Interreg South Baltic / EUROPEAN UNION	**5th CALL FOR PROJECT PROPOSALS** **13 November - 20 December 2017**

Project title	Improved & digitalised parking management as tool to foster green and multimodal transport in the South Baltic area
Project acronym	PARKING GETS SMART
Project total budget	€ 2,689,373.00
ERDF amount requested	€ 2,245,767.05
LP name in English	Polish Union of Active Mobility
LP name in national language	Polska Unia Mobilności Aktywnej
Number of project partners	11
Number of associated partners	10
Priority axis	3 - Improving cross-border connectivity for a functional blue and green transport area
Specific objective	3 - Improve the quality and environmental sustainability of transport services in the South Baltic area
Planned date of project start	01/05/2018
Planned date of project completion	30/04/2021
Project duration (in months)	36

Date of registration of the Application (filled in by JS)
2017-12-20
Application number (filled in by JS)
STHB.03.01.00-22-0136/17
Application version (YYYY-MM-DD)
2018-06-18

Codes by dimension (filled in by JS)	
Priority theme code	Economic activity code
44	12

1. DECLARATIONS OF THE LEAD PARTNER

1.1. Declaration of sustaining project results

I hereby declare that the project results specified in the application will be sustained at least five years from the date of the final payment for the project.

1.2. Declaration of the authenticity of the information provided in the application

I hereby declare that the information provided in this application and in the attached documents is true and correct to the best of my knowledge.

1.3. Declaration of the authorisation of personal data processing

I have been informed that the Minister responsible for Economic Development, with its registered office at 3/5 Trzech Krzyzy sq., 00-507 Warsaw, Poland, is the personal data administrator. My personal data are to be processed with respect to the implementation of the Interreg V-A Poland-Denmark-Germany-Lithuania-Sweden (South Baltic) Programme. I am entitled to gain the access to the entrusted personal data and to amend it. Entrusting of personal data is voluntary, however is a prerequisite for applying within the Programme.

2. SIGNATURE OF THE LEAD PARTNER

First name/ last name	Piotr Grzelak / Jerzy Szałach
Position held	President of the Board / Member of the Board

Date (YYYY-MM-DD) and place of signing the document	**The signature of authorised person (s) of the lead partner and official stamp of the lead partner (if existing)**

1. GENERAL INFORMATION ABOUT THE PROJECT	
1.1. Project title	Improved & digitalised parking management as tool to foster green and multimodal transport in the South Baltic area
1.2. Abbreviated project name (acronym)	PARKING GETS SMART
1.3. Priority axis	3 - Improving cross-border connectivity for a functional blue and green transport area
1.4. Specific objective	3 - Improve the quality and environmental sustainability of transport services in the South Baltic area

2. DESCRIPTION OF THE PROJECT

2.1. Short project summary in the form of press release: background, rationale, aims, content and results (max. 2000 characters)

PARKING GETS SMART PARKING GETS SMART develops & spreads innovative parking management solutions that make the most of digitalisation & advanced ICT. Thus, local & regional car trips will be decreased and green & multimodal forms of transport promoted across the SBA. // For achieving this, the project gathers a "pioneer developer community" that creates new approaches & disseminates them to other parking actors in the SBA. It delivers: (a) A set of innovative, site-oriented model strategies for digital parking management. They define tailored "push" (e.g. parking fees) & digital "pull" (e.g. dynamic parking guidance apps) mechanisms for typical use cases in the SBA (e.g. university campus, seaside resort). (b) Tools & models to establish the base infrastructure for digital processing & sharing of "open parking data", incl. a generic, non-proprietary model hub that is developed as "open source software". (c) Model applications that demonstrate & validate benefits. They put ICT-based end-user devices into everyday use (e.g. dynamic parking guidance or lot sharing apps). Effects on mobility behaviour are documented & evaluated. The tools are partly developed as "open source" software, too. (d) The further extension of the user group & use range of digital parking management in the SBA. The "open source" software solutions are provided to followers free-of-charge. A "SBA help desk" & trainings in all SBA countries assist them in launching own activities. Hackathons encourage software developers to create new parking apps. // The consortium consists of 6 forerunner municipalities & site-owners in PL, LT, SE & DE. They are supported by relevant experts (mobility management, parking, ICT) and multipliers (e.g. parking associations). // Upon its finalization, PARKING GETS SMART will have made a significant & concrete contribution to changing mobility behaviour and the wider roll-out of site-oriented digital parking management across the SBA.

2.2. Project relevance: describe initial situation/ challenge/ opportunity that will be tackled by the project - why is the project needed? (max. 2000 characters)

Parking management can effectively reduce car trips (30% of urban car traffic is due to search for parking lots) and promote modal shift to more sustainable modes of local & regional transport. In the last years, there emerged a wide range of potent “push” (e.g. parking fees & restrictions) & “pull” mechanisms (e.g. “park & ride” offers, parking guidance displays) for it. Just now, digitalisation & advanced ICT create a new wave of innovations. Some solutions are close to become mainstream (e.g. payment apps), others are still in the start-up phase (e.g. real-time parking guidance apps).

