total eligible budget
			(DE)				
10	Active	Municipality of Crawinkel/Local community of Crawinkel	Deutschland (DE)	Crawinkel	PP	Nahverkehrsgesellschaft des Landkreises Gotha mbH	188.879,28
11	Active	Public Transport Authority in Rzeszów	Polska (PL)	PTAR	PP		182.922,44
12	Active	Public Transport Organisation of Bratislava	Slovensko (SK)	BID	PP		192.019,90

B.1 Project partner 1

B.1.1 Partner Identity	
Partner number	1
Partner role	LP
Name of the organisation in original language	Unione dei Comuni Valle del Savio
Name of the organisation in English	Union of Municipalities of the Savio Valley River
Abbreviated name of organisation	UVS
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Forlì-Cesena (ITH58)
Street, House number, Postal code, City	Piazza del Popolo 10 47521 Cesena
Homepage	www.unionevallesavio.it
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O
Co-financing rate (%)	80
VAT number (if applicable)	IT04185880400
Other identifier number (if VAT number is not	

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	924185252
B.1.4 Legal Representative	
Legal representative	Mr Enzo Lattuca
B.1.5 Contact person	
Contact person	Ms Valeria Rossi
Email	rossi_v@comune.cesena.fc.it
Telephone	+39 547 356898

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

UVS is made of 6 towns: Cesena, Bagno di Romagna, Mercato Saraceno, Montiano, Sarsina, Verghereto. The Union is a local authority with statutory autonomy within the framework of the principles established by Constitution, national and regional laws.
In particular, Union aims to organize and manage in an integrated manner some of the major functions entrusted to municipalities, with the intent to align, at the regional level, the provision of different services. It aims therefore to improve the efficiency and effectiveness of public services for the citizens. The Union of Municipalities is in charge of services such as informative, social ,civil protection, environmental, land use and help desk services.
The common thread among these municipalities is the Savio river, this blue corridor unifies a total area of 810.2 square kilometres populated by 116,938 inhabitants, with an average population density of 143.3 inhabitants per square kilometre. It is characterised by a high territorial complexity, mainly due to the high share of mountain territory (68%) and the presence of micro and small municipalities. Cesena is the biggest city with 97.282 inhabitants (2020).
Since 2015 Cesena is the leading municipality of Savio Valley Municipalities Union and oversees managing and running funded projects for the Union, due to its long experience in participating at European and National funding programme.
The territory under Union jurisdiction and urban settlements are structured and articulated through the river Savio and the European road E45, elements affected in different ways by the challenges posed by the climate issue, such as hydrogeological risk, erosion, and alteration of flows due to the progressive rise in sea level, air and water pollution.
The Savio Valley Union's economy is strongly linked to agriculture and in particular to wine production: there are about 641 small and medium family-owned agricultural companies and about 1330 hectare are dedicated to this production.

B.1.6 Partner motivation, expertise and contribution

What is the role and involvement (contribution and main activities) of your organisation in the project?

UVS has a high territorial extension therefore the fragmentation of urban development in the most peripheral areas opens remarkable challenges on accessibility and social inclusion to which it is necessary to answer with more flexible alternative methods to the "rigid" system of regular PT. The high spatial extension and low density, combined with easy vehicular traffic, lead to high car ownership especially in peripheral areas. The main municipality of FUA-Functional Urban Area (Cesena) is approving the Sustainable Urban Mobility Plan (SUMP) which is a strategic planning tool with a medium to long term time horizon (10 years) and a concrete commitment to make mobility more sustainable. The plan evaluates all pros and cons of the measures and defines result and monitoring indicators. Furthermore, in April 2021 the UVS approved the SECAP; according to the BEI (Baseline Emission Inventory), the transport sector accounts for 27% of the territory's overall emissions.
For abovementioned reasons, UVS will actively take part in all activities described in workplan to enhance its planning and operational capacities to better connect the Cesena main city centre with Union peripheral areas, through the enhancement of the public transport system along the Savio Valley (60 kms crossing 5 Municipalities and connecting the mountain/hilly areas to the main city, Cesena, down in the valley floor). The pilot action will be focused on the physical requalification of public transport's stops, to improve their accessibility and multimodal use with new parking systems, integrated with new stops' location resulting from GIS and co-vision process. The implementation of the pilot will come from the findings of the co-designed action plan and from looking at similar experiences of the project partners. The need is to realize at least 2 intermodal bus stops (one in the urban context of Cesena and one in the rural-mountain area of one of the other Municipalities of the valley) to verify the accessibility improvement for the valley and an easier intermodal connection from rural to urban areas and vice-versa, for both tourists and residents, and to eventually expand the model (if successful) to the whole valley public transport system. This will include parking facilities for bicycles/cars and charging stations for EVs, equipped with e-cars chargers, e-bike chargers, bicycles racks, bike repair kit stations, as well as informative centres (QR code signages; info digital panels indicating the integrations among car/bus/bike/walking networks). In addition, UVS will ensure (as LP) the overall project management.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

Since 2015 the Union can count on the Cesena European project office for submitting and managing European, national, and regional projects.
Appointment of a councilor whose portfolio includes European projects and Sustainable mobility demonstrates that the Union recognizes the high importance of EU policy and programmes and the delivery of successful local outcomes linked to Sustainable Mobility and European priorities. The municipality has had a European Office within its own administration since 2007.
The European Office has run several European projects, such as FP7, Daphne, Interreg IV C, Interreg Italy-Croatia, Interreg Central Europe, URBACT, Erasmus +, ROP ERDF, ROP RDF and some of them with the role of Lead partner, funded under URBACT and under AMIF, acquiring knowledge on Programme activities, rules and reporting procedures and managing activities and budgets of 10 partners.
The staff is composed by 6 people with a decade of experience in the management of funded projects and with a broad experience of international exchange and meeting attendances and organisations. The European project office has fluent English and an open and flexible attitude with experience on

B.1.6 Partner motivation, expertise and contribution

participative processes, especially linked to regeneration and working in an integrated manner with other municipal departments and local associations and enterprises.

B.1.7 Budget

Partner budget options	Percentage
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	6%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	195.601,76	80,00 %
Partner contribution	48.900,44	20,00 %
Partner total eligible budget	244.502,20	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
UVS	Public	0,00	0,00 %
Fondo rotazione nazionale	Public	48.900,44	20,00 %

Contribution

Sub-total public contribution	48.900,44	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	48.900,44	20,00 %

State Aid

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?	No

B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 2

B.1.1 Partner Identity	
Partner number	2
Partner role	PP
Name of the organisation in original language	Technische Universität Wien
Name of the organisation in English	Vienna University of Technology
Abbreviated name of organisation	TU Wien
Department / unit / division	Research Unit Transport Planning and Traffic Engineering
B.1.2 Partner main address	
Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Wien (AT13)
NUTS 3	Wien (AT130)
Street, House number, Postal code, City	Karlsplatz 13 A-1040 Wien
Homepage	www.tuwien.ac.at
Address of department / unit / division (if applicable)	
Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Wien (AT13)
NUTS 3	Wien (AT130)
Street, House number, Postal code, City	Karlsplatz 13/230-1 A-1040 Wien
B.1.3 Legal and financial information	
Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	P.85.42
Co-financing rate (%)	80
VAT number (if applicable)	ATU37675002

B.1.3 Legal and financial information	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	999979888
B.1.4 Legal Representative	
Legal representative	Prof. Mag. Dr. Guenter Emberger
B.1.5 Contact person	
Contact person	Dr Takeru Shibayama
Email	takeru.shibayama@tuwien.ac.at
Telephone	+4315880123114

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

TU Wien has, besides its research and education activities, contributed over 40 years for conceptualization and creation of transport master plans, mobility management and sustainable urban mobility plans for different types of cities in different sizes. This is the way that TU Wien contributes its expertise directly to the real-world problems around transportation and sustainability issues related to it. In the domain of rural mobility and accessibility, TU Wien led the key Austrian national project FLADEMO (Nationwide Mobility Service Guarantee, 2021-2022) deploying PTSQC-method, and dozens of other key research projects e.g., BahnRaum and real-world applications e.g., transport masterplans. Internationally, it coordinates the Special Interest Group on National and Regional Transport Policy and Planning at World Conference in Transportation Researches (WCTR), and it is an active member of Sustainable Accessibility for All Working Group at OECD's International Transport Forum. As a leading institute for research and higher education in transport, TU Wien regularly offers lectures on sustainable transport planning not only for students but also experts and decision-makers who are responsible for urban transport planning as practitioners. One strength of TU Wien is the combination of research and practical work. A considerable know-how has gained especially in the fields of travel behaviour and behavioural patterns, safety behaviour and traffic safety, energy consumption, environmental understanding of transport, road and street design, street space arrangements, transport infrastructure and mobility, public transport, freight transport, policy development and SUMPs.

What is the role and involvement (contribution and main activities) of your organisation in the project?

Together with KTI-Institute for Transport Sciences and PIL-Prometni Institut, TU Wien will supply to the partnership the technical- scientific knowledge needed for the project development and the support for the transnational vision co- creation process. More in details TU Wien will support KTI in the

B.1.6 Partner motivation, expertise and contribution

organization of a three-day intensive training course on the deployment of digital data towards integrated land-use and transport planning (WP1). Within the same WP1, TU Wien will carry out a geospatial analysis based on the Public Transport Service Class methodology (successfully adopted in Austria). TU Wien will lead the WP2 “Vision co- creation based on transnational cooperation”, built around five domains: public transport; land use; regional economy; spatial balance; active mobility. The process will be based on the active involvement of local communities and stakeholders. Furthermore, TU Wien will establish and co-manage with KTI and PIL the Transnational Competence Centre /Knowledge Hub, that will be also an accumulator of knowledge usable for its own didactic and research activities, in addition to the dissemination purposes

If you are the project lead partner, please describe here your organisation’s capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation’s relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	152.292,80	80,00 %
Partner contribution	38.073,20	20,00 %
Partner total eligible budget	190.366,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
TU Wien	Public	38.073,20	20,00 %

Contribution

Sub-total public contribution	38.073,20	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	38.073,20	20,00 %

State Aid	
B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 3

B.1.1 Partner Identity	
Partner number	3
Partner role	PP
Name of the organisation in original language	Rzeszowska Agencja Rozwoju Regionalnego
Name of the organisation in English	Rzeszow Regional Development Agency
Abbreviated name of organisation	RRDA
Department / unit / division	Regional Development and International Cooperation Department
B.1.2 Partner main address	
Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Podkarpackie (PL82)
NUTS 3	Rzeszowski (PL823)
Street, House number, Postal code, City	Chopina Street 51 35-959 Rzeszów
Homepage	www.rarr.rzeszow.pl
Address of department / unit / division (if applicable)	
Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Podkarpackie (PL82)
NUTS 3	Rzeszowski (PL823)
Street, House number, Postal code, City	Chopina Street 31 35-959 Rzeszów
B.1.3 Legal and financial information	
Type of partner	Regional public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O.84.1
Co-financing rate (%)	80
VAT number (if applicable)	PL8130010538

B.1.3 Legal and financial information	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	999767361
B.1.4 Legal Representative	
Legal representative	Mr Mariusz Bednarz
B.1.5 Contact person	
Contact person	Mr Marek Duda
Email	mduda@rarr.rzeszow.pl
Telephone	48178676215

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

RRDA is a public institution (non-profit regional government unit) established in 1993 by Self-government of Podkarpackie Region (Policy Maker).
RRDA is a one of the key regional institutions supporting social, economic and technology growth of the Podkarpackie Region in Poland, as well as significantly affecting national and international development in these areas through the implementation of diversified initiatives and projects. The objective of the RRDA is to support the development of the Podkarpackie Region in Poland, to create and stimulate development potential of the region, to promote the possibilities offered by the region, including clean air, tourist potential, as well as to promote a new image of the Podkarpackie Region as a modern, innovative, and economically developed region.
The Agency has experience in the implementation of actions aimed at:

- promotion and implementation of measures and activities supporting sustainable development of the region, including low-emission transport systems and eco-innovation.
- promotion of energy efficiency, intelligent energy management and renewable energy use in public infrastructures.

- creation of appropriate conditions for cooperation between different regional stakeholders, clusters, energy institutions, local and regional authorities to improve their collaboration and to support undertaking activities referring to the local or regional problem areas with a strong growth potential.
.developing research methodologies, elaboration of regional strategies, solving social problems. RRDA employs around 200 specialists in: economics, sociology, tourism, marketing, finances, management and law.

B.1.6 Partner motivation, expertise and contribution

RRDA is performing economic activities i.e. in the field of: organization of events/workshops/trainings, conducting business advisory, conference room rental.

What is the role and involvement (contribution and main activities) of your organisation in the project?

RRDA will actively take part in all the activities foreseen by the workplan, contributing to its implementation.
generation and use of geospatial data and related training/capacity building,
preparation and implementation of the vision co-creation process in the Podkarpackie Region,
participation in preparing transnational tools
promotion and information activities contributing to an increase of awareness of the local and regional stakeholders, organisation of the regional meetings, cooperation with regional partners,
conception and design of pilot actions and their implementation through the testing solution. Jointly with Slovak and Czech partners, RRDA will work on the common challenge of public transport missing links and catchment areas
The main benefit for the RRDA from the implementation of the project is strengthening the knowledge and planning-operational capacity related to a better and stronger integration between land use and different public transport services to enhance the connections to/from rural and peripheral areas.
RRDA in not performing any economic activity within the project and because of it.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	133.584,64	80,00 %
Partner contribution	33.396,16	20,00 %
Partner total eligible budget	166.980,80	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
RRDA	Public	33.396,16	20,00 %

Contribution		
Sub-total public contribution	33.396,16	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	33.396,16	20,00 %

State Aid	
B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 4

B.1.1 Partner Identity	
Partner number	4
Partner role	PP
Name of the organisation in original language	Obcianske zdruzenie No Gravity
Name of the organisation in English	Citizens´Association No Gravity
Abbreviated name of organisation	No Gravity
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Slovensko (SK)
Region (NUTS 2)	Bratislavský kraj (SK01)
NUTS 3	Bratislavský kraj (SK010)
Street, House number, Postal code, City	Oravska 3/A 82109 Bratislava
Homepage	www.no-gravity.sk
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	Interest groups including NGOs
Subtype of partner	
Legal status	Private
Sector of activity at NACE group level	S.94
Co-financing rate (%)	80
VAT number (if applicable)	
Other identifier number (if VAT number is not	2021832989

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	Tax Identification Number
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative	Ing Gabriel Adamek
B.1.5 Contact person	
Contact person	Ing Gabriel Adamek
Email	gabriel.adamek@no-gravity.sk
Telephone	+421908937711

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

No Gravity is a NGOs formed by a group of activists in various fields, primarily focused on the environmental protection, green transport and renewable energy sources. We put emphasis on sustainable energy usage, environmental monitoring, resource conservation, recycling, and lower emissions. Our NGO is closely connected with the planning and development of green transport solutions tested in the Slovak Republic with follow ups in Europe and even beyond. Except recent GUTS and eGUTS projects we are in closed discussion with the developers from corporate sector on the field of sharing system of electric cars and light electric vehicles for public sector and public with close scope of the involvement of less populated areas into e-mobility solutions. Our mission is to mobilize different sectors in a global effort to educate people about environmental issues and inspire them into action. We continue to influence how the public receives environmental information and promote public opinions for authorities. To achieve this goal, we collaborate with other environmentalists, local communities, marginal groups, research and development organizations, universities and with authorities.

What is the role and involvement (contribution and main activities) of your organisation in the project?

Based on its wide experience in the involvement of local communities in debates and actions on issues of public interest linked to sustainability, No Gravity will provide a methodological support in the co-creation processes that NUTSHELL@CE will activate in the CE territories involved. It will be coupled with the project communication activities, of which No Gravity will be the coordinator.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the

B.1.6 Partner motivation, expertise and contribution

project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

No Gravity will coordinate the communication activities, the elaboration of the annually updated Communication Plan (in coordination with the PPs and with CE Communication Strategy), checking and monitoring the communication activities (whereby PPs will provide active inputs), of producing promotion materials and the publications as well as of the update on the common website's pages. All partners will install subsections on their own webpages, directly linked to the official website. The WPL will elaborate on a common press kit but press releases and social media posts will be elaborated by all partners. The media work will also be facilitated through press conferences connected to the Opening and Final Conference. The electronic newsletters will consist of a common article (elaborated by the WP leaders) and country-specific highlights, calls, invitations, success stories and similar (elaborated by the respective PPs).
No Gravity team has long track record in coordination of communication and dissemination activities within EU and even beyond.

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	125.640,48	80,00 %
Partner contribution	31.410,12	20,00 %
Partner total eligible budget	157.050,60	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
No Gravity	Private	31.410,12	20,00 %

Contribution

Sub-total public contribution	0,00	0,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	31.410,12	20,00 %
Total eligible budget	31.410,12	20,00 %

State Aid	
B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 5

B.1.1 Partner Identity	
Partner number	5
Partner role	PP
Name of the organisation in original language	KTI Magyar Közlekedéstudomány és Logisztikai Intézet Nonprofit Kft
Name of the organisation in English	KTI Hungarian Institute for Transport Sciences and Logistics Non Profit Limited Liability Company
Abbreviated name of organisation	KTI
Department / unit / division	Research Centre for Transport Development
B.1.2 Partner main address	
Country (NUTS 0)	Magyarország (HU)
Region (NUTS 2)	Budapest (HU11)
NUTS 3	Budapest (HU110)
Street, House number, Postal code, City	Than Károly 3-5 1119 Budapest
Homepage	www.kti.hu
Address of department / unit / division (if applicable)	
Country (NUTS 0)	Magyarország (HU)
Region (NUTS 2)	Budapest (HU11)
NUTS 3	Budapest (HU110)
Street, House number, Postal code, City	Than Károly 3-5 1119 Budapest
B.1.3 Legal and financial information	
Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O
Co-financing rate (%)	80

B.1.3 Legal and financial information	
VAT number (if applicable)	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	21925221-2-43
Other identifier description (specification of the type of identifier)	Fiscal code
PIC (from EC Participant Register), if available	999497604

B.1.4 Legal Representative	
Legal representative	Mr András János Mayer

B.1.5 Contact person	
Contact person	Mr József Lieszkovszky
Email	lieszkovszky.jozsef@kti.hu
Telephone	+36 30 612 8271

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

KTI Hungarian Institute for Transport Sciences and Logistics Non Profit Limited Liability is a priority public benefit company and the legal successor of KTI Institute for Transport Sciences. The history of KTI goes back more than 70 years into the past. The state-owned KTI is one of the research bases of the Ministry for Construction and Transport and its partners come from both the public and private sector. KTI's mission is to create a continuously developing, safe and competitive transport environment in Hungary in the interest of maintaining a well-resourced environment, taking into consideration aspects of sustainability and compliance with EU directives for transport policy. Research Centre for Transport Development, which is one of the departments of KTI, has an extensive experience in the field of traffic and public transport surveys, analysis and strategy building. The research centre prepares complex multimodal transport development concepts for international, national, regional and municipal networks, in the medium and long terms and the future. Its work is mostly based on a detailed examination, modelling and evaluation of transport procedures from an economical, societal, environmental and traffic safety point of view. Colleagues of the research group have professional practice for many years in implementation of cross-border, FP7, Horizon 2020 and transnational cooperation projects as a project leader or as a project partner. In the last years, they implemented, among others, numerous multi-national and cross-border road, air and waterborne traffic related projects.

What is the role and involvement (contribution and main activities) of your organisation in the project?

KTI will participate in the implementation of all WPs and will coordinate WP1.
KTI, as the leader of WP1, will organize a three-day intensive training seminars so that territorial PPs,

B.1.6 Partner motivation, expertise and contribution

local transport planners, consultants, and stakeholders learn how to deploy digital data towards integrated land-use and transport planning. These training seminars will be professionally recorded and edited and will be made available through the digital channel of the Competence Center, together with all training materials. KTI will also summarize relevant experiences of previously implemented EU funded projects (Peripheral Access, CONNECT2CE) in the framework of a two-day seminar (organized by TU Wien).
KTI will participate in the transnational co-creation of local visions for a sustainable regional/rural mobility for connection to TEN-T corridors (in the framework of WP2). Together with TU Wien and Prometni Institut (PIL), it will provide the scientific-technical support to the entire project implementation

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Staff costs flat rate	20%
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	8%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	122.322,31	80,00 %
Partner contribution	30.580,58	20,00 %
Partner total eligible budget	152.902,89	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
KTI	Public	30.580,58	20,00 %

Contribution

Sub-total public contribution	30.580,58	20,00 %
Sub-total automatic public contribution	0,00	0,00 %

Contribution		
Total	0,00	0,00 %
Total eligible budget	30.580,58	20,00 %
State Aid		
B.1.9 State Aid information (Partner self-check)		
A. Is the partner involved in economic activities within the project?		
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No	
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No	
B. Does the partner and/or any third party receive a selective advantage within the project?		
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No	
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No	
C. State aid relevant activities (select from drop-down menu based on C.4 entries)		
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)		

B.1 Project partner 6

B.1.1 Partner Identity	
Partner number	6
Partner role	PP
Name of the organisation in original language	Moravskoslezský kraj
Name of the organisation in English	Moravian-Silesian Region
Abbreviated name of organisation	MSR
Department / unit / division	Department of Transportation
B.1.2 Partner main address	
Country (NUTS 0)	Česko (CZ)
Region (NUTS 2)	Moravskoslezsko (CZ08)
NUTS 3	Moravskoslezský kraj (CZ080)
Street, House number, Postal code, City	28. října 117 702 00 Ostrava
Homepage	www.msk.cz
Address of department / unit / division (if applicable)	
Country (NUTS 0)	Česko (CZ)
Region (NUTS 2)	Moravskoslezsko (CZ08)
NUTS 3	Moravskoslezský kraj (CZ080)
Street, House number, Postal code, City	28. října 117 70200 Ostrava
B.1.3 Legal and financial information	
Type of partner	Regional public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O.84.11
Co-financing rate (%)	80
VAT number (if applicable)	CZ70890692

B.1.3 Legal and financial information	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	

B.1.4 Legal Representative	
Legal representative	Mr. Jan Krkoska

B.1.5 Contact person	
Contact person	Mr Ales Trnka
Email	ales.trnka@msk.cz
Telephone	+420595622984

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

Through its activities, the Moravian-Silesian Region fulfills the strategic visions of the elected bodies and at the same time performs the tasks entrusted to it on behalf of the state. By following the Spatial Development Policy issued by the Ministry of Regional Development, it defines the spatial priorities of the region and coordinate the land use planning of the municipalities. In addition, it is responsible for regional transport policy, the regional integrated public transport system, and the regional road network. Public transport in the Moravian-Silesian Region is provided by rail transport, both by suburban buses and public transport. Most of the lines are included in the Integrated Transport System of the Moravian-Silesian Region called ODIS. Transport planning is based on the backbone links of public rail passenger transport to ensure transport services.
The Moravian-Silesian Region processes based on and in accordance with Act No. 194/2010 Coll., On Public Services in Passenger Transport and other acts, as amended, in particular Act No. 367/2019 Coll. "Transport Service Plan of the Moravian-Silesian Region", which is gradually updated on the basis of the development of events affecting the transport service in the area.
Moravian-Silesian Region

- prepares a proposal for the scope of basic transport services,
- develops the concept of an integrated transport system in the region,
- ensures the process of concluding public service contracts in road and rail transport and their control of performance,
- prepares a proposal for the scope of basic transport services,
- develops the concept of an integrated transport system in the region,
- ensures the process of concluding public service contracts in road and rail transport and their control of performance,
- coordinates draft timetables in rail transport,

B.1.6 Partner motivation, expertise and contribution

• elaborates and updates the regional strategy in activities of the smart region.
As part of its own projects, the region prepares and implements activities aimed at increasing efficiency, attractiveness and optimizing public transport in the region.

What is the role and involvement (contribution and main activities) of your organisation in the project?

The Moravian-Silesian regions is served by transport corridors in TEN-T Gdansk- Ravenna; towns and villages are connected by a dense network of regular bus and train connections. This system has been affected by the social distancing imposed by the Covid-19, that has pushed towards the individual means of transportation. PT must therefore regain its centrality, making it more flexible and better integrated with other solutions (multimodality). Starting from these assumptions, the Moravian-Silesian Region (MSR) is a project partner involved in all the activities foresees by the workplan:: PTSQC adoption, geospatial data to achieve an integration between spatial and regional transport planning; vision co-creation process for sustainable transport connections from/to rural and peripheral areas, for which some pilot towns will be identified; definition of the regional action plan; implementation of a pilot action jointly with other PPs, involvement of communities and stakeholders. The pilot action will enable the Moravian- Silesian Region to verify an alternative way of providing transport services in areas with smaller population and lower density of demand, in the form of public transport on request, or in connection with the railway connection. For this purpose, a DRT based on a lower emission vehicle will be tested indicatively in some of the 16 small villages (Bocanovice, Bukovek, Bystrice, etc) depending on bus connections, situated at the border area with Slovakia and Poland. They will be selected after debates with towns and stakeholders.
The benefit of the project for MSK is the strengthening of knowledge, spatial-transport planning capacities and public sector tools on how to ensure flexible transport connections to / from more peripheral areas of MSR.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.7 Budget

Partner budget options	Percentage
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	7%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	139.655,72	80,00 %
Partner contribution	34.913,94	20,00 %

B.1.8 Cofinancing			
Source		**Amount**	**Percentage**
Partner total eligible budget		174.569,66	100,00 %
Origin of partner contribution			
Source of contribution	**Legal status**	**Amount**	**% of total partner budget**
MSR	Public	34.913,94	20,00 %
Contribution			
Sub-total public contribution		34.913,94	20,00 %
Sub-total automatic public contribution		0,00	0,00 %
Total		0,00	0,00 %
Total eligible budget		34.913,94	20,00 %
State Aid			
B.1.9 State Aid information (Partner self-check)			
A. Is the partner involved in economic activities within the project?			
1. Will the partner implement activities and/or offer goods/services for which a market exists?		No	
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?		No	
B. Does the partner and/or any third party receive a selective advantage within the project?			
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?		No	
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?		No	

C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 7

B.1.1 Partner Identity	
Partner number	7
Partner role	PP
Name of the organisation in original language	RRA SEVERNE PRIMORSKE Regijska razvojna agencija d.o.o. Nova Gorica
Name of the organisation in English	RDA of Northern Primorska Ltd. Nova Gorica
Abbreviated name of organisation	RRA Nova Gorica
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Zahodna Slovenija (SI04)
NUTS 3	Goriška (SI043)
Street, House number, Postal code, City	Cesta 25. Junija 1F 5000 Nova Gorica
Homepage	www.rra-sp.si
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	Sectoral agency
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	N.82.1
Co-financing rate (%)	80
VAT number (if applicable)	SI95877835

B.1.3 Legal and financial information	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	

B.1.4 Legal Representative	
Legal representative	Mr Črtomir Špacapan

B.1.5 Contact person	
Contact person	Ms Greti Manfreda
Email	Greti.manfreda@rra-sp.si
Telephone	0038641375337

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

In Slovenia there is no regional-government level (regions are only a statistical unit) and thus regional development agencies cover a key role in coordinating the regional development. The RDA of Northern Primorska has been established in 1999 to identify the needs in economic and social environment and to stimulate regional development. The RDA has prepared the Regional Development Plan 2014-2020 and 2021–2027 for the Goriška Region and the strategic objectives are to promote innovation and technological development in the economy of the region, safeguard its environment (also through the promotion of sustainable transport), natural and cultural heritage of the area as well as to stimulate sustainable tourism in our region. One of the strategic objectives is to improve the conditions for a quality life of the inhabitants, with the implementation of measures for reduction of inequality and increase the social inclusion of the citizens. RDA's main business is helping local authorities and other public and private bodies of the region with the scope to promote sustainable and responsible regional development. The main activity of RDA is also to prepare the implementation and monitoring of cooperation and local, regional, transnational, and international cooperation projects, with approximately 150 projects already carried out. Today there are 11 employees in 5 fields of work, among which the Local Business Centre which stimulates SMEs' development and promotes innovative activities, the Department for Regional Development and International Cooperation which takes care of sustainable development and economic growth in the Goriška region, the Department for the development of Human Resources, the Department for rural Development and the Project Office.

What is the role and involvement (contribution and main activities) of your organisation in the project?

RDA will participate in all WPs, with a coordinating role in the WP 3 (Pilot actions and establishment of a

B.1.6 Partner motivation, expertise and contribution

competence centre/knowledge hub on rural/peripheral mobility). It will involve policymakers, civil servants, technicians, professionals, transport operators, local communities, and others in the various phases of project implementation and transnational activities (geospatial data, capacity building, vision co-creation process, action plan, pilot action). All this will improve the knowledge and capacities of the Regional Agency both for the strategic planning for the use of the EU funds 2021-2027 and for the measures and initiative to be undertaken in view of Nova Gorica/Gorizia European Capital of Culture 2025, in which all the cross-border territory, including its more remote and peripheral areas, will be involved. In such a context, the pilot action in Nova Gorica, conceived and designed jointly with the UVS-LP, IT, will focus on setting up a Micro Intermodal Covered Information Hub in the rural villages of Brda to serve as the first node for the residents and employees to wider local, and therefore also to national and international public transport networks. The Micro Intermodal Covered Information Hub will include a smart bench for charging mobile phones, a display with schedules of cross-border public transport, one charging station for electric bicycles, and a system for easy bicycle repair. This will also help visitors to explore the entire area in a sustainable way.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	6%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	155.431,44	80,00 %
Partner contribution	38.857,86	20,00 %
Partner total eligible budget	194.289,30	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
RRA Nova Gorica	Public	38.857,86	20,00 %

Contribution		
Sub-total public contribution	38.857,86	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	38.857,86	20,00 %

State Aid	
B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 8

B.1.1 Partner Identity	
Partner number	8
Partner role	PP
Name of the organisation in original language	Prometni institut Ljubljana d.o.o.
Name of the organisation in English	Institut of Traffic and Transport Ljubljana l.l.c.
Abbreviated name of organisation	PIL
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Zahodna Slovenija (SI04)
NUTS 3	Osrednjeslovenska (SI041)
Street, House number, Postal code, City	Kolodvorska 11 1000 Ljubljana
Homepage	https://prometni-institut.si/
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	M.72
Co-financing rate (%)	80
VAT number (if applicable)	SI34722645
Other identifier number (if VAT number is not	

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	991581919
B.1.4 Legal Representative	
Legal representative	Mr Peter Verlič
B.1.5 Contact person	
Contact person	Mr Blaž Jemenšek
Email	blaz.jemensek@prometni-institut.si
Telephone	+38651684952

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

Institute of Traffic and Transport (PIL) is a research organisation founded by Slovenian Railways, which is a national rail freight and passenger operator and infrastructure manager. The company specialises in research and development of transport related operations technology, infrastructure, modelling, IT&T, economics, law as well as in elaboration of railway transport investment documentation.
The mission of the company is to provide a scientific and expert driven support for strategic and operational decisions in design, development and implementation in freight and passenger transport systems.
Last years, PIL has been engaged on several EU projects in the field of public and freight transport, cross-border connectivity, multimodality, sustainable mobility, transport modelling and infrastructure development, across different transport modes that were co-financed by EU programmes: Horizon 2020, SHIFT2RAIL, FP7, Interreg (Alpine Space, Central Europe, Mediterranean, South East Europe, Adrion, etc.). Recent Interreg Central Europe projects were: REZIPE, SUBNODES, REIF and RAIL4REGIONS (ongoing).
At the national level PIL has been developing many strategic studies and strategies involving transport and transport modelling and transport infrastructure development for the Slovenian Ministry of Infrastructure and the Slovenian Railways, to name only the main ones.
The company's lighthouse projects list includes: the implementation of Integrated public passenger transport on national level, the elaboration of long term national and cross-border strategies for transport development, as well as the elaboration of SUMPS (sustainable urban mobility plans) for 3 Slovenian municipalities and membership of working team and editorial board for elaboration of SUMP for Ljubljana Urban Region.
PIL was involved also in consortia for elaboration of studies and legislation for European Commission and the National Ministry of Infrastructure (projects on Legislation on Integrated transport planning, legislation on Public passenger transport and Cross-border public service obligations)

B.1.6 Partner motivation, expertise and contribution

The Institute also conducted development studies for improvement of public passenger transport and promote sustainable mobility in Slovenian municipalities of Kranj and Škofja Loka and others.

What is the role and involvement (contribution and main activities) of your organisation in the project?

The main activities will be contribution to accessibility analysis to public transport in Slovenia using Public Transport Service Quality Class (ÖV-Güteklasse) which is already deployed in Switzerland and Austria and will be based on GIS calculation and public transport timetable and the transport network analysis.
Further PIL will contribute to regional vision for sustainable mobility (e.g. definition of nodes, intervals etc., for ITF Slovenia which will be sought and studied among stakeholders.
Based on the in-depth technical study for ITF in Slovenia, including a model (ideal) timetable, needed facilities and resources for that (e.g. additional crossing point on single-track railway lines, necessary speed-up between ITF-nodes to fit the timetable, adaptation of signalling for a centralized system, additional rolling stocks, additional personnel), realistic timeline and steps for implementation, etc. the PIL will perform simulations for implementation of a clock-face (rhythmical) timetable in a railway connection between Austria and Slovenia. A good potential example could be a railway connection Graz-Spielfeld (AT) -Maribor (SI) but the most suitable location, fitting the project results optimal, will be selected through before mentioned project studies and analyses. PIL will coordinate the WP 3.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	177.766,40	80,00 %
Partner contribution	44.441,60	20,00 %
Partner total eligible budget	222.208,00	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
PIL	Public	44.441,60	20,00 %

Contribution		
Sub-total public contribution	44.441,60	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	44.441,60	20,00 %

State Aid	
B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 9

B.1.1 Partner Identity	
Partner number	9
Partner role	PP
Name of the organisation in original language	ZossenRail Betriebsgesellschaft mbH
Name of the organisation in English	ZossenRail operating company ltd
Abbreviated name of organisation	ZossenRail
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Brandenburg (DE40)
NUTS 3	Teltow-Fläming (DE40H)
Street, House number, Postal code, City	An den Wulzen 23 15806 Zossen
Homepage	http://www.zossenrail.de/
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	SME
Subtype of partner	Small enterprise
Legal status	Private
Sector of activity at NACE group level	O
Co-financing rate (%)	80
VAT number (if applicable)	
Other identifier number (if VAT number is not	050/123/00656

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	Fiscal code
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative	Mr Jan Jähnke
B.1.5 Contact person	
Contact person	Mr Jörn Schneider
Email	joern.schneider@zossenrail.de
Telephone	+493377/203344

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

The ZossenRail is one of the German regional railway companies. The company is engaged in the development, operation, and leasing of railway infrastructure and railway lines.
The company has experience in:
• Providing railway transport services
• Requirements for vehicles
• Safety measures
• Use of railway infrastructure, including allocation of train paths.
Furthermore, the ZRB is authorized to modify the railway infrastructure, as well as the technical and operational standards for the use of the railway infrastructure, with due consideration of the interests of authorized access holders.
The ZossenRail operated the following railway lines - Naumburg-Teuchern, Merseburg-Schafstädt and Gotha- Emleben.

What is the role and involvement (contribution and main activities) of your organisation in the project?

Participation in all the activities designed in the workplan, in the way of data collection, technical analysis, systematic analysis, development of visions etc. Active participation in the pilot action focused on the systematization of the Gotha – Crawinkel-Ohrdruf corridor as well as the potential reopening of the abandoned railway line from Gotha to Ohrdruf, via Crawinkel.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

B.1.6 Partner motivation, expertise and contribution

NA

B.1.7 Budget

Partner budget options	Percentage
Staff costs flat rate	20%
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	5%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	145.937,08	80,00 %
Partner contribution	36.484,28	20,00 %
Partner total eligible budget	182.421,36	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
ZossenRail	Private	36.484,28	20,00 %

Contribution

Sub-total public contribution	0,00	0,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	36.484,28	20,00 %
Total eligible budget	36.484,28	20,00 %

State Aid

B.1.9 State Aid information (Partner self-check)

A. Is the partner involved in economic activities within the project?

1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that	No

B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 10

B.1.1 Partner Identity	
Partner number	10
Partner role	PP
Name of the organisation in original language	Gemeinde OT Crawinkel
Name of the organisation in English	Municipality of Crawinkel/Local community of Crawinkel
Abbreviated name of organisation	Crawinkel
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Thüringen (DEG0)
NUTS 3	Gotha (DEG0C)
Street, House number, Postal code, City	Karl-Marx-Str. 24 99330 Crawinkel
Homepage	https://www.thueringen.info/crawinkel.html
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	N
Co-financing rate (%)	80
VAT number (if applicable)	

B.1.3 Legal and financial information	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	156/253/02029
Other identifier description (specification of the type of identifier)	Fiscal code
PIC (from EC Participant Register), if available	

B.1.4 Legal Representative	
Legal representative	Mr Heinz Bley

B.1.5 Contact person	
Contact person	Mr Heinz Bley
Email	Buergermeister-crawinkel@ohrdruf.de
Telephone	+493624314906

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

According to the multilevel governance system of the Federal Republic of Germany, the municipality of Crawinkel (merged in 2019 with Ohrdurf) holds the following thematic institutional competences relevant for the project:
-local roads (Gemeindestrasse) construction and maintenance.
-building and maintaining public transport at local level.
-urban traffic management.
The municipality is consulted by the Federation for the new legislation affecting its competences, including those listed above on transport, through the association of municipalities to which it belongs.