However, there exist some challenges & gaps that prevent a wider utilization of digital parking management and its potentials to foster sustainable mobility in the SBA:

(a) Especially in Eastern European countries & smaller cities, still a car-oriented mobility paradigm prevails. Thus, parking restrictions & the promotion of alternatives to car use lack often acceptance of citizens and support of decision-makers.

(b) Parking management is mostly limited to city centres. Tailor-made solutions for other sites & use-cases (e.g. university campuses, beach fronts, protected areas, seaside resorts etc.) are rare, although significant effects may be expected.

(c) Available (commercial) end-user devices that utilise advanced ICT & the near ubiquity of smart phones (e.g. payment apps like “EasyPark”, “on-trip” guidance apps) are partly already in place. But they are usually linked to proprietary data hubs offered by the commercial providers along with apps. “Open parking data hubs” that process both static (e.g. number & location of lots, fee zones) & real time parking data (e.g. vacant lots) for different generators and consumers are still the exception. This may hamper further benefits & innovations, as “vendor locks” can prevent collaborative parking management & guidance as well as shifts to new or better ICT solutions in this currently very dynamic field.

2.3. Project's approach (work plan): how the identified challenge(s)/ opportunity(ies) will be addressed? What is new/ innovative about this approach? (max. 3000 characters)

PARKING GETS SMART develops & spreads innovative parking management solutions that make the most of digitalisation and advanced ICT. Thus, local & regional car trips will be decreased and green & multimodal forms of transport promoted across the SBA. For achieving this, the project sets up a “SBA pioneer developer community” of forerunner municipalities & relevant experts (mobility management, parking, ICT). Around 5 pilot sites that depict typical use cases for digital parking management in the SBA (urban beach front, university campus, protected area / intermodal intersection point, re-densified inner-city housing & office area, seaside resort), the following activities are implemented:

WP 3 - INNOVATIVE STRATEGIES develops site-oriented concepts that utilise innovative, ICT-based end-user devices. A peer learning process taps the international state-of-the-art. Pilot strategies define tailored “push” (e.g. parking fees) & digital “pull” (e.g. dynamic parking guidance apps) mechanisms for specific use cases. Thus, a complementary set of model strategies for digital parking management is created that covers prevailing site-types in the SBA.

WP4 - ADVANCED DIGITALISATION creates tools & models to set up the necessary digital base infrastructure for shared processing of parking data. A generic, non-proprietary model hub for “open parking data” is jointly created. On its basis, partners set up local pilot hubs & test site-specific tools for collecting real time parking data (e.g. sensors, cameras) for model applications. Lessons learnt are refined into technical-organisational example set ups. The model hub is offered as “open source software” to followers.

WP5 - MODEL APPLICATIONS demonstrates & validates benefits of digital parking management for different site-types & use cases. At pilot sites, specific combinations of ICT-based end-user devices are put into everyday use. Those are partly developed as “open source” software (e.g. parking guidance for multimodal journey planners). The model applications make the most of ubiquity of smart phones & focus on real time guidance. Effects on mobility behaviour are documented & evaluated.

WP6 - TRANSFER & TRAINING extends the user group & use range of digital parking management in the SBA based on solutions developed in the project. The “open source software toolbox” offers jointly created solutions (model hub, journey planner plug in, multimodal journal planner) for free-of-charge use & adaptation. A handbook, the “SBA help desk” and trainings in all SBA countries assist other parking actors to launch own activities. Hackathons encourage software developers to create new parking apps.

Upon its finalization, therefore, PARKING GETS SMART will have demonstrated & validated change of mobility behaviour by site-oriented digital parking management, and provided followers with concrete models and “open source” software solutions for launching own activities.

2.4. Added value of the cross-border approach and cooperation (max. 2000 characters)

The added value of tackling digital parking management in the framework of cross-border cooperation and in the envisaged way is: (1) The project sets up a cross-border "pioneer developer community" that jointly creates & further develops model solutions & open source software from a common basis (Helsinki parking hub, DIGITRASIT journey planner platform) and within a peer learning process. Thus it decreases individual development costs & efforts, picks up and utilises pre-work from the SBA & beyond in an effective way and accelerates the development process. (2) The joint development & refinement of "open source" software solutions (model parking data hub, parking "plug in" for journey planners, multimodal journey planner with parking guidance) implies a very concrete & intensive cross-border working process. Along with pilot activities in the participating countries and forerunner municipalities, further modules will be added to the common platforms. This turns them step-by-step further into genuine cross-border outputs & investments. (3) Info events, training seminars and hackathons introduce the "open source" software solutions and offer them to other parties (parking actors, software developers) for free-of-charge use & adaptation. Thus, they may become focal points for further extending the collaborative cross-border development & innovation process for digital parking management. Given that the solutions prove to be effective & attractive, the "developer community" & cross-border cooperation around the software solutions may not only continue but reinforce itself in the further course. (4) The "open source software toolbox" and the extensive dissemination campaign that is jointly carried out by the partners (WP6), therefore, creates a very concrete & powerful basis to effectively promote the further roll out of digital parking management across all countries of the SBA.