The community's experience lies in supporting the entrepreneur Agrar Crawinkel GmbH in implementing projects under the EU program ELLER (agriculture sector) and in the ERASMUS+ program, project "MO-LAB" Nr. 2020-1-DE-02-KA202-007430 and "MobiThür" Nr. 2021-1-DE02-KA121-VET-000004861.

Crawinkel is the municipality which will directly benefit from systematized connection between Ohrdruf and Gotha, the regional center and thus an important transport node.

What is the role and involvement (contribution and main activities) of your organisation in the project?

The Municipality of Crawinkel/Ohrdurf will take part with its internal staff and external thematic experts in all the planned technical WPs (1,2,3) and in the communication activities. The various expected deliverables and outputs (training on PTSQC methodology and Sustainable Mobility Planning for rural and peripheral areas; geo-referenced data; capacity building on transport planning for a sustainable land use; trigger and coordination of the vision co-creation process involving local communities leading

B.1.6 Partner motivation, expertise and contribution

to action plan and pilot action; participation in the transnational competence centre/knowledge hub) will be built with and for the various stakeholders and citizens. By strictly cooperating with Rossenrail, the municipality will work on the pilot action focused on the systematization of the corridor Ohrdruf-Gotha, with potential re-opening of the abandoned railway line from Gotha to Ohrdruf.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Staff costs flat rate	20%
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	5%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	151.103,42	80,00 %
Partner contribution	37.775,86	20,00 %
Partner total eligible budget	188.879,28	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
Crawinkel	Public	37.775,86	20,00 %

Contribution

Sub-total public contribution	37.775,86	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	37.775,86	20,00 %

State Aid	
B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 11

B.1.1 Partner Identity	
Partner number	11
Partner role	PP
Name of the organisation in original language	Zarząd Transportu Miejskiego w Rzeszowie
Name of the organisation in English	Public Transport Authority in Rzeszów
Abbreviated name of organisation	PTAR
Department / unit / division	
B.1.2 Partner main address	
Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Podkarpackie (PL82)
NUTS 3	Rzeszowski (PL823)
Street, House number, Postal code, City	Trembeckiego 3 35-234 Rzeszow
Homepage	http://ztm.rzeszow.pl/
Address of department / unit / division (if applicable)	
Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	
B.1.3 Legal and financial information	
Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O
Co-financing rate (%)	80
VAT number (if applicable)	
Other identifier number (if VAT number is not	517-03-04-196

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	NIP
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative	Ms Anna Helena Kowalska
B.1.5 Contact person	
Contact person	Mr Łukasz Dziągwa
Email	ztm@ztm.erzeszow.pl
Telephone	(48 17) 866 03 83

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

Public Transport Authority in Rzeszów - an organizational unit of the City of Rzeszów, established to organize, manage and supervise local public transport in the Rzeszów agglomeration.
The Public Transport Authority in Rzeszów decides on the routes of buses and the location of stops. It tasks include planning, organization and coordination of the communication system and timetables of lines in Rzeszów, as well as in other communes of the agglomeration, if provided for in agreements or membership in an inter-commune association.
The tasks of The Public Transport Authority in Rzeszów:

- planning the network and layout of public transport lines,
- preparation of timetables
- promotion of public transport
- issuing permits for commercial passenger transport and agreeing timetables,
- cooperation in planning urban investments, in particular in the field of public transport infrastructure
- conducting research on the market of public transport services in order to determine the transport needs of residents,
- conducting proceedings in the field of public procurement for the provision of public transport services,
- control of the provision of transport services in terms of their compliance with the terms of contracts,
- ticket sale,
- preparing draft resolutions of the Rzeszów City Council on matters relating to public transport,
- agreeing on changes in the functioning of public transport and replacement transport projects for the duration of road repairs and investments.

B.1.6 Partner motivation, expertise and contribution

What is the role and involvement (contribution and main activities) of your organisation in the project?

Based on its specific thematic competencies in the field of public transport, the Public Transport Authority in Rzeszow will cooperate with RRDA Rzeszów in all the various phases of project implementation, including PTSQC application, provision of geo-spatial data, training and capacity building, co-creation vision process and involvement of stakeholders, transnational vision for integration of public transport and land use planning for better accessibility in rural and peripheral areas, , action plan, up to the pilot action, jointly designed with PP-6 and PP-12, for testing solutions facing public transport missing links and catchment areas.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	9%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	146.337,95	80,00 %
Partner contribution	36.584,49	20,00 %
Partner total eligible budget	182.922,44	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
PTAR	Public	36.584,49	20,00 %

Contribution

Sub-total public contribution	36.584,49	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %

Contribution		
Total eligible budget	36.584,49	20,00 %
State Aid		
B.1.9 State Aid information (Partner self-check)		
A. Is the partner involved in economic activities within the project?		
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No	
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No	
B. Does the partner and/or any third party receive a selective advantage within the project?		
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No	
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No	
C. State aid relevant activities (select from drop-down menu based on C.4 entries)		
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)		

B.1 Project partner 12

B.1.1 Partner Identity	
Partner number	12
Partner role	PP
Name of the organisation in original language	Bratislavská integrovaná doprava, a.s.
Name of the organisation in English	Public Transport Organisation of Bratislava
Abbreviated name of organisation	BID
Department / unit / division	Department of transport infrastructure
B.1.2 Partner main address	
Country (NUTS 0)	Slovensko (SK)
Region (NUTS 2)	Bratislavský kraj (SK01)
NUTS 3	Bratislavský kraj (SK010)
Street, House number, Postal code, City	Jankolova 6 85104 Bratislava
Homepage	www.bid.sk
Address of department / unit / division (if applicable)	
Country (NUTS 0)	Slovensko (SK)
Region (NUTS 2)	Bratislavský kraj (SK01)
NUTS 3	Bratislavský kraj (SK010)
Street, House number, Postal code, City	Jankolova 6 85104 Bratislava
B.1.3 Legal and financial information	
Type of partner	Regional public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	O
Co-financing rate (%)	80
VAT number (if applicable)	SK2022045894

B.1.3 Legal and financial information	
Other identifier number (if VAT number is not available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	

B.1.4 Legal Representative	
Legal representative	Ing Zuzana Horčíková

B.1.5 Contact person	
Contact person	Mr Šimon Juřík
Email	jurik@bid.sk
Telephone	+421947948045

B.1.6 Partner motivation, expertise and contribution

Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.

Public transport organization of Bratislava (BID) coordinates and integrates public transport within the Integrated transport system in the Bratislava region (IDS BK). In IDS BK, partners are public institutions ordering services in public interest in the territory of the Bratislava region (the City of Bratislava, Bratislava self-governing region, Ministry of Transport and Construction of the Slovak Republic) and also carriers performing transport in the public interest. BID is responsible for the marketing of public transport in the territory of IDS BK and is also gradually building information systems to provide the travelling public with easily accessible and up-to-date information on public transport. BID also cooperates in international activities.
The Bratislava Region have both urban and rural areas, implying that in this project the primary interest of BID goes to connection between the urban part of Bratislava (an important national/European node) and the rural part of the Bratislava Region and beyond onto the Austrian side (which is also rural).

What is the role and involvement (contribution and main activities) of your organisation in the project?

BID will make data collection, which we can provide at the level of the Bratislava region. As a main activity, our company will be involved in the pilot action envisaged, jointly conceived, and designed with PP6-CZ and PP11-PL. It will be focused a new international line between Bratislava and Kittsee, which could be connected to the Integrated system of Bratislava Region (The line would operate based on the experience of the international line 901 to Hainburg). As part of the pilot action and related solution, this line needs to be tested in real operation (for a minimum of three months), from which it will be possible to determine its demand, operating costs and possibly the final route of the line. No infrastructure needs to be built for the pilot operation, as the stops on both sides of the republics have already been built, it will only be necessary to arrange permission for testing in international operation. It will be

B.1.6 Partner motivation, expertise and contribution

possible to rent a bus for testing from the carrier Arriva Mobility Solutions, which operates suburban bus transport in the Bratislava region. The BID will also be involved in communication activities (leaflets, videos, online promotion), cooperating in providing the procurement of advertising and marketing items as part of the promotion of the project.

If you are the project lead partner, please describe here your organisation's capacity and experience in managing and coordinating EU co-financed projects or other international projects. If you are the project partner that will coordinate communication (i.e. taking over the role of project communication manager), please describe here what are your organisation's relevant communication competences and experiences.

NA

B.1.7 Budget

Partner budget options	Percentage
Office and administration flat rate based on direct staff costs	15%
Travel and accommodation flat rate	6%

The partner budgets overview table can be separately exported as an Excel file

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	153.615,92	80,00 %
Partner contribution	38.403,98	20,00 %
Partner total eligible budget	192.019,90	100,00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
BID	Public	38.403,98	20,00 %

Contribution

Sub-total public contribution	38.403,98	20,00 %
Sub-total automatic public contribution	0,00	0,00 %
Total	0,00	0,00 %
Total eligible budget	38.403,98	20,00 %

State Aid

B.1.9 State Aid information (Partner self-check)	
A. Is the partner involved in economic activities within the project?	
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No
B. Does the partner and/or any third party receive a selective advantage within the project?	
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.2 Associated partners

Associated partner number	Status	Name of the organisation in original language	Associated to project partner
1	Active	NOMAGO d.o.o. PE Nova Gorica	RRA Nova Gorica
2	Active	Transdev Morava s.r.o.	MSR
3	Active	Nahverkehrsgesellschaft des Landkreises Gotha mbH	Crawinkel
4	Active	SŽ- Potniški promet, d.o.o	PIL
5	Active	ÖBB-Infrastruktur Aktiengesellschaft	TU Wien
6	Active	Start Romagna S.p.A	UVS

NOMAGO d.o.o. PE Nova Gorica AO1	
Partner number	PP7
Name of the organisation in original language	NOMAGO d.o.o. PE Nova Gorica
Name of the organisation in English	NOMAGO
Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Zahodna Slovenija (SI04)
NUTS 3	Goriška (SI043)
Street, House number, Postal code, City	Kidričeva ulica 22 5000 Nova Gorica
Legal representative (not applicable - not to be filled in)	
Contact person	Mr Tadej Luznik
Email	tadej.luznik@nomago.si
Telephone	+386 41 627 844
Partner role	NOMAGO d.o.o. is a company that covers urban passenger traffic. It provides urban passenger transport in 5 Slovenian cities (Nova Gorica, Velenje, Postojna, Krško and Idrija) and daily emergency transport for more than 100 schools and companies throughout the country. The role of the NOMAGO within the project is essential as they directly

NOMAGO d.o.o. PE Nova Gorica AO1	
	organise and manage the transport lines in rural areas of Goriška region and the city centre of Nova Gorica, the regional capital of the Northern Primorska region. Nova Gorica, together with Gorizia, is a European capital of culture for 2025 which means that we are expecting a wider flow of tourists in our region. In such a context, Nomago will cooperate in implementing and monitoring the results regarding the rise of PT passengers and the level of satisfaction of the mobility hub located at the bus stop of the rural village of Brda.

Transdev Morava s.r.o. AO2	
Partner number	PP6
Name of the organisation in original language	Transdev Morava s.r.o.
Name of the organisation in English	Transdev Morava, limited liability company
Country (NUTS 0)	Česko (CZ)
Region (NUTS 2)	Moravskoslezsko (CZ08)
NUTS 3	Moravskoslezský kraj (CZ080)
Street, House number, Postal code, City	Bozděchova 567/8 70200 Ostrava
Legal representative (not applicable - not to be filled in)	
Contact person	Mr Roman HAVKO
Email	morava@transdev.com
Telephone	00420702250282
Partner role	The Moravian-Silesian Region currently has a long-term contractual relationship with the company Transdev Morava, a limited liability company, which is a private bus carrier, and which currently provides passenger transport on a public line, thus ensuring the region's transport services. Through this contractual provision, it is possible to implement the NUTSHELL@CE pilot project consisting in testing a Demand Responsive Transport (DRT), based on a lower emission vehicle, indicatively in some of the 16 small rural and remote villages situated in Trinec, a border area with Slovakia and Poland. The definitive location will result from the debates with towns and stakeholders foreseen within the project activities (WP1/WP2).

Nahverkehrsgesellschaft des Landkreises Gotha mbH AO3	
Partner number	PP10
Name of the organisation in original language	Nahverkehrsgesellschaft des Landkreises Gotha mbH
Name of the organisation in English	Local transport company of the district of Gotha mbH
Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Thüringen (DEG0)
NUTS 3	Gotha (DEG0C)
Street, House number, Postal code, City	Reinhardsbrunner Straße 23 99867 Gotha
Legal representative (not applicable - not to be filled in)	
Contact person	Mr Uwe Szpöt
Email	Service@nvg-gotha.de
Telephone	+4936213982710
Partner role	Crawinkel-Ohrdruf (the two towns merged in 2019) is a picturesque town in the district of Gotha. It is not only the center of the of the southern part of the district of Gotha, but also the fulfilling municipality for Luisenthal. In addition, the town offers particularly good job opportunities and career chances due to its central location and the well-known companies in the industrial area. Furthermore, there are numerous recreational opportunities in Ohrdruf which ensure a varied life in the town. As part of the project preparation, two meetings were held with the town's mayor Mr. Heinz Bley and the management of the local transport company of the district of Gotha. During those meetings, the ideas for project participation were presented. These include the improvement of the accessibility of the district town of Gotha and the state capital Erfurt by public transport, through the systematization of the Gotha-Crawinkel/Ohrdurf corridor as well as the potential reopening of the dismissed railway line from Gotha to Ohrdurf via Crawinkel. For this purpose, the development and implementation of signposting is planned. These

Nahverkehrsgesellschaft des Landkreises Gotha mbH AO3	
	signposts will inform the inhabitants of the village and the numerous tourists about the accessibility of the nearby towns, such as Gotha, Oberhof, the state capital and other cities in Thuringia. In addition, the signposting of the footpaths between the bus station and the center of the village will also be carried out.

SŽ- Potniški promet, d.o.o AO4	
Partner number	PP8
Name of the organisation in original language	SŽ- Potniški promet, d.o.o
Name of the organisation in English	Slovenian railways-Passenger transport, Ltd.
Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Zahodna Slovenija (SI04)
NUTS 3	Osrednjeslovenska (SI041)
Street, House number, Postal code, City	Kolodvorska street 11 1000 Ljubljana
Legal representative (not applicable - not to be filled in)	
Contact person	Ms Marjetka Uršič
Email	marjetka.ursic@slo-zeleznice.si
Telephone	00386 1 2912404
Partner role	Slovenian railways-Passenger transport (SZPP) is a railway operator company for national and international passenger transport, fully owned by state. Its vision is to provide complete and high-quality services in passenger transport; to become a main intersection of traffic flows on corridors between South-East and North-West Europe; to offer commercially attractive products as well as by extending services to the field of tourism. SŽ-PP receives subsidy for providing PSO service, which is defined in contract between Government and SŽ-PP. SZ-PP focuses on connecting all nodes of the Slovenian railway network, with particular reference to peripheral areas, aiming to enhance link to the main nodes of the Slovenian network, and also on improving cross-border connections. In terms of NUTSHELL project the Slovenian railways-Passenger transport will give support to project activities, participate in the in-depth technical study for ITF in Slovenia, including a model timetable, needed facilities and resources. Furthermore, SZPP will be involved in simulation of timetable tool and provide available data for testing.

ÖBB-Infrastruktur Aktiengesellschaft AO5	
Partner number	PP2
Name of the organisation in original language	ÖBB-Infrastruktur Aktiengesellschaft
Name of the organisation in English	ÖBB-Infrastruktur AG
Country (NUTS 0)	Österreich (AT)
Region (NUTS 2)	Wien (AT13)
NUTS 3	Wien (AT130)
Street, House number, Postal code, City	Praterstern 3 1020 Wien
Legal representative (not applicable - not to be filled in)	
Contact person	Mr Ulf Fischer
Email	Ulf.Fischer@oebb.at
Telephone	+43/664/6172223
Partner role	The main role of ÖBB-Infrastruktur is, together with TU Wien, to support PIL Prometni Institut Ljubljana for the infrastructural-technical aspects of the ITF (clock-face rhythmical timetable) in Slovenia. In particular, during the pilot action in WP3, in which PIL together with the Slovenian Railway will carry out an in-depth analysis of the upgrade needs for the Slovenian railway network, ÖBB-Infrastruktur will advise them for realization of different ITF scenarios in terms of railway infrastructure, such as planning of train crossing and overtaking points (sidings), train depots, small-scale speeding-up points, signalling, and so on, as well as liaison to the existing and planned infrastructure in Austria (with envisaged ITF with Zielnetz 2025+ and also in Zielnetz 2040). In-depth knowledge of ÖBB-Infrastruktur as the Infrastructure Manager well experienced in ITF-realization is imperative for realistic and plausible plan for ITF in Slovenia. For other pilot actions involving railway lines or stations, ÖBB-Infrastruktur may deliver its advises and expertise as necessary.

Start Romagna S.p.A AO6	
Partner number	LP1
Name of the organisation in original language	Start Romagna S.p.A
Name of the organisation in English	Start Romagna S.p.A
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Forlì-Cesena (ITH58)
Street, House number, Postal code, City	Viale C. A. Dalla Chiesa 38 47923 Rimini
Legal representative (not applicable - not to be filled in)	
Contact person	Mr Roberto Sacchetti
Email	segreteria@startromagna.it
Telephone	+39 (0)541 300811
Partner role	START Romagna is the company that manages the local public transport in Romagna (a sub-region of the Emilia-Romagna region) on behalf of the local authorities. START Romagna will accompany the Union of Municipalities along the project process, making available its experience in the sustainable mobility field, sharing data about mobility habits of the citizens, use and hours of mobility, to support the Union of Municipalities itself in efficient planning and implementation of project activities. The company will also act to promote and foster the new intermodal model of public transport stops. The main actor implementing project activities and the pilot action will remain the Union of Municipalities as a competent institution on the integration systems of bus stops.

C - Project description

C.1 Project overall objective

Programme priority specific objective (as selected in section A.1.).

SO3.1: Improving transport connections of rural and peripheral regions in central Europe

Project overall objective

Please define the overall objective of the project.

- Make sure that it clearly contributes to the selected programme specific objective.
- The overall objective should provide the general context for what your project aims to achieve.
- It should describe the broader goal of the project for the benefit of its target group(s) and should point to the results (change) to be achieved by the project.

To strengthen public transport to ensure connectivity of rural and peripheral regions to TEN-T networks and nodes to make it more selected mobility option over cars with help of geographical data and through key measures of multimodal access to PT, a timetable systematization, and enlarging coverage and filling missing links, supported by a vision co-creation process among local communities and stakeholders.

C.2 Project relevance and context

C.2.1 What are the territorial challenge(s) that will be tackled by your project?

Please describe which specific challenges and needs are addressed by your project and why they are relevant for the overall programme area, (please refer to chapter 1 and 2 of the Interreg CENTRAL EUROPE Programme document).

Sustainable accessibility and mobility are a pre-condition for the achievement of the EU goal to cut 90% of the transport carbon emission by 2050, but also for better quality of life to tackle depopulation and to retain a more polycentric and balanced territorial structure.
Classically, transport policies in rural and peripheral areas are built around the car, aiming at stronger European integration and socio-economic and territorial cohesion, but paradoxically evidences increasingly show that this leads to a growing urban polarization and rural depopulation.
Countermeasures focus on car-oriented development coupled with expansions of built-up surfaces (housing, industry, etc.), leading to sprawling land use and disabling high quality of living that urban residents can enjoy, and to more carbon emissions. Sometimes it leaves existing assets less or hardly desterilized, e.g., railway infrastructure.
This vicious cycle is a cumulative result of problem-solving set only around cars, with sustainable means of transport, namely public transport (PT), and walking and cycling as stand-alone and PT access modes put on the fringe. While SUMPs help even small cities to break this cycle, this remains a key challenge in rural and remote regions.
PT needs to be a backbone for sustainable transport not only in cities but in rural and peripheral regions. To this end, NUTSHELL@CE focuses on this challenge by focusing on the following three PT-related specific challenges in Central Europe:

A) Integrated multimodal access to main public transport corridors is another key to making PT a chosen mode of travel. Accessibility to PT stations/stops has been typically conceptualized around walking; however, such infrastructure has been often “forgotten” in car-oriented development in rural areas of Central Europe. New access-egress option are becoming available, such as micro e-mobility (e.g. e-bikes), but it has not yet been much explored.

B) Systematization of rural/regional PT services with network-wide clock face timetable (ITF - Integraler Taktfahrplan in German or Rendezvous in French): this is a strong measure to make PT chosen a mobility option as demonstrated e.g., in Switzerland, Sweden, and the Netherlands. However, many PT services of the CE region are still far from this.

C) Public transport missing links and incoherent catchment areas still exist. Such gaps exit due to, for example, covered area by public transport systems that has grown historically, two different system that has grown separately (e.g. national and rural network), rapid change of settlement patterns incurring increase of cross-border trips after the fall of Iron Curtain and Expansion of the EU.

C.2.2 How does the project tackle identified challenges and needs and what is new about the approach of your project?

Please describe the project approach chosen to address the challenges and needs described above. Please also explain how the approach goes beyond existing practice in the sector/programme area /participating countries demonstrating the innovativeness of the approach.

In NUTSHELL@CE, territorial PPs will go through a process built around their respective pilot actions (PAs) clustered into the challenges a) and b) above (c.f. Section C.2.1), starting with a systematic spatio-temporal analysis, local vision co-creation with stakeholders, and peer-learning through the vision co-creation process. This will feed PAs of , which strive the enhancement of service level /quality of PT in rural areas to make it as chosen modes of travel for everyday life. With integrated land-use and transport planning through the vision co-creation process, this will enable urban-like lifestyles without depending on cars in rural areas in a long run, while the PAs will form a basis for high-quality PT in the respective areas.
The pilot actions, and related solutions, will be stemmed within and from 3 specific clusters:
Cluster A: Feeder Access to existing public transport corridors (LP-IT; PP7-SI).
Cluster B: timetable systematization of public transport services (PP10-DE; PP8-SI)
Cluster C: public transport missing links and catchment areas (PP12-SK; PP11-PL; PP6-CZ)-

NUTSHELL@CE is built around the following 3 key elements that serve as staples of the three clusters of pilot actions:
1) For systematic spatio-temporal analysis, NUTSHELL@CE sets the PT Service Quality Classes (PTSQC), a novel analysis method implemented for foot access to PT in Austria and Switzerland in the core. PTSQC is calculated at any location based on types of PT served at nearby stops (e.g., rail, bus), frequency, and distances to stops. The result is easily visualized as maps, thus serving as a strong discussion tool in stakeholder involvement. NUTSHELL@CE will enhance it to other CE Countries and to cover bicycles/e-bikes.
2) Integrated land-use and transport planning is a key to ensure harmonization of spatial structures and sustainable transport modes, but this is still novel in Central Europe with a few exceptions like Rheintal in Vorarlberg, Austria. In this, vision co-creation as a shared process among stakeholders, enabling harmonized actions in the future plays an important role. At the places of PAs, NUTSHELL@CE will co-create integrated visions covering both transport and land-use through stakeholders' involvement and more importantly through a constant peer-review among project partners. In this way, NUTSHELL@CE will bring fresh perspectives from outside into local visions and a fertile exchange of practices and experiences between the CE territories. This will be followed by harmonized action plans, which will be the basis for pilot actions.
3) NUTSHELL@CE Knowledge Hub at the participating knowledge partners will ensure transferability of outcomes and learning after completion of the project via the establishment of it, which will be an important instrument for uptakes of project's outcomes in CE and beyond.

C.2.3 Why is transnational cooperation needed to achieve the project objectives and results?

Please explain why the project objectives cannot be efficiently reached acting only on a national/regional /local level and describe what is the added value for the partnership and the project area in taking a transnational cooperation approach.

A systematic and integrated planning approach is a prerequisite to address the aforementioned challenges, but needed expertise are complex: system thinking, planning of public transport and active modes, stakeholder involvement/liaison, and planning beyond administrative boundaries, to name a few. Transport and mobility measures to address the challenges are well known among national/international experts, but not necessarily locally/regionally in rural and peripheral areas. Implementation of measures needs to be carefully localized, too. Data is key for evidence-based decision making (for example, using PTSQL), but knowledge and techniques on data collection is often lacking in rural and peripheral areas. Known-to-be-effective measures often call for integrated deployment of the abovementioned expertise: each single element of expertise may be available locally, regionally, or nationally, but integrated deployment of them calls for technical expertise for the integration, which is not typically given in rural and peripheral area of the participating territorial PPs. This makes a strong case for this territorial cooperation to transfer knowledge enabling the integrated planning approach, in-depth knowledge about measures, and methodological knowledge for data collection and systematic analysis. To this end, NUTSHELL offers unique opportunities for learning analysis techniques, peer-reviewing opportunities among project partners on vision co-creation and action plans, and implementation of pilot actions which are innovative for respective regions.
PPs consists of local, regional and national institutions, supported by transnational knowledge partners TU-Wien, KTI and PIL, which are amongst the most qualified at European and international level. This partnership structure will enable various dimensions of knowledge transfer, namely local-to-local, regional-to-regional, and national-regional-local dimensions among territorial partners, and between territorial and knowledge partners.

C.2.4 Who will benefit from your project outputs and results?

Please select the target groups from the drop-down list, which are relevant for your project. For each of them please provide a more detailed specification and explain how they will benefit from your project outputs and results. Please ensure consistency with the target groups defined in the work plan (section C4).

Target group	Specification
Local public authority	Policymakers, spatial and transport planners, civil servants of tens of local councils situated in the regions and sub-regions involved in project (to which the unions of municipalities, regional authorities, public transport companies and authorities, partners in NUTSHELL@CE, deliver policies, plans, services, funds) will benefit, in a multidimensional and integrated way, from the capacity building process (implementation and use of geo-spatial data), visions co-creation process, action plans, pilot actions, transnational competence centre/knowledge hub.

Target group	Specification
Regional public authority	Policy makers, spatial and transport planners, civil servants of Regional authority Governments and regional agencies/bodies supporting local town councils will benefit, in a multidimensional and integrated way, from the capacity building process (implementation and use of geo-spatial data), stakeholders' involvement, visions co-creation process, action plans, pilot actions, transnational competence centre/knowledge hub.
National public authority	Ministries having institutional competences in fields affecting rural and peripheral areas (i.e., transport, infrastructure, agriculture) will use the most relevant NUTSHELL@CE's outcomes (findings, tools, pilot actions) in elaborating, or updating, their national policies and plans focused on connectivity to/from rural and peripheral areas of central Europe.
Sectoral agency	Sectoral agencies working in specific fields (environment, mobility, rural development -i.e., the Local Action Groups) will be involved, as territorial stakeholders, in the vision co-creation process and elaboration of action plans, mainly by providing data, information, highlighting priorities, indicating proposals. They will then use the project's outcomes to improve their actions in the domains concerned. .
Infrastructure and (public) service provider	Nine national and regional or sub-regiona lpublic authorities/public transport companies are involved as PP or AP in the project. In addition, bodies in charge of construction and maintenance of the network of rural (public) service provider roads as well as railway infrastructure and river transportation will be involved, as territorial stakeholders, in the vision co-creation process and elaboration of the action plans. Furthermore, they will be acquainted with NUTSHELL@CE' outcomes by participating in dissemination events (workshops, conferences).
Interest groups including NGOs	The various associations animating the small rural and peripheral towns including NGOs (organizing festivals and various cultural/social events) as well as NGOs working in the environmental field will be involved, as territorial stakeholders, in the vision co-creation process and elaboration of action plans. Furthermore, they will be acquainted with NUTSHELL@CE' outcomes by participating in dissemination events (workshops, conferences) and through the project's publications.
Education/training center and school	The schools' managers and councils (both the few situated in the rural towns center and school and the many situated in the urban centres, attended by the students living in rural-peripheral areas) will be involved in the vision co-creation process and elaboration of action plans, to define a new relationship between rural-urban areas and find new sustainable transport solutions based on those tested through the project's pilot actions.

Target group	Specification
Business support organisation	As the unbalanced and scattered spatial distribution of economic activities organisation is one of the reasons of gaps connectivity affecting rural-peripheral areas, business support organizations (i.e., the Chambers of Commerce) will be involved in the co-creation process and action plans elaboration to find re-densification measures around the public transport system.
General public	Local communities' involvement will be the core and main beneficiaries of the entire project. During the vision co-creation process, elaboration of the local/regional action plans and implementation of pilot actions, a particular attention will be paid toward elderly and women. Elderly is the social group more suffering from isolation and distance from essential services (hospitals, recreational), sons and nephews, whilst for women using public transport there is the problem of personal safety, especially during the night.
Hospitals and medical centres	The hospitals and medical centres' managers (both the few situated in the rural towns and the many situated in the urban centres, attended by citizens living in rural-peripheral areas) will be involved in the vision co-creation process and elaboration of local/regional action plans, to define a new relationship between rural-urban areas (a different spatial distribution and models of health services is possible?) and find new sustainable transport solutions to these health centres.

C.2.5 How does the project contribute to wider strategies and policies?

Please indicate to which strategies and policies your project will contribute and briefly describe in what way.

Strategy	Contribution
European Green Deal	It will contribute in various way to it. To become climate neutral by 2050, Strategy GHG emissions from transport sector must be cut by 90%. The promotion of a more sustainable connection between rural-peripheral areas /urban nodes /TEN-T will contribute to it, because the carbon footprint of daily commuting towards cities is relevant. By contributing to retaining people in rural-peripheral areas, it supports EU strategy on biodiversity and more sustainable food systems, relevant aspects of Green Deal.
Territorial Agenda 2030	It supports the development of new strategic documents, and promotion of Strategy co-development, involving citizens across borders. It calls to improve links between regional planning/development of Trans-European Networks (TEN), and invites spatial / transport planners to explore new socially /environmentally progressive models for local/regional mobility and to cooperate on multimodal/ environmentally friendly accessibility of and within urban centres. All these aspects are addressed by NUTSHEL@CEL.

Strategy	Contribution
EU Strategy for the Danube Region	By pursuing a better link between marginal/peripheral areas of CE with Danube Region national and European networks, the project will contribute to Pillar A of Strategy EUSDR, focused on “Connecting the Danube Region”, in particular to Action “To improve regional/ local cross-border infrastructure and access to rural areas”. EUSDR points out that in the Danube Region, percentage of population living in rural areas is much higher than in the rest of Europe which makes need for access to these areas of primary importance.
EU Strategy for the Adriatic and Ionian Region	Project contribute to Pillar 2 “Connecting the Region” of EUSAIR- topic 2 Adriatic and Ionian “Intermodal connections to the hinterland”. Region Strategy EUSAIR points out that territorial cohesion is supported through better connections, including remote areas. NUTSHELL@CE, in particular, will contribute to the action “Developing the Western Balkans comprehensive network, aimed at promoting sustainable transport in the Region, and to prepare their integration in the Trans-European Network – Transport (TEN-T) network
EU Strategy for the Baltic Sea Region	Project will contribute to objective “Connecting people in the region – sub-Baltic Sea Region objective “Good transport conditions” of EUSBSR. It sets up the target of Strategy completion of the TEN-T core and comprehensive network in the Baltic Sea region according to CEF and TEN-T timetables and their links to Russia and Belarus as defined under the framework of NDPTL and involving EaP regional transport network, for which NUTSHELL@CE will promote an ancillary system to better connect marginal areas to TEN-T themselves.
EU Strategy for the Alpine Region	Project will contribute to Action 4 “To promote inter-modality and Alpine Region Strategy interoperability in passenger and freight transport”. EUSALP underlines that TEN-T Network aims at connecting national patchworks towards an integrated European transport network. TEN-T are like arteries, aimed at transporting main share of traffic. They ensure possibility of travelling fast across thousands of km, but ‘last kilometer’, access to main links, connections to spread-out communities, all this requires veins (as DRT).
Other	To remove the social and territorial barriers affecting many regions of the EU countries is the overall objective of all the Recovery and Resilience Facility plans of the member states involved in NUTSHELL@CE, to which the project will give a contribution made of new approaches, ideas, and solutions.

C.2.6 How will your project make use of synergies with EU and other projects or initiatives?

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
NA	This application is not linked to on-going or planned initiatives /projects, and to any other proposal under preparation.

C.2.7 How does your project build on available knowledge?

Please describe the experiences/lessons learned that your project draws on, and other available knowledge your project capitalises on. If relevant, please specify the projects to be capitalised and which project partner(s) have been involved.

For land-use and transport planning integration, Vision Rheintal (co-financed by EDRF Operational Programme Regional Competitiveness Vorarlberg 2007-2013, concluded in 2017) will be the main reference. Used in this process, PTSQC for Austria is now maintained by ÖROK (INTERREG NCP for Austria), and TU Wien deployed it in spatial analyses in two national projects investigating potentials of sustainable modes of transport in rural areas: ÖV-Klimatfit and FLADEMO.

The results from CONNECT2CE (KTI, PIL and SZ partners), esp. territorial needs assessment, serves as inputs to NUTSHELL as updated as necessary (esp. for Slovenia), but also methodologically. Ongoing international discussions at OECD-ITF on Sustainable Accessibility for All (TU Wien WG member) in rural areas will also feed the knowledge.

For knowledge on transport and mobility measures, to name a few: BahnRaum and Station4all (TU Wien partner of both) investigated effective land-use transport integration strategies, facilities and connectivity around and at PT nodes to encourage PT usage in everyday life in rural areas. PERIPHERAL ACCESS (KTI partner) focused on measures in rural, remote or border regions with poor public transport, small budgets, and demographic changes.

CONNECT2CE Toolbox serves as an input (esp. PSO in cross-border contexts). PAs of SUBNODES (PIL and BID partner) in Soemmeda (ITF) and Zidlocowice (reopening railway) serves as inputs but in a more systematized manner.

For peer-learning and knowledge transfer, RUMOBIL's peer-learning approach with self-reflection is deployed in NUTSHELL, supplemented by capacity-building and knowledge transfer formats of REIF (INTERREG CE, PIL partner) and CHESTNUT (INTERREG Danube, TU Wien partner).

Of note, NUTSHELL@CE is a re-submission of the project MOTUS submitted to the INTERREG CE 2021-2027 first call, but the project partnership and contents are substantially changed and reinforced.

C.3 Project partnership

What is the rationale of the partnership composition and how are partners complementary to each other? Please describe the structure of your partnership and why the involved partners are needed to implement the project and to achieve the project objectives.

The achievement of real sustainable transport connectivity to urban nodes is still an open challenge in many rural/peripheral areas of CE, largely unsolved (except for rare cases) that requires the involvement of multilevel institutions: implementers of effective/replicable solutions, providers of scientific-technical knowledge, institutions having a policy-planning-operational power.

As a result, the partnership is based on a mix of different organizations (territorial partners; providers of technical-scientific knowledge) whose joint work will produce the expected quantitative/qualitative results.

The territorial partners consist of 3 governance levels: national, regional, and local, supported by their associated partners. They have administrative and political competences for land-use transport integration and/or planning of public transport in respective areas. More precisely:

a) 1 national institution: PIL-Prometni Institut (WP3 Coordinator), an R&D part of the Slovenian Railway which also participates as AP.

b) 4 regional institutions: Government of Moravia-Silesia Region (CZ) and Bratislava Integrated Transport (SK): they are regional public transport authorities (PTA) of the respective regions in charge of planning and organization of public transport. 2 regional agencies in charge of spatial /transport/mobility policy integration within their ERDF-ROPs also join in (Rzeszow RDA-PL, RRA Nova Gorica-SI).

c) 3 municipal institutions: Union of Municipalities Savio Valley (IT), holding joint planning competence at wider territorial area along Savio Valley, PTA of Rzeszow (PL), and the Municipality of Crawinkel-Ohrdurf (DE).

d) Zossen Rail (DE) is the infrastructure owner of the main part of the Gotha-Ohrdruf rail line, which is now used only for freight traffic.