2.5. Durability of project results and transferability of project outputs (max. 2000 characters)

(1) MAINTAINING THE "PIONEER DEVELOPER COMMUNITY" AND THE COLLABORATIVE CROSS-BORDER DEVELOPMENT & INNOVATION PROCESS: The "open source" software solutions are concrete focal points for continuing the collaborative cross-border development & innovation process for digital parking management. They will stay in use in the forerunner municipalities for at least 5 years after the project end so that joint further developments among the project partners is natural & will be ensured. Being actively promoted to further parties during & after the project lifetime, and given that the solutions prove to be effective & attractive, the cross-border cooperation around the software solutions may not only continue but even reinforce itself in the further course. // (2) MEETING FORMAL REQUIREMENTS WITH REGARD TO MAINTENANCE OF OUTPUTS & INVESTMENTS: All activities of the project relate to core tasks & responsibilities of the partners. This safeguards institutional & financial capacities to maintain all outputs / results / investments (e.g. open source software solutions, pilot data hubs, model applications incl. collection & end-user tool) for at least 5 years after project finalisation, in line with the programme provisions. More detailed explanation on how individual outputs, results & investments will be maintained are given in sheets "Intervention logic" / "Investments" / WP descriptions. (3) TRANSFERABILITY & REPLICABILITY. All developed Pilot & model solutions for digital parking management (WP 3, 4, 5) will be widely and pro-actively disseminated by effective means (open source software, handbook, SBA help desk, training seminars, hackathons etc.) and with assistance of key multipliers (e.g. parking associations, ministry > see APs) across all SBA countries. The activities of WP6, therefore, enable & encourage further potentials users to carry out similar activities on their basis (see WP6 for further information).

2.6. Cross-border cooperation criteria for the project (project has to ensure all four criteria)

Joint development (max. 500 characters)

The project scope was shaped throughout the development process by all partners. Specific competences & experiences of participating institutions were used to define focus & methodology. Thereby it was ensured that the project addresses existing potentials & sets realistic aims for making use of them. The overall project design was agreed among all partners in an intensive process (incl. Seed Money project & 3 international prep meetings in April 2017, June 2017 & Oct 2017).

Joint implementation (max. 500 characters)

Each partner is responsible for implementing a jointly defined, specific part of the project considering its core competences. To make best use of partner knowledge, work is decentralised as far as possible, ensuring active involvement & creating capacity building effects. This applies also for joint activities (e.g. training seminars, best practice study), to which all partner provide inputs. Main instruments for exchange, dialogue & coordination are all-partner & peer review sessions.

Joint staffing (max. 500 characters)

All partners and associated partners have clearly defined, specific roles & each of them will appoint own staff to fulfil its tasks. For specified actions within the WPs, specific partners will be responsible as task leaders. Partners will meet at least half-annually and will inform project management in regular intervals on progress. The partner structure in itself prevents overlapping responsibilities & inefficient duplications.

Joint financing (max. 500 characters)

All partners dispose of own budgets that reflect their responsibilities and tasks in the project. Furthermore, the partners contribute to a Common Budget Pool that is used to jointly subcontract activities of common interest (project coordination, financial management, best practice survey, training seminars, etc. - see Annex 2).

2.7. List of partners

Number	Partner's name in English	Country	NUTS 3 Region
1 lead partner	**Polish Union of Active Mobility**	Poland	Trójmiejski PL632
2	**City of Gdansk**	Poland	Trójmiejski PL632
3	**Gdansk University of Physical Education and Sport**	Poland	Trójmiejski PL632
4	**Interizon Foundation**	Poland	Trójmiejski PL632
5	**PICTEC Foundation**	Poland	Trójmiejski PL632
6	**Neringa municipality administration**	Lithuania	Klaipedos apskritis LT003
7	**Klaipeda public transport authority**	Lithuania	Klaipedos apskritis LT003
8	**Klaipeda Chamber of Commerce, Industry and Crafts**	Lithuania	Klaipedos apskritis LT003
9	**Municipality of Växjö**	Sweden	Kronobergs län SE212
10	**Hanseatic City of Bremen**	Germany	Other DE
11	**Municipality Ostseebad Heringsdorf**	Germany	Landkreis Vorpommern-Greifswald DE