For activities, Rzeszow RDA-PL and PTA of Rzeszow, as well as the Municipality of Crawinkel-Ohrdurf and Zossen Rail will make respective cluster to work closely together.

These regional/territorial partners are complemented by respective associated partners mostly current PT operators, in some case with a national role as ÖBB Infrastruktur in Austria and National Railways in Slovenia.

-1 NGO (No Gravity-SK) is the communication coordinator (project-to-outside), but also an expert in the involvement of citizens and local communities deployed during the vision co-creation (within NUTSHELL@CE).

- Three Knowledge partners consist of three institutions active in Central Europe and internationally: KTI (WP1-Coodinator), TU-Wien (WP2 Coordinator) and PIL (WP3 - coordinator). All have strong thematic competence and experience in the topic and excellent project implementation records.

The interaction between the complementary competences, experiences and tasks of the bodies listed above will ensure the implementation of NUTSHELL@CE and the achievement of the project’s objectives.

Union of Municipalities of Savio Valley, well experienced in EU project coordination, will be LP.

C.4 Project work plan

WP number	Work package name
WP1	Capacity building, data collection, joint analysis (Coordinator: KTI)
WP2	Vision co-creation based on transnational cooperation (Coordinator: TU Wien)
WP3	Pilot actions and establishment of a competence centre on rural/peripheral mobility (Coordinator:PIL)

C.4.1 Work package 1

Workpackage number

WP1

Work package title

Capacity building, data collection, joint analysis (Coordinator: KTI)

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

Enhance technical and policy-making capacities of regional and local authorities towards integration of spatial and transport planning in rural and peripheral areas, technically supported by data and evidence managed with geographic information systems and for policy-making goal-oriented manner.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

1)Motivate staffs of public administrations and other bodies concerned about the relevance of use of a quantitative tool (PTSQC) to improve the access to public transport stops/stations and data digitalization (data digitization and use, and hence the necessity of enhancing capacities and skills through training) of different geospatial data as information base for an integrated spatial and transport planning in rural and peripheral areas. 2) inform local communities on the efforts started to improve the public transport links from/to the rural/peripheral areas concerned.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 1.1	
Title	Project inception
Start period	Period 1, 1 - 6
End period	Period 1, 1 - 6
Description	This activity includes all relevant tasks to launch the project, such as setting up of communication tools (online file sharing tool, mailing list, and potentially other communication tools), organization of kick-off meeting to set up the consortium to work together, and establishment of steering group, and so on. Parallel to this activity, communication to stakeholders and local communities will be made about this project, advocating the importance of digitalization of different geo-spatial data and public transport services.

Deliverables 1.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.1.1	Tools and internal rules for efficient project communication implementation	A set of tools and internal rules to enable partnership communication smoothly and efficiently, including but not limited to file-sharing tools, mailing list and other communication tools, minutes of kick-off meeting, members of steering committee.	Period 1 , 1 - 6

Activity 1.2	
Title	PTSQC methodology extension and enhancement
Start period	Period 1, 1 - 6
End period	Period 2, 7 - 12
Description	The existing Swiss and Austrian PTSQC model, which only considers walking access to public transport stops/stations and frequency of different public transport service categories at stops, will be adapted (1) to cover bicycles and e-bikes/e-scooters as access mode, and (2) to incorporate network aspects into it.

Activity 1.2	
	It is further localized for different CE countries' context as necessary (esp. category of PT services). This adaptation will enable to transfer the Swiss /Austrian PTSQC method to other participating countries with localization in a nationwide manner for each respective country (Czechia, Slovakia, Poland, and Slovenia) or each involved region (Italy - Emiglia-Romana and Germany - Thuringia) with potentials to make it applicable nation-wide. Through this, technical partners (esp. TU Wien) will gain knowledge on transferring this method to other countries, which will be reflected in the Knowledge Hub (Activity 1.6).

Deliverables 1.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.2.1	Draft of adapted and localised Analysis and Planning Tool PTSQL	Draft technical description in English about the adapted and extended PTSQC model that incorporate bicycle/e-bikes/e-scooters (+potentially parking at stations/stops) and to cover the network effect.	Period 2 , 7 - 12

Activity 1.3	
Title	Training for PTSQC and evidence-based policy-making for sustainable mobility
Start period	Period 1, 1 - 6
End period	Period 2, 7 - 12
Description	Task 1: Technical training course for geographic information system and digital geo-spatial data The basis for data-driven and evidence-based transport and land-use planning is to take advantage of digitized and geospatial data with state-of-the-art tools, especially Geographic Information Systems (GIS). The current major barrier is that, while consultants and planners can digitize the paper-based data and utilize it, public authorities do not necessarily such capacity. A three-day intensive training course will

Activity 1.3	
	be organized so that territorial PPs and local stakeholders (incl. those not participating as PP/AP) can learn the basics about how to deploy digital data towards integrated land-use and transport planning on GIS. This training course will be organized by KTI, with technical support from Prometni Institute and TU Wien. Task 2: training recording The technical training will be professionally recorded and edited and will be made available through the digital channel of the Competence Center (D.1.6.2), together with all training materials. Task 1 and 2 will develop necessary technical skills of participants and stakeholder to ensure the durability of the corresponding solution (Output 1.3). Task 3 – Policy-making training course for sustainable mobility A key challenge for integrated land-use & transport planning is that local experts in rural/peripheral areas are often trained for “classical” input-oriented infrastructure planning, but not for outcome-oriented planning and mobility design. This new approach have been adopted in urban contexts as SUMP (Sustainable Urban Mobility Planning), but it is still to be developed for rural and peripheral contexts. A two-day seminar will be organized by TU Wien. It will also include rather short presentations of best practices of national, European and international projects best practices, followed by intensive discussions among participants. Task 4 – Training recording The policy-making seminar will be professionally recorded, edited, and made available on digital channel of Competence Center (D.1.6.2), together with all training materials. Tasks 3 and 4 will develop necessary policy-making skills among stakeholders to ensure durability of outputs from WP2 both at transnational level (Output 2.1) and local/regional levels (Output 2.2).

Deliverables 1.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.3.1	Training seminar with video recording on PTSQC	A set of professional videos documenting the 3-day technical training on digital geospatial data for analysis and planning.The voice data will be in EN. Sub-titles in national languages will be produced by territorial partners.Videos will be uploaded on the Competence Centre (D.1.6.2)and accessible.	Period 2 , 7 - 12
D.1.3.2	Package of training material on PTSQC (technical)	A compilation of the English-language materials used in the technical training course (e.g. presentation slides; reports; scanned articles, essays etc.). Materials prepared by PPs and copyright-free materials will be made available for each potential user by the Competence Centre (D.1.6.2).	Period 2 , 7 - 12
D.1.3.3	Package of training material on Sustainable Mobility Planning for rural /peripheral areas (policy)	A compilation of the English-language training material of the policy-making training couse (e.g. presentation slides; reports; scanned articles, essays etc.). Materials prepared by PPs and copyright-free materials will be made available for each potential user by the Competence Centre (D.1.6.2).	Period 2 , 7 - 12
D.1.3.4	Training seminar with video recording on Sustainable Mobility Planning for rural /peripheral areas	A set of professionally edited videos as a documentation of the policy-making training course. The voice data will be in EN. Sub-titles in national languages will be produced by territorial partners.Videos will be uploaded on the Competence Centre (D.1.6.2)and accessible	Period 2 , 7 - 12

Activity 1.4

Title	Data collection for PTSQC
Start period	Period 1, 1 - 6
End period	Period 2, 7 - 12
Description	Task 1 – Data collection Upon learning from the training in Activity 1.3, territorial partners will carry out local data collection to obtain the necessary georeferenced datasets needed in Activity 1.5. The collected data will cover the status quo of

Activity 1.4	
	public transport services, road networks (graphs; in the best case including infrastructure for walking and cycling), and infrastructure for public transport (e.g. stations and facilities). land use, distribution of population and workplaces, demography, employment, etc. If necessary, data will be prepared with geoencoding service (e.g. address-based data). All data will be prepared in a machine-readable form for Activity 1.5. Scientific/technical partners (TU Wien/KTI/PIL) will provide necessary technical assistance to the territorial partners. WP Coordinator (KTI) will prepare a common data collection framework with TU Wien for territorial PPs, and a clear guidance for prioritization in case an on-the-spot survey is made or data is not available or not disclosed. Task 2 – communication activities Through press releases and social media channels, local communities will be kept informed on the activities undertaken by NUTSHELL@CE.

Deliverables 1.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.4.1	Compilation of 7 local geo referenced datasets for PTSQC	A compilation of 7 georeferenced datasets (mainly ESRI Shapefile, partially in other machine-readable formats like GTFS and CSV) needed for the calculation of PTSQL and to be overlayed with PTSQL in Activity 1.5 and during planning process in WP_T2/T3.	Period 2 , 7 - 12

Activity 1.5	
Title	Status quo analysis with PTSQC
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	Task 1 – geospatial status quo analysis with adapted PTSQC By using georeferenced data (Activity 1.4), a status-quo analysis is carried out with adapted PTSQC. This enables PPs to understand current provision and connectivity of local/regional public transport in relation to land use. Analysis consists of two

Activity 1.5	
	modules: (1) categorization of PT services by types of transport services and service interval (stop category), and (2) spatial analysis of PT stops (location, accessibility, land-use in surrounding area). The analysis is carried out jointly by TU Wien and local expert by each PP (e.g., local consultant, planning office, in-house planning department etc.). Task 2 – preparation for discussion and sharing of results For the discussion about the vision co-creation process in Activity 2.3, each territorial PP will prepare a summary of the result of the territories concerned (especially in light of Pilot Actions) on a common template. In this way, for local expert and PPs, important findings are provided and discussed in detail in the respective local language. This will serve as a regional basis for visions towards transformation of local connectivity, feeding into next WP.

Deliverables 1.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.5.1	Transnational report: Result of status-quo analysis with PTSQC methodology	A compilation of 7 geospatial analysis with PTSQC methodology and overlayed population/POI data; interpretation of results onto the current provision and connectivity of local and regional public transport in relation to spatial/land use. EN version + national language ones (provided by PPs).	Period 3 , 13 - 18
D.1.5.2	Compilation of 7 local-language summary	A compilation of 7 local-language summary about the analysis using PTSQC, to be used in the next WP.	Period 3 , 13 - 18

Activity 1.6	
Title	Feedback to Analysis and Planning Tool PTSQC
Start period	Period 3, 13 - 18
End period	Period 6, 31 - 36
Description	The draft deliverable D1.2.1. will be updated by

Activity 1.6	
	incorporating feedback about the use of PTSQC gained in the planning phase of pilot actions (Activities 3.1-3.3) and implementation phase (Activities 3.4-3.6), including limitation and potential future improvements, will be compiled as a final version of the deliverable. In this Activity, the materials prepared for the Transnational Knowledge Hub (D1.6.2) is sorted, the necessary technical set-up for the website is made, then the materials will be uploaded there. The Transnational Knowledge Hub is NUTSHELL@CE's primary instrument to ensure durability and transferability of technical outputs, namely PTSQC (Output 1.3), Solution Feeder access to PT corridor (Output 3.4), Solution Timetable Systematization (Output 3.5) and Solution PT Catchment area and missing links (Output 3.6).

Deliverables 1.6

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.6.1	Adapted and localised Analysis and Planning Tool PTSQL	An updated and comprehensive technical description in English about the adapted and extended PTSQC model, combined with application examples as an analysis tool (Activity 1.4-1.5) and planning tool that are tested through Pilot Actions (WP3).	Period 6 , 31 - 36
D.1.6.2	Transnational Knowledge Hub on rural /peripheral accessibility and connectivity.	An English website hosted at TU Wien or KTI (or within INTERREG CE website) to deliver all training materials (D. 1.3.1-1.3.4) and solution reports (D1.6.1, D.3.4.1-D3.6.1), together with contact information etc, serving as primary durability and transferability instruments for Outputs 1.3 & 3.4-3.6.	Period 6 , 31 - 36

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

Output number 1.1	
Output title	Organisations cooperating
Programme output indicator	RCO87_3.1: Organisations cooperating across borders

Output number 1.1	
Measurement unit	organisations
Output target value	18,00
Delivery period	Period 1, 1 - 6
Output description	Upon the project launch, 18 organizations (12 Project partners and 6 Associated Partners - Refer to Part B) start a cooperation across the border in the CE region. This will be documented as D.1.1.1.
Output number 1.2	
Output title	Urban rural linkage
Programme output indicator	RCO120_3.1: Projects supporting cooperation across borders to develop urban-rural linkages
Measurement unit	projects
Output target value	1,00
Delivery period	Period 1, 1 - 6
Output description	Upon the project launch, 1 project supporting cooperation across borders to develop urban-rural linkage is initated. (See Activity 1.1 - D.1.1.1)
Output number 1.3	
Output title	Solution and planning tool PTSQC
Programme output indicator	RCO116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 6, 31 - 36
Output description	A solution of PTSQC will be jointly developed as an analysis and planning tool that enable data-oriented and spatial-temporal analysis of accessibility to public transport services, overlayed with other key data such as georeferenced population and POI data. Technical aspects are drafted as D.1.2.1, then tested in Activities 3.1-3.3 as an analysis and planning tool (D.3.1.1-D.3.3.1), and the final version documented as D.1.6.1.

Investments

C.4.1 Work package 2

Workpackage number

WP2

Work package title

Vision co-creation based on transnational cooperation (Coordinator: TU Wien)

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

This WP aims:
- to bring local/regional stakeholders into vision co-creation process
- to manifest policy vision onto the use of geo-spatial data for integrated land-use and (public) transport planning, envisaging evidence-based policy-making (EBPM) and goal-oriented policy-making, instead of wish-oriented policy-making relying on pre-conceived measures at the transnational level.
- to "translate" the transnational vision into the local version at the proximity of territorial partners
- to further "translate" the local vision into Action Plans.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

Promote an informed transnational community of practitioners (policymakers, spatial and territorial planners, transport operators, representatives of local communities) engaged, directly or indirectly, in a creative co-creation process of transport and spatial planning in rural and peripheral areas, by elaborating vision and goal-oriented mobility design.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 2.1	
Title	Regional/Local stakeholder involvement
Start period	Period 2, 7 - 12
End period	Period 2, 7 - 12
Description	Task 1 – qualitative structured interviews The knowledge provider TU Wien, KIT and PIL develops a common methodology for structured interview jointly with the territorial PPs. Territorial PPs will invite stakeholders for qualitative structured interviews to identify local interests/barriers associated with sustainable rural mobility, covering municipalities/regional authorities/ministries or national agencies, PT operators, infrastructure managers, NGOs, key employers, local rural /peripheral communities, aiming at at least one per type, 15 per territorial PP on average (aliquot if 2 partners join in from the same territory). The focus is both on PT and active modes and sharing. Issues to be interviewed and discussed are not limited to classical aspects of commuting traffic, but also tourists' mobility, local delivery, access to everyday facilities and amenities as well as to opportunities (e. g. job and education), transiting traffic, land use and locations. Questions cover both problems and willingness for commitments, including mobility /land-use aspects. Each PP will also analyze local policy implementation process involving stakeholders, activities, and timings with a swimlane process chart, making use of outcomes from INTERREG AT-SK Project WiWiT (Who is Who in Transport). This will be discussed during a transnational consortium meeting. Task 2 – Communication activities Restricted groups of stakeholders will be contacted through targeted e-mails and phones, whilst the wider communities will be informed through press releases and social media campaigns.

Deliverables 2.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.1.1	Questionnaire	An English-language questionnaire for structured interview	Period 2

Deliverables 2.1			
Deliverable Number	**Deliverable title**	**Deliverable description**	**Delivery period**
	for structured interview	prepared by TU Wien, KTI and PIL jointly and to be used by each PP	, 7 - 12
D.2.1.2	Compilation of 7 reports on local stakeholder involvement	7 English-language reports about (differentiated) interests of stakeholders and barriers associated to public transport/ land use/spatial planning gained through the structured interviews in the 7 territorial partners of NUTSHELL@CE.	Period 2 , 7 - 12

Activity 2.2	
Title	Transnational vison co-creation for integration public transport and land use planning for better accesibility in rural and peripheral areas
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	Task 1 – Transnational vision co-creation With the inputs from Activity 1.3, Task 3 (training for policy-making) and Activity 2.1, a project workshop will be organized to co-create a transnational vision towards integration of public transport planning and spatial / land-use planning. All PPs and associated partners will join, and some external stakeholders will be invited. The co-created vision encompasses policy objectives and goals in a quantified and time-bound manner, and priority domains for measures (actions), particularly in association with the 3 solutions to be tested as pilot actions (A: improvement of feeder access to public transport,B: timetable systematization and C: addressing missing links and uncovered catchment areas). This vision will guide the following regional/local vision co-creation and development of the action plan. This activity will develop durability of policy-making outputs at the transnational level (Output 2.1), aiming at bringing more political commitment in an evidence-based and goal-oriented manner with logical implementation of measures instead of wish-driven manner relying on pre-conceived measures which does not necessarily coherent with policy

Activity 2.2	
	objectives. This activity also enhances the transferability of the technical results by enabling better understanding of importance of the use of the use of geo-spatial data for evidence-based policy-making (EBPM) and the idea and available tools (including PTSQC) behind it. Task 2 – Communication activities The process above will be supported by press conferences, interviews on TVs and radios, transnational coordinated activities on social media.

Deliverables 2.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.2.1	Transnational vision for integrated public transport and land use planning	A documentation in EN manifesting transnational vision for integration of public transport planning and land use planning to improve accessibility of rural and peripheral areas to TEN-T corridors. Serving as durability & transferability instrument, too.	Period 3 , 13 - 18

Activity 2.3	
Title	Co-creation of a local/regional vision for integration between public transport and land use planning
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	Task 1 – Local vision co-creation WP Coordinator will devleop a workflow for vision co-creation process. Based on this, Each PP launches a local vision co-creation process with stakeholders. Each PP will coordinate the elaboration of its region's own vision with the inputs from Activity 1.5 (identified gaps/shortcomings from PTSQC analysis) and Activity 2.2 (transnational vision co-creation) to tackle 5 domains: 1. Public transport services 2. Local land use regulation 3. Regional economy (e.g. location of companies, tourism without cars)

Activity 2.3	
	4. Spatial balance within regions 5. Role of active mobility The aim is to create shared policy-making process among relevant stakeholders at each territorial PP, and then to exchange and discuss it at transnational project level. Task 2 – Communication activities The vision co-creation process will be accompanied by press conferences, interviews on TVs and radios, and/or on social media.

Deliverables 2.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.3.1	Compilation of 7 reports on local /regional visions, with documentation of co-creation process	Documentation (1 per territorial cluster of PPs linked to 7 pilot actions) about local/regional visions to integrate public transport and land use planning (impacts of spatial distribution of economic activities, spatial balance within the subregions and the role of active mobility). EN+7lang.	Period 3 , 13 - 18

Activity 2.4	
Title	Regional/local action plan
Start period	Period 3, 13 - 18
End period	Period 4, 19 - 24
Description	Task 1: Elaboration of concrete regional/local action plans The co-created visions will be “translated” into operable regional/local action plans. Action plan will focus on systematic planning of public transport accordingly to the solution as clustered in WP3 (Feeder to existing public transport / timetable systemtization / missing link). Through this process, territorial PPs will contexualize pilot actions aligned with the co-created visions, while they will learn how to “convert” visions into operable measures. This activity will develop durability of policy-making outputs at the local (Output 2.2), aiming at bringing more political commitment in an evidence-based

Activity 2.4	
	and goal-oriented manner with logical implementation of measures instead of wish-driven manner relying on pre-conceived measures which does not necessarily coherent with policy objectives. Task 2 – transnational peer-review Elaborated plan will be reviewwed by another PP in the same Cluster (c.f. WP3).

Deliverables 2.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.4.1	Regional /local action plan of Savio Valley (IT)	Action Plan for LP (political decision-making) and its Associated PP (technical implementation and adjustment of bus lines) focusing on solution Feeder access to existing public transport corridors in Savio Valley, with particular emphasis on the placement of rural mobility hub.	Period 4 , 19 - 24
D.2.4.2	Regional /local action plan of Moravian-Silesian Region (CZ)	Action Plan for PP6-CZ focusing on the utilization of demand-responsive transport as a complementary feeder to mainline public transport services. Particular focus (case studies) set on the municipality of Trinec, coupled with pilot action.	Period 4 , 19 - 24
D.2.4.3	Regional /local action plan of Brda /Nova Goriza (SI)	Action Plan for PP7-SI and its Associated PP involving the municipality of Brda (SI), Cormons and other municipalities in the Gorizia District on the Italian side (through Act WP2) focused on feeder access to existing public transport corridors.	Period 4 , 19 - 24
D.2.4.4	Regional /local action plan of Crawinkel (DE)	Action Plan with: bus-based timetable systematization addresses PP10-Ass.PP (local public transport authority); potential use of the railway addresses PP10 / Ass.PP and PP9 (infrastructure owner), addressing systematized timetable on the same corridor but by light rail/tram-train instead of bus.	Period 4 , 19 - 24
D.2.4.5	Regional /local action plan of Rzeszow (PL)	Action Plan for PP11-PL (public transport authority) and PP3-PL (regional development agency) on the physical integration of different types of public transport services into one by developing urban nodes in Rzeszow, making rural connections no longer “stand-alone”.	Period 4 , 19 - 24
D.2.4.6	Regional /local action plan of	Action Plan for PP12-SK (public transport authority on the SK side), stakeholders of WP2 including Austrian VOR (Austrian PT authority), Kitsee (potentially Prellenkirchen), Bratislava, on	Period 4 , 19 - 24

Deliverables 2.4			
Deliverable Number	**Deliverable title**	**Deliverable description**	**Delivery period**
	Bratislava-Kitsee connection (SK)	better coverage of population by PT with connectivity from Kitsee (potentially Prellenkirchen) to Bratislava.	
D.2.4.7	Action plan for National rail network of Slovenia (SL)	Action Plan for Slovenian national rail network (PP8) for the implementation of systematized timetable for passenger services throughout the railway network. Focus will be set on the necessary upgrade infrastructures (train crossing point, track alignment, signalling..) and resources.	Period 4 , 19 - 24

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

Output number 2.1	
Output title	Transnational strategy for integrated transport and spatial planning for rural and peripheral regions
Programme output indicator	RCO83_3.1: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1,00
Delivery period	Period 4, 19 - 24
Output description	One NUTSHELL@CE vision (D2.2.1) on integrated planning approach incorporating land use planning and planning of public transport service will be made. This will one one hand serve as an input to the local visions, but also serves as a policy recommendation for the national level (and the regional level where applicable).
Output number 2.2	
Output title	Regional action plans for integrated transport and spatial planning for regions 1-7
Programme output indicator	RCO83_3.1: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	7,00

Output number 2.2	
Delivery period	Period 4, 19 - 24
Output description	7 local actions plans for each pilot region with thematic focus of pilot cluster (A/B/C): A: Multimodal feeder access - D2.4.1 Savio Valley - D2.4.3 Brda/Nova Goriza (SI) and neighboring municipalities in Province of Gorizia (IT) B: Timetable systematization - D2.4.4 Ohrdruf/Crawinkel-Gotha Corridor - D2.4.7 Slovenian national rail network C: PT Missing link and coverage - D2.4.2 Rural areas of Trinec - D2.4.5 Rzeszow Municipality - D2.4.6 Bratislava - Kitsee village center (AT) corridor

Investments

C.4.1 Work package 3

Workpackage number

WP3

Work package title

Pilot actions and establishment of a competence centre on rural/peripheral mobility(Coordinator:PIL)

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

This WP aims to make comprehensive planning and implementation of the following three solutions (measures) to draw learning about potentials and limitations and localization requirements.

The Pilot actions will be clustered in 3 thematic sub-groups (corresponding to three solutions):
Cluster A: Feeder access to existing public transport corridors
Cluster B: Timetable systematization of public transport services
Cluster C: Public transport missing links & catchment areas

In addition, please define one or more communication objective(s) that will contribute to the achievement of the specific objective and include reference to the relevant target group(s). Communication objectives aim at changes in a target audience's awareness and behaviour.

Communication objective(s) and target audience

This WP aims to raise the interest and understanding of local/regional communities and main stakeholders (public authorities, transport operators, economic operators) in the planning and implementation of the solutions tested as pilot actions, which are expected to have a transformative and innovative impact on transport connectivity.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 3.1	
Title	Conception and Design of the Pilot Actions for the Cluster A: Feeder access to existing public transport corridors
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	With the status quo analysis (Activity 1.5) and the inputs from Activity 2.2, the partners of Cluster A simulates the effect of pilot actions with adapted PTSQC (use as a planning tool), and drafts detailed technical concepts, detailed work plan from technical points of view, and monitoring plans for the planned pilot actions (Activity 3.4) together with the knowledge partners so that the corresponding implementation of pilot actions can deliver inputs to Activity 1.6. During the drafting process, intensive exchanges of information, ideas and know-how will be made within this Cluster as a cluster workgroup session organized as a part of project meetings. This process may result in a small adaptation of the envisaged pilot actions (e.g. exact location may have to be updated for better efficiency, alignment with stakeholder involvement etc.) within a reasonable and justifiable range.

Deliverables 3.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.1.1	Draft Design of Pilot Action Cluster A: Feeder Access to Existing Public Transport Corridors	A compact English-language draft documentation of the assessment/simulation results using PTSQC as a planning tool, technical concepts, detailed work plan from technical points of view, and monitoring plans for Pilot Action Cluster A.	Period 2, 7 - 12
D.3.1.2	Final Design of Pilot Action Cluster A: Feeder Access to Existing Public Transport Corridors	Finalized version of D.3.1.1	Period 3, 13 - 18

Activity 3.2	
Title	Conception and Design of the Pilot Actions for the Cluster B: : Timetable systematization of public transport services
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	With the status quo analysis (Activity 1.5) and the inputs from Activity 2.2, the partners of Cluster B simulates the effect of pilot actions with adapted PTSQC (use as a planning tool), and drafts detailed technical concepts, detailed work plan from technical points of view, and monitoring plans for the planned pilot actions (Activity 3.5) together with the knowledge partners so that the corresponding implementation of pilot actions can deliver inputs to Activity 1.6. During the drafting process, intensive exchanges of information, ideas and know-how will be made within this Cluster as a cluster workgroup session organized as a part of project meetings. This process may result in a small adaptation of the envisaged pilot actions (e.g. exact location may have to be updated for better efficiency, alignment with stakeholder involvement etc.) within a reasonable and justifiable range.

Deliverables 3.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.2.1	Draft Design of Pilot Action Cluster B: Timetable Systematization	A compact English-language draft documentation of the assessment/simulation results using PTSQC as a planning tool, technical concepts, detailed work plan from technical points of view, and monitoring plans for Pilot Action Cluster B.	Period 2, 7 - 12
D.3.2.2	Final Design of Pilot Action Cluster B: Timetable Systematization	Finalized version of D.3.2.1	Period 3, 13 - 18

Activity 3.3	
Title	Conception and Design of the Pilot Actions for the Cluster C: Public transport missing links & catchment areas
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18
Description	With the status quo analysis (Activity 1.5) and the inputs from Activity 2.2, the partners of Cluster C simulates the effect of pilot actions with adapted PTSQC (use as a planning tool), and drafts detailed technical concepts, detailed work plan from technical points of view, and monitoring plans for the planned pilot actions (Activity 3.6) together with the knowledge partners so that the corresponding implementation of pilot actions can deliver inputs to Activity 1.6. During the drafting process, intensive exchanges of information, ideas and know-how will be made within this Cluster as a cluster workgroup session organized as a part of project meetings. This process may result in a small adaptation of the envisaged pilot actions (e.g. exact location may have to be updated for better efficiency, alignment with stakeholder involvement etc.) within a reasonable and justifiable range.

Deliverables 3.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.3.1	Draft design of Pilot Action Cluster C: Public Transport Missing Links & Catchment Areas	A compact English-language draft documentation of the assessment/simulation results using PTSQC as a planning tool, technical concepts, detailed work plan from technical points of view, and monitoring plans for Pilot Action Cluster C.	Period 2, 7 - 12
D.3.3.2	Final design of Pilot Action Cluster C: Public Transport Missing Links & Catchment Areas	Finalized version of D.3.3.1	Period 3, 13 - 18

Activity 3.4	
Title	Implementation, evaluation and mainstreaming of Pilot Actions linked to Cluster A: Feeder access to existing public transport corridors
Start period	Period 3, 13 - 18
End period	Period 6, 31 - 36
Description	With the inputs from Activity 2.4 (Action Plan) and 3.1 (technical concept), Solution A: Feeder Access to Existing Public Transport Corridor is tested in Italy (Savio Valley) and Slovenia (Brda, near Nova Gorica). Multimodal rural mobility hub, which is new in these two areas but also elsewhere in Central Europe's rural areas (with a few exceptions) are tested, incorporating not only existing public transport and walking as access mode but also other sustainable means of transport e.g. bicycles/e-bikes and potentially cars (with envision to be replaced with EVs). This may also include location adjustments of public transport stops itself, upon simulation results using PTSQL (Activity 3.1), which is also new. LP and PP7 test this solution. Both aim at improving connectivity to the TEN-T corridors and/or nodes (at Cesena/Foril and via Slovenian rail network). These include the following small scale investments (the exact selection of facilities and equipment will be made accordingly to the results from Activities 1.5 and 2.4): 1. UVS: Parking facilities for bicycles/cars/micro-mobility and charging stations for EVs, equipped with e-cars chargers, e-bike chargers, bicycles racks, bike repair kit stations, and information provision for local mobility hubs in Savio Valley. Associated partner: Start Romagna - local public transport corridor operator Connection to TEN-T Network/Nodes: From Savio Valley (rural/peripheral areas) to Cesena on the TEN-T Core Network withpassenger rail, and to nearby TEN-T Node Forlì on it (often refereed to as Forlì-Cesena). 7. RRA: Mobility hub in the village of Brda with important equipment such as vehicle charging stations (EV and/or e-bike), information board, bike

Activity 3.4	
	repaire toolkit, etc. Associated partner: NOMAGO d.o.o. PE Nova Gorica - local public transport corridor operator Connection to TEN-T Network/Nodes: From Brda (rural/peripheral area) to the Slovenian Rail Network (then to TEN-T Nodes Ljubljana and Koper; on TEN-T Core & Extended Network, passenger rail), and potentially to the Italian side via Goriza to Udine and Trieste (on TEN-T Core Network, passenger rail). Coupled with Activity 3.1, this will enable implementing and other partner to learn comprehensive planning-implementation process of this solution, ensuring durability and transferability of it (Output 3.4).

Deliverables 3.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.4.1	Pilot implementation report: Thematic cluster A - PT access	English-language report which may be supplemented by other materials (e.g. videos) about the implementation of Pilot Actions Thematic Cluster A. (Output O.3.1). It will consists of description of the implementation, evaluation against the concept (D.3.1.1), and a report of mainstreaming activities.	Period 5, 25 - 30
D.3.4.2	Solution report: Thematic cluster A - PT access	Description in EN about Solution Feeder access to PT (O.3.4), focusing on its technical aspects, use of PTSQC for planning to align with geographic contexts, and possible implementation barrier and other learning from pilot implementation. Serving as durability-transferability instrument for it.	Period 6, 31 - 36

Activity 3.5	
Title	Implementation, evaluation and mainstreaming of Pilot Actions linked to Cluster B: Timetable systematization of public transport services
Start period	Period 3, 13 - 18
End period	Period 6, 31 - 36
Description	With the inputs from Activities 2.4 (Action Plan) and 3.2 (technical concept), Solution B: Timetable

Activity 3.5	
	Systematization is tested in Slovenia (national railway network) and Germany (Ordruf/Crawinkel-Gotha Corridor linking Crawinkel and Gotha). Timetable systematization is a long-known solution in some advanced countries (e.g,, NL, CH) but new in these areas and in many other countries in Central Europe at the national level with a few exceptions (e. g AT, CZ and HU), and especially in rural areas. PP8 and PP9/PP10 carries out test planning for this new solution. For Slovenian national railway network, a draft systematized timetable liaised with existing Austrian one will be delivered (Note: Italy, Hungary and Croatia does not have connectable systematized timetable), with a list of necessary infrastructural measurs (adaptation of track capacity, crossing points, signaling, etc.). In the Ohrdruf - Gotha corridor, systematized timetable for the existing bus line is made first. Furthermore, replacement of this bus service with tram-train on the rail track (owned by Zossen Rail; no longer used for passenger traffic) will be test-planned. Both aims at improving the TEN-T network itself (Slovenian railway) or improving connectivity to corridors and/or nodes (Gotha on TEN-T network). More specifically, the following partners will implement the Pilot Action under the Cluster B: 8 PIL: Timetable systemisation without investments Associated partner: SŽ- Potniški promet, d.o.o. National train operator Connection to TEN-T Network/Nodes: Slovenian Rail Network; Core, Extended and Comprehensive Network for passenger rail 9. ZossenRail: Test professional planning for symmetrical tram-train timetable on Ohrdruf (in the municipality of Crawinkel) -Gotha corridor. This small scale investment will cover the cost of the necessary professional rail timetable planning software (license) and workstations to run that can deliver professional timetable considering all technical conditions and constraints of infrastructure and standard rolling materials. The PP9 will deliver test timetable scenarios for potential reopening of the railway line e.g. heavy rail vs. light rail, different intervals, electrified vs. battery vs. diesel traction etc.

Activity 3.5	
	Connection to TEN-T Network/Nodes: From Crawinkel (rural area) to Gotha (on the TEN-T Core network, passenger rail), then to Erfurt (TEN-T Urban Node about 20km East, with existing systematized timetable, also envisaged as a more comprehensive version as Deutschlandtakt in the future). 10. Crawinkel: Joint pilot action with PP9 without investments. Associated partner: Nahverkehrsgesellschaft des Landkreises Gotha mbH. Local public transport authority and tram and bus operator. Connection to TEN-T Network/Nodes: See PP9 Coupled with Activity 3.2, this will enable implementing and other partner to learn comprehensive planning-implementation process of this solution, ensuring durability and transferability of it (Output 3.5).

Deliverables 3.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.5.1	Pilot implementation report: thematic cluster B - timetable	English-language report which may be supplemented by other materials (e.g. videos) about the implementation of Pilot Action Cluster B (Output O.3.2). It will consists of description of the implementation, evaluation against the concept (D.3.2.1), and a report of mainstreaming activities.	Period 5, 25 - 30
D.3.5.2	Solution report: thematic cluster B - timetable	Description in EN about Solution Timetable Systematization (O. 3.5), focusing on its technical aspects, use of PTSQC for planning to align with geographic contexts, and possible implementation barrier/other learning from pilot implementation. Serving as durability-transferability instrument for it.	Period 6, 31 - 36

Activity 3.6	
Title	Implementation, evaluation and mainstreaming of Pilot Actions linked to Cluster C: Public transport missing links & catchment areas
Start period	Period 3, 13 - 18

Activity 3.6	
End period	Period 6, 31 - 36
Description	With the inputs from Activities 2.4 (Action Plan) and 3.2 (technical concept), Solution C: Public Transport Missing Links and Catchment Areas is tested with the following small scale investments, all aiming at improving connectivity to TEN-T corridor (Czechia & Poland) and/or at nodes (Slovakia, Poland). Such missing link and uncovered catchment area is a typical legacy of classical planning methods and partially due to altered political situation (esp. Fall of Iron Curtain). PP6, PP11 and PP12 will test three approaches - in all of them, coupling with PTSQC will make this innovative in their respective regional context. PP6 MSR will test Demand Responsive Transport in Trinec to improve connectivity to the main corridor (i. e. to rail and bus networks). The investment will cover the operation of DRT service including a leased low-emission vehicles (3-4 seats) & booking platform and relevant information provision. Associated partner: Transdev Morava -local PT operator Connection to TEN-T Network/Nodes: from Trinec (peripheral area) to nearby Regional Bus and Rail Networks (TEN-T Core Network, passenger rail), then to Ostrava (TEN-T Urban Node; passenger rail). PP11 PTAR will improved connectivity among different types of PT (local/regional services connecting rural areas and national mainline railway) at an urban node. PP11 commissions the deployment of a multimodal dynamic passenger information system for the node where the three types meet, to be deployed at at least 5 key urban mobility hubs where 3 independent transport services with separate PT organizers and operators meet. Connection to TEN-T Network/Nodes: from peripheral areas of and around Rzeszów (which also covers areas with rural characters as its territory) to the national rail network; Rzeszów itself is a TEN-T Urban Node (passenger rail). PP12 BID will test cross-border extension of an existing bus from Bratislava and to Kittsee (village center, AT - Burgenland) and potentially to Prellenkirchen (AT - Lower Austria), potentially as an extension of existing line 26 which ends at the

Activity 3.6	
	border to Kitsee now. PP12 plans to rent a bus from Arriva Mobility Solution (potentially with a bicycle rack) and test operation (at least 3 months), in liaison with the Austrian competent authority VOR - Verkehrsverbund Ost-Region. Connection to TEN-T Network/Nodes: from Prellenkirchen and the center of Kitsee (rural /peripheral area in AT. One remark:existing train station is on the periphery of Kitsee with limited spatial coverageof the village and train line ending at Bratialava-Petrzarka which is almost in the periphery of Bratislava,while rail service more optimized to connect to Vienna) to Bratislava; Bratislava itself is a TEN-T Urban Node (passenger rail). Coupled with Activity 3.3, this will enable implementing and other partner to learn comprehensive planning-implementation process of this solution, ensuring durability and transferability of it (Output 3.6).

Deliverables 3.6

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.6.1	Pilot implem entation report: thematic cluster C- PT missing links	English-language report which may be supplemented by other materials (e.g. videos) about the implementation of Pilot Actions Cluster C (Output O.3.3). It will consists of description of the implementation, evaluation against the concept (D.3.3.1), and a report of mainstreaming activities.	Period 5 , 25 - 30
D.3.6.2	Solution report: thematic cluster C- PT missing links	Description in EN about Solution PT missing links (O.3.6), focusing on its technical aspects, use of PTSQC for planning to align with geographic contexts, and possible implementation barrier and other learning from pilot implementation. Serving as durability-transferability instrument for it.	Period 6 , 31 - 36

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators.

Output number 3.1	
Output title	Pilot Action: Feeder access to existing public transport corridors

Output number 3.1	
Programme output indicator	RCO84_3.1: Pilot actions developed jointly and implemented in projects
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	One pilot action will be developed and implemented jointly by LP-IT and PP7-SI (for solution O 3.4.). The detailed technical concept is documented as D. 3.1.2., and implementation will be reported in D.3.4.1.
Output number 3.2	
Output title	Pilot Action: Timetable systematization of public transport services
Programme output indicator	RCO84_3.1: Pilot actions developed jointly and implemented in projects
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	One pilot action will be developed and implemented jointly by PP8-SI and PP9/PP10-DE (for solution O. 3.5.). The detailed technical concept is documented as D.3.2.2, and implementation will be reported in D. 3.5.1.
Output number 3.3	
Output title	Pilot Action: Public transport missing links & catchment areas
Programme output indicator	RCO84_3.1: Pilot actions developed jointly and implemented in projects
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 5, 25 - 30
Output description	One pilot action will be developed and implemented jointly by PP6-CZ, PP11-PL and PP12-SK (for solution O3.6.). The detailed technical concept is

Output number 3.3	
	documented as D.3.3.2., and implementation will be reported in D.3.6.1.
Output number 3.4	
Output title	Solution: Feeder access to existing public transport corridors
Programme output indicator	RCO116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 6, 31 - 36
Output description	One solution will be jointly developed in the thematic cluster of improving feeder access to existing public transport corridors. The solution, including learning from the relevant pilot action (O3.1), is documented as D.3.4.2.
Output number 3.5	
Output title	Solution: Timetable systematization of public transport services
Programme output indicator	RCO116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 6, 31 - 36
Output description	One solution will be jointly developed in the thematic cluster of timetable systematization. The solution, including learning from the relevant pilot action (O3.2), is documented as D.3.5.2.
Output number 3.6	
Output title	Solution: Public transport missing links & catchment areas
Programme output indicator	RCO116_3.1: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00

Output number 3.6	
Delivery period	Period 6, 31 - 36
Output description	One solution will be jointly developed in the thematic cluster of public transport missing links and catchment areas. The solution, including learning from the relevant pilot action (O3.3), is documented as D.3.6.2.

Investments

C.5 Project results

Please select and quantify the relevant programme result indicators to which your project will contribute. For each selected result indicator, please briefly describe the contribution of the project and the relevant project results (change) you expect to achieve through the implementation of the foreseen activities and outputs as defined in the work plan. Please also specify the output(s) which are directly related to this result.

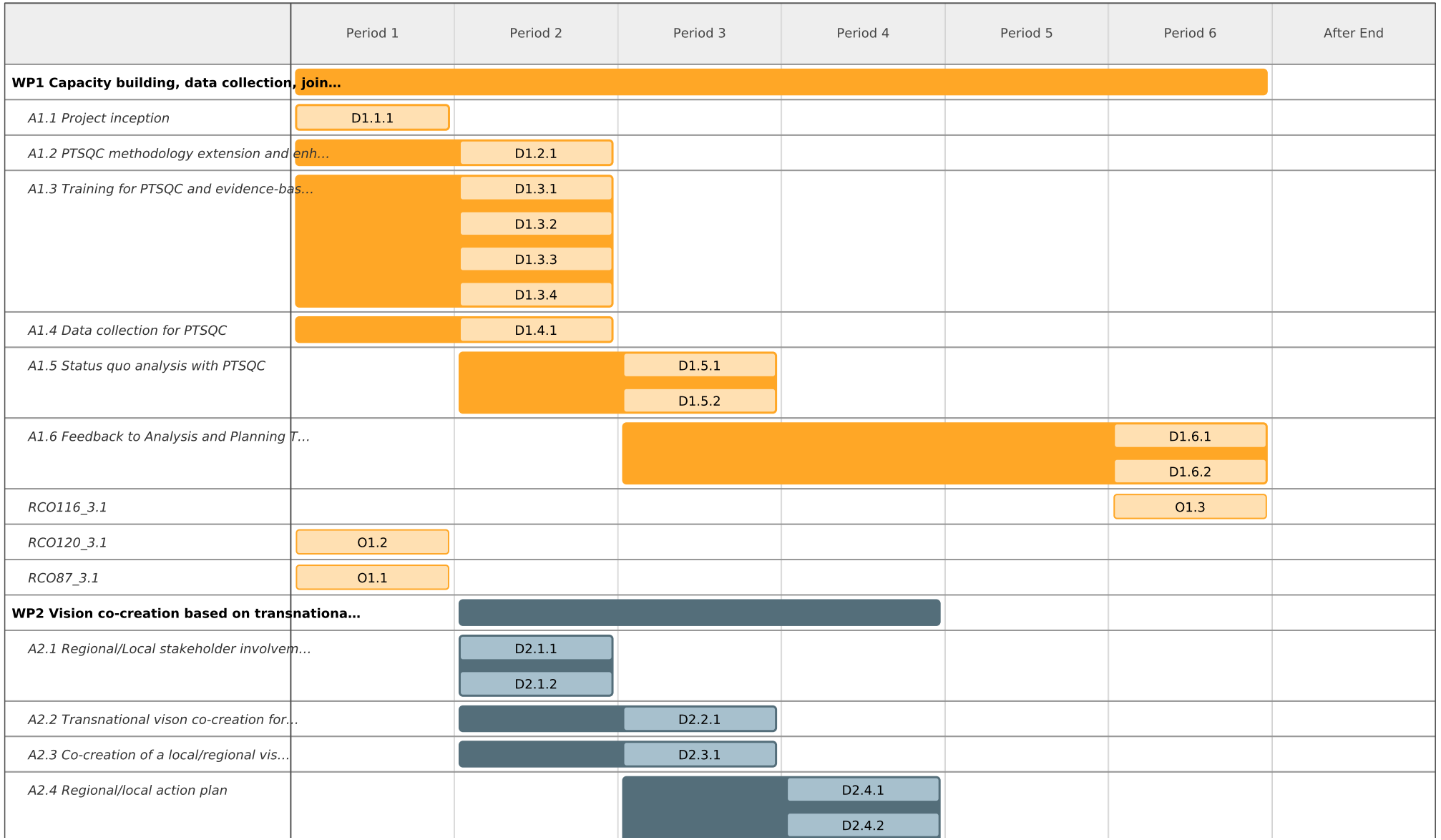
Result 1	
Programme result indicator	RCR79_3.1: Joint strategies and action plans taken up by organisations
Measurement unit	joint strategy/action plan
Baseline	0,00
Target value	8,00
Result description	1 Transnational Strategy (TS) as guidance for: a. knowledge providers for future R&D agenda to improve rural mobility; b. further policymaking: local gov'ts and/or regional development agencies (LP, PP3, PP6, PP7, PP8, PP10, Bratislava Region for PP12). 7 local/regional Action Plans (ActP) will be sought to be adopted (in max. 18 months after completion) by competent authorities: ActP Savio Valley by LP and municipalities under it, and Emilia-Romagna reg. gov't. ActP MSR by MSR Council (PP6) ActP Ohrdruf-Gotha by Municipality of Crawinkel (PP10), District Gotha and Land Thüringen. ActP Nova Goriza: Municipalities of Brda (SI), Cormons (IT), Nova Goriza (SI) and Gorizia (IT) ActP Rzeszow: Rzeszów City Council (PP10 is a part of it). ActP Slovenian Rail by SI Ministry of Infrastructure and Ministry of the Environment, Climate and Energy. ActP Bratislava-Kitsee: City and County of Bratislava (BID owners), Land Burgenland (AT) and Lower Austria (AT, if Prellenkirchen is included)

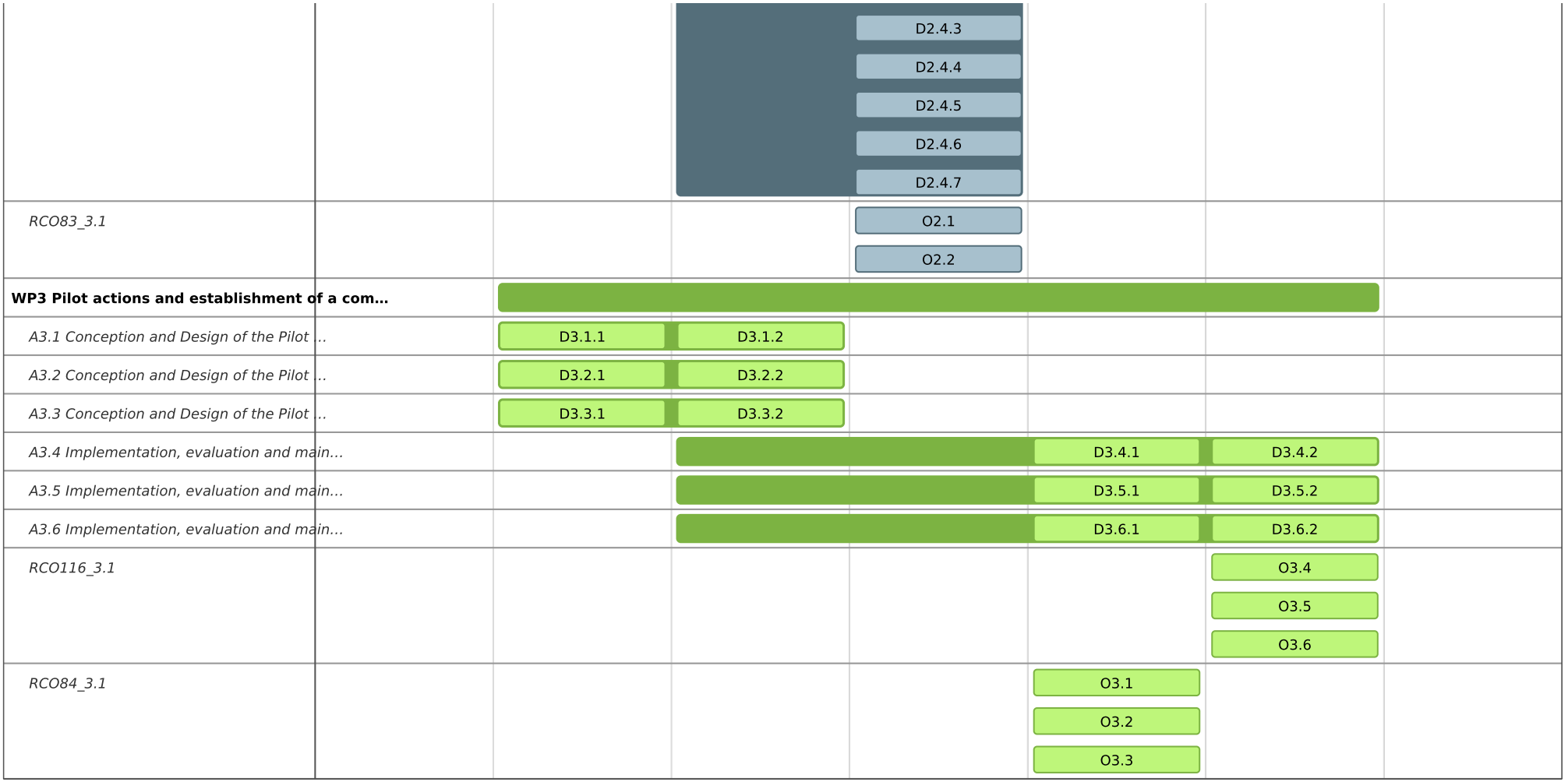
Result 2	
Programme result indicator	RCR84_3.1: Organisations cooperating across borders after project completion
Measurement unit	organisations

Result 2	
Baseline	0,00
Target value	15,00
Result description	The project will seek for continuation of transnational cooperation among 15 partners (12 PPs and 3 key associated partners; Output 1.1) after the completion of the project. For this, the Knowledge Hub (D.1.6.2) is prepared as an instrument to store all other outputs. This will additionally be used as a platform for close cooperation among the 3 knowledge providers after the completion of the project.

Result 3	
Programme result indicator	RCR104_3.1: Solutions taken up or up-scaled by organisations
Measurement unit	solutions
Baseline	0,00
Target value	4,00
Result description	4 solutions to improve connectivity from rural /peripheral areas to TEN-T nodes/networks will be made available: - PTSQC (O1.3): this planning and analysis tool made available for uptake in DE (focus Thuringia), SI (national), IT (focus Emilia-Romagna), and PL; continuous technical maintenance by the technical PPs TUW, KTI, PIL. The following 3 solutions are all coupled with this solution for planning. - Feeder access to public transport corridor in rural area (O3.4): key measure of rural mobility hub for uptake in rural CE area made available. - TImetable systematization (O3.5): long-term planning methodology coupled with concrete actions made available for uptake by small railway networks in CE (regional scale or national for small countries) and by bus corridor envisaging upgrade to railway. - PT coverage and missing links (O3.6): PTSQC-oriented planning approach with different measures (DRT, PT or connection node) and evidence about their effect made available for CE region.

C.6 Time plan


Period 1
Period 2
Period 3
Period 4
Period 5
Period 6
After End
WP1 Capacity building, data collection, join...
A1.1 Project inception
D1.1.1
A1.2 PTSQC methodology extension and enh...
D1.2.1
A1.3 Training for PTSQC and evidence-bas...
D1.3.1
D1.3.2
D1.3.3
D1.3.4
A1.4 Data collection for PTSQC
D1.4.1
A1.5 Status quo analysis with PTSQC
D1.5.1
D1.5.2
A1.6 Feedback to Analysis and Planning T...
D1.6.1
D1.6.2
RCO116_3.1
O1.3
RCO120_3.1
O1.2
RCO87_3.1
O1.1
WP2 Vision co-creation based on transnationa...
A2.1 Regional/Local stakeholder involvem...
D2.1.1
D2.1.2
A2.2 Transnational vison co-creation for...
D2.2.1
A2.3 Co-creation of a local/regional vis...
D2.3.1
A2.4 Regional/local action plan
D2.4.1
D2.4.2


D2.4.3
D2.4.4
D2.4.5
D2.4.6
D2.4.7
RCO83_3.1
O2.1
O2.2
WP3 Pilot actions and establishment of a com...
A3.1 Conception and Design of the Pilot ...
D3.1.1
D3.1.2
A3.2 Conception and Design of the Pilot ...
D3.2.1
D3.2.2
A3.3 Conception and Design of the Pilot ...
D3.3.1
D3.3.2
A3.4 Implementation, evaluation and main...
D3.4.1
D3.4.2
A3.5 Implementation, evaluation and main...
D3.5.1
D3.5.2
A3.6 Implementation, evaluation and main...
D3.6.1
D3.6.2
RCO116_3.1
O3.4
O3.5
O3.6
RCO84_3.1
O3.1
O3.2
O3.3

C.7 Project management and communication

In addition to the thematic activities as described in the work plan, you need to foresee adequate provisions for project management, coordination and internal communication.

C.7.1 How will you coordinate and manage your project?

Please describe how the project management on the strategic and operational level will be carried out, including the set-up of management structures, responsibilities and procedures, as well as risk management. Please also explain how the internal communication within the partnership will be organised.

MANAGEMENT STRUCTURE, RESPONSIBILITIES AND PROCEDURES
The management approach and structure aim at driving/boosting effective cooperation among the partners of the Consortium and at producing high-quality deliverables and outputs to the Programme during the various stages of the project life.
The overall management structure will endorse links between project partners and build and strengthen new interactions.

Responsibilities within the Consortium:
-LP is responsible for overall legal, contractual, financial, and administrative management.
- Each PP will take an active part in the efficient implementation of the Project, and will cooperate, perform, and fulfil, promptly and on time, all of its obligations as foreseen in this proposal.
All competencies to secure outcomes and the project's successful implementation are well represented within Consortium.

Two different levels, Strategic and Operational, have been defined for the managerial structure of the project in order to guarantee the compliance of programmed results and facing adequate main project challenges.

1. STRATEGIC LEVEL
1.1 Project Coordinator (PC) is ultimately responsible for the oversight of the entire project. The PC will chair meetings of the Steering Committee and will duly inform the Project Officer and LP of any contingency that may occur along with the project and will be the spokesperson for the Project Officer. The PC will be responsible for the administrative management, checking the consistency of partners' resources and costs consumption with work fulfilled, receiving, and distributing all payments from EC to the partners, call for and conducting meetings.
1.2 Management Support Team (MST) will be constituted by Financial Manager, Quality & Risk Management Manager, M&E Manager, Communication Manager, and Scientific-Technical Manager, who are set-upped by LP. MST will be in constant contact with the Project Coordinator.
1.3 Local Project Management Units (PMU): each PP establish a local PMU to guarantee the implementation of assigned tasks.
1.4 The Steering Committee: a transparent and clear consensus-driven decision-making structure composed of a representative of each partner.

2. OPERATIONAL LEVEL
2.1 WP Leader: each WP will have one responsible partner (WP Leader) that will coordinate WP tasks activities, communication of the partners involved in each task, drafting process of the deliverables, and identification of WP-specific risks. The rest of the PPs will articulate and actively participate with each WP Leader for effective and efficient implementation of the work associated with a specific work package.

INTERNAL COMMUNICATION
In order to guarantee excellence in internal information flows and effective communication between PC, all PPs, MST, PMU, and ST, the project has foreseen the use of virtual communication tools as emails, messaging apps for business (Slack), teleconference (zoom/Google Meet), phone calls and face-to-face encounters.
The following type of meetings will ensure continuous communication between partners, efficient monitoring of project activities, and timely identification of risks and contingency plans:
i) Face-to-face Transnational Meetings (if Covid-19 conditions will allow it) to present the significant progress and partial results achieved by each partner in each WP.
ii) Periodical online operational and technical meetings (approx. every 8 weeks) for organisation, follow-up and adjustments of project coordination activities, transfer of good practices, and deepening of specific thematic and technical-scientific project issues.

RISK MANAGEMENT
In order to monitor the potential external and internal risks of the project and those that could be emerging, the project considers developing a RISK MANAGEMENT MATRIX (at the initial phase of the project) which can be used to provide a clear record of how the project plans to manage the identified risks.
The identification of potential risks and their adverse impacts on the project as well as the strategies to reduce/minimize these risk impacts will be a result of a participatory process to be developed with the active participation of all partners and conducted by the MST (specifically, Quality & Risk Management Manager).

C.7.2 Which measures will you take to ensure quality in your project?

Describe the planned approach and processes for quality management, i.e. how the quality of deliverables and outputs will be monitored and ensured, and indicate the responsible partner(s). If you plan to conduct any type of project evaluation, please describe its purpose and scope.

Coherently with Project Cycle Management and PMP principles, the project ensures quality management and monitoring on quality of deliverables, outputs, management, realised within the framework of the project.

Quality & Risk Management PLAN & TOOLS

1. Quality Project Management Plan (QMP). Project Quality Manager (LP) and Local QMs (all PPs) design QMP as guidelines to measure the quality of processing of deliverables as defined by AF. QMP includes possible sanctions if PPs do not comply with obligations.

2. Quality Management "TOOLKIT" (QTK). Project Quality Management Team designs key tools for quality management as indicated in Quality Management Plan (approved by SC). This QM "Tool Kit" includes tools such as:

- Standard TEMPLATES for key deliverables and other prescribed forms for project outputs, to ensure that the presentation of these deliverables and outputs are of a high and consistent standard and, being based on uniform modules, will permit a uniform final editing process of all deliverables by project and WP coordinators.
- CHECKLISTS to verify the inclusion of horizontal principles in project activities by PP: green & sustainable project management, gender equality, non-discrimination based on race, age, disability….
- FORM for Risks identification, monitoring, and mitigation procedures.
- AUDIT TRAILS for an adequate repository of project documents implemented by each PP to set up and periodically feed a common documentation repository (physical and electronic file folders) with controlled access in order to store and retrieve the documents.

Project Quality Manager and all local Quality Managers nominated by all PPs will carry out activities foreseen in Quality Management Plan and will correctly use the approved Quality Management Tools.

MONITORING AND EVALUATION (M&E)

The monitoring and evaluation of the project implementation will include the following steps:

- Initial BASELINE, which is defined in AF through experts-review and analysis of technical documents, reports, papers on the status-quo in partners' regions.
- INDICATORS. M&E Manager together with each WP coordinator, in close cooperation with PC and Scientific-Technical Manager, define a set of relevant indicators for each WP that allow monitoring and evaluating of deliverables' quality and of execution of project activities developed by each partner.
- TECHNICAL FOLLOW-UP. Ongoing technical monitoring of project implementation through a periodical qualitative revision of deliverables (drafts) developed by each partner. If necessary, technical meetings will be held with some or all partners.
- MID-TERM EVALUATION. Measurement of advancement and quality of deliverables (drafts) and activities developed, coherently with established indicators, occurs when a WP reaches 50%.

This qualitative analysis is implemented through methods such as interviews, questionnaires, peer-to- peer reviews with local technicians, experts, and other relevant stakeholders of each PP to measure the advance of technical actions developed and considering the indicators previously established. As a result, if necessary, adjustments will be suggested to single PPs for the following technical implementation of the project.

- FINAL EVALUATION. A Report is prepared to measure the qualitative achievement of established indicators and based on interim brief evaluation reports, ongoing technical follow-up, and interviews and/or questionnaires (if necessary), considering the process and possible adjustments carried out by each partner during the project implementation.

C.7.3 What will be the general approach you will follow to communicate about your project?

Please describe how your project's communication objectives, as outlined in the work plan, will help with achieving your project's main result(s). Why is communication important? Which common tactics, channels and tools will help the partnership to reach out to and involve its target audiences? How will the project communication coordinator ensure that all project partners are involved and contribute to communication?

The project ensures a strategic, integrated, and consistent approach to the various communication and dissemination activities to exploit the full potential of outputs and deliverables of all project Work Packages, by focusing on both media and non-media communication.

The main communication goal is to get identified target groups on board and to communicate and disseminate the project's deliverables and results to reach a wide range of interest groups and stakeholders, also beyond the partners' organisations and territories.

Capitalisation and transferring have also a strategic function in project communication strategy.

COMMUNICATION & DISSEMINATION PLAN provides all partners with guidelines on how to successfully communicate project deliverables, outputs, goals, activities and considers visibility actions, deadlines, PPs responsibilities, tools (logo, info graph, template, website, social media, leaflet, newsletter, etc).
Project communication STRATEGY is based on the following criteria and actions: INTERNAL Excellence in internal information flows considering emails, business messaging apps (Slack), teleconferences (Zoom, Google Meet), phone calls, and face-to-face encounters.

EXTERNAL
-Communicate project RESULTS, DELIVERABLES, OUTPUTS, ACTIVITIES
-High accuracy in REACHING specific target groups
-Strong & coordinated SOCIAL MEDIA presence for reaching in most effective way widest audience possible
-Short VIDEOS and "twitter size" texts channelled through social & traditional media
-Website contents creation within CE platform
-Capitalisation encounters with other CE funded projects to transfer project milestones
-Synergies with EU & sub-European networks on sustainable urban mobility, such as CIVITAS and ELTIS.
-Traditional & Social Media Relations to achieve articles on (web)TV, newspapers, etc.
-Media & Contacts Directory listing all stakeholders, target groups, media (coherent with EU GDPR)
-Participatory Planning Processes to engage target groups through offline and online polls, etc.
-Dissemination Events to guarantee the widest outreach
-Ongoing monitoring of dissemination activities

All communication is in EN, but all PPs also communicate in national languages.

C.7.4 How do you foresee the reporting procedures for activities and budget (within the partnership)?

Please describe the reporting processes at the level of partners towards the lead partner.

Project Coordinator monitors project achievements vs. timetables and prepares periodical project progress & final report. Each local project manager of each PP prepares periodical (six-monthly) activity report. These reports are both technical-narrative and financial-administrative.
Project Financial Manager coordinates financial-administrative reporting, assists PPs on eligibility of costs, financial reporting, FLC, audits, etc.; monitors spending and payments progresses by PP; and prepares payment claims and funds transfers. Local Financial Managers of all PPs, monitor incurred expenditures; establish relationship with FLCs, prepare all necessary documentation for validation / certification of expenditures, elaborate corrective measures in case of delays in expenditure levels.
All PPs prepare all necessary documents for obtainment – within deadlines - of Certificates of Expenditures issued by national FLCs (6-monthly).
The six-monthly Reports will register the progress of all project partners compared with AF, project planning and timing. Remedial measures will be activated if required.
Final Project Report includes key results, findings, deliverables, target groups involved and outputs that can be capitalised and transferred to other regions and players.
All technical documents and middle term/final narrative/financial reports will be recorded (physical and electronic format) by each PP considering audit trail guidelines to facilitate future reviews, evaluations or second level controls.

C.7.5 Cooperation criteria

Please select the cooperation criteria that apply to your project and include a brief explanation. Please note that the joint development, joint implementation and joint financing criteria are mandatory.

Cooperation criteria		Description
Joint development	Yes	All the PPs have contributed to the project generation, by supplying inputs and information, through filling an ad hoc questionnaire, to the initial draft prepared by the LP. A real and transparent distribution of tasks, according to the experiences, skills and abilities of each PP, has been designed.
Joint implementation	Yes	Under the responsibility and coordination of the LP and WP/tasks coordinators, a constant commitment of the project partners, the activities described in the workplan will be commonly designed, developed and implemented in an integrated way, by respecting the time schedule and achieving the expected outcomes (deliveries, outputs and results).
Joint staffing	Yes	The project will not duplicate functions within the partnership. The project management functions will be appointed at project level by providing a project manager, a financial manager, a communication manager, a quality manager. This will be the core project ‘s joint staff.
Joint financing	Yes	The joint project budget has been designed and aligned with activities carried out by each project partner. The Lead Partner will be responsible for the administration and reporting towards the programme bodies as well as the distribution of funds to the partners.

C.7.6 Horizontal principles

Please indicate how your project contributes to horizontal principles and provide a short explanation. With regard to environment protection, please also include an explanation how the "environmental sustainability by design" approach has been integrated and provide a brief assessment of possible environmental effects to your project.

Horizontal principles	Type of contribution	Description of the contribution
Sustainable development and environment protection	positive effects	NUTSHELLwill have a positive effect on the environment, because the offer of better transport connection from/to marginal areas with national and European networks is one of the main conditions to retain people in rural, hilly and mountainous areas. These people can deliver a good maintenance of the rivers, woods, soil stability etc., and hence be the first custodians of the precious ecosystems in their territories. Furthermore, project implementation will adopt measures to reduce the environmental impacts: videoconferencing when possible, printing on certified FSC paper, green procurement, short supply chain, limited use of energy and water etc.. All this will contribute to reduce the CO2 emissions and air pollution, to improve the quality of the air, to create more resilient and cohesive communities and towns, all key components of the sustainable development.
Equal opportunities and non-discrimination	positive effects	The project prohibits discrimination against and harassment of any participant because of race, colour, national regional or ethnic origin, age, religion, disability, sex, sexual orientation, gender identity and expression. To ensure that all partners and external suppliers will observe this principle, all will sign a “NON-DISCRIMINATION STATEMENT”. All personnel who are responsible in development and implementation of the project activities are charged to support this effort and to respond promptly and appropriately to any deviation from the principles above.
Equality between men and women	positive effects	Coherently with the strategy on equal opportunities for women and men within EU 2014-2020, during the project implementation, equal opportunities and non-discrimination will be respected: Lead Partner and Project Partners will involve male and female specialists as well as relevant tasks will be distributed with compliance to the same criteria. A specific training session will be provided at the kick-off meeting to guide the project partners on respecting these principles. Furthermore, a gender approach, as far as possible, will be sought in key phases of project implementation (i.e. visions co-creation; action plans; knowledge hub).

C.8 Long-term effects and durability

Projects should have a long-lasting effect in the territories and for the relevant target groups. Please describe below how this will be ensured.

C.8.1 Ownership/durability

Please describe who will ensure the financial and institutional support including maintenance for outputs and, if applicable, for most important deliverables developed by your project.

NUTSHELL@CE's outputs are clustered into the following categories. Ownership and financial and institutional support for durability will be differentiated.

[Project and partnership (O1.1 and O1.2)]
The project will end in its due at Month 36 but the close work together among the partners will establish the network of project and associated partners involved in NUTSHELL@CE, enabling future collaboration after the completion of the project.

[1 solution running on Geographic Information System (PTSQC) as analysis and planning tool (O1.3)]
Solution PTSQC (D.1.6.1) will be maintained jointly by the three knowledge partners TU Wien/KTI/PIL with their own financial contributions and technical capacities on Transnational Knowledge Hub (D1. 6.2). As the existing Austrian example shows, once it is methodologically established, with the proper capacity, they can be used for a long time for the analysis and planning purposes.
NUTSHELL@CE strategically embeds a technical capacity building to ensure durability for this respect. Copy of used geospatial data for GIS will be maintained within the participating public institutions respectively for their further use.

[Transnational co-created vision (O2.1)]
NUTSHELL@CE will create an important basis to enable such investments by providing important basis plans for that. These solutions tested in the pilot actions will be aligned with the funding aims of EU Structural and Cohesion Funds and the Recovery and Resilience Facility plans, as well as more generally to the sustainability goals, giving them better chances of being invested after the completion of the project.
These are further strengthened by the policy manifestations (strategies and action plans): with support from capacity-building initiatives. Action plans,they are developed through a comprehensive co-creation process and peer reviewing, will influence regional and local policymaking iesfor connectivity and accessibility of regarding transport systems in rural and peripheral areas. As such, NUTSHELL@CE strategically couple the technical solutions and the policy manifestations to ensure durability of the project outputs and results.

[7 local action plans (O2.2)]
NUTSHELL@CE will seek for timely adoptions of these local action plans by key competent authorities and councils as specified above.

[2 pilot actions with implementation as their outputs (O3.1, O3.3)]
The result of these pilot actions of Cluster A: Feeder Access to Existing Public Transport Corridors (LP and PP7) and part of Cluster C: Public Transport Missing Link and Catchment Area (PP10) will remain in the respective regions after the completion of the project. LP and PP10 will maintain the implemented pilot. Municipality of Brda will maintain the pilot of PP7.
Some results of Cluster C: Public Transport Missing Link and Catchment Area (esp. test operation of PT/DRT service) will require continuous investments for corresponding PSO contracts to ensure

durability: this will be done by the respective partners (PP6 and PP12), which are also direct competent authorities. PP12 will further collaborate with the competent authority on the Austrian side.

[1 pilot action with test planning result as its output (O3.2)]
The test planning result will serve as the input to the envisaged decision-making in the future, coupled with locally, nationally and transnationally available financing options. For this purpose, project partners strategically involve institutions of high importance in their local context, such as the public transport authority (Nahverkehrsgesellschaft des Landkreises Gotha mbH – PP10) and the national train operator (SŽ- Potniški promet, d.o.o – PP8) to ensure local durability.

[3 solutions to be implemented in rural areas (O3.4.- 3.5)] - namely Feeder Access to Existing Public Transport Corridors; Timetable Systematization; Public Transport Missing Link and Catchment Area
The gained knowledge about these solutions will be kept and shared publicly at the Knowledge Hub, facilitating continuous collaboration with stakeholders. The hub will be co-managed and operationally supported by the knowledge partners TU Wien, KTI, and PIL, ensuring its viability beyond the project's lifespan. This hub will serve as a living repository for NUTSHELL@CE's main outputs and deliverables and will continuously evolve by incorporating new findings and experiences from outside the partnership. This approach will ensure the hub remains relevant and up-to-date post-project lifecycle.

C.8.2 Lasting effects

Outputs and deliverables should be made available and used by relevant target groups (project partners or other stakeholders) after the project's lifetime, in order to have a lasting effect on the territory. Please describe how the outputs and deliverables will stay available and will be taken up or upscaled by the project partners.

[Technical outputs (O1.3, O3.4, O3.5 and O3.6)]
For technical outputs (4 solutions) and their final deliverables (D1.6.1, D3.4.2, D3.5.2 and D3.5.3) will be made available at Transnational Knowledge Hub (Activity 1.6, D1.6.2), serving as a one-stop repository of all transferable project outputs. This will further be complemented by all technical inputs (D1.3.2 and D1.3.3), which are also made available there. They will be made publicly accessible on the Internet so that the NUTSHELL@CE project partners and any other stakeholders can uptake the project results.
The knowledge partner TU Wien, KTI and PIL will serve as the contact points after the completion of the project for any additional assistant needed by different target groups. Copy of used geospatial data for GIS will be maintained within the participating public institutions respectively for their further use.

[Policy-making Outputs (O2.1, O2.2)]
The transnational vision for integration of land-use and transport planning in an evidence-based manner (O2.1) will be shared on the Transnational Knowledge Hub (D1.6.2).
The local/regional action plans (O2.2) will be made available in a form of summary for transnational stakeholders on the Transnational Knowledge Hub. More importantly, these actions plans are sought to be adopted by relevant corresponding competent authorities (including the ones across the border if relevant). This will formalize the action plan to give a lasting effect after the completion of the project.

C.8.3 Transferability

Please describe how outputs and deliverables could be adapted or further developed to be used by additional target groups or rolled out in other territories beyond the partnership. How will communication activities ensure that relevant groups are aware of the available outputs and deliverables to be used?

NUTSHELL@CE will combines several solutions and tools strategically to ensure transferability of the outputs and results as listed below:

- Transnational Knowledge Hub (Activity 1.6, D1.6.2) serves as a one-stop repository of all transferable project outputs. The knowledge partner TU Wien, KTI and PIL will serve as the contact points after the completion of the project.

- During the adaptation/upgrading process, the technical solution PTSQC (O1.3) will be adapted so that it will be applicable in a nationwide manner for each respective country (Czechia, Slovakia, Poland, and Slovenia) or each region (Italy and Germany) with potentials to make it applicable nation-wide. For regional versions, this will serve as a further basis for other regions within the same country. In this way, the solution PTSQC will be made transferable to many of the Central European countries.

- Among the three solutions tested in the pilot actions, A: Feeder Access to Existing Public Transport Corridors (O3.4) is made transferable in combination with the PTSQC methodology to be used the analysis and planning tool: the solution is long known, but it is made more evidence-based and data-oriented with PTSQC, making it more transparent and transferable.

- B: Timetable Systematization (O3.5) is by definition transferable as it stands on the internationally long-standing transport planning technique (but new in the pilot regions). Importantly, the cautions and caveats collected through the pilot actions will be documented to be shared, upgrading the knowledge about this solution. Combination with adapted PTSQL enables the quantitative evaluation of the network effects.

- C: Public Transport Missing Link and Catchment Area (O3.6) is also a known solution but similarly they will be upgraded with the combination with PTSQL for analysis and planning process.

- Transnational vision (O2.1) will be made in a way to be valid throughout the Central European region.

- Local/regional action plan (O2.2) is generally remains at a local level, but the approach remains transferable within the Central European Region.
There will be further local/regional measures to ensure transferability within the region of interest. For example, the Union of Municipalities, Regional Governments, and Regional Agencies involved in NUTSHELL@CE will not only share and transfer the project's outputs and deliverables with their member municipalities and approximately 60 municipalities in the concerned regions but will also implement strategic measures to ensure the long-term sustainability and wider applicability of these outputs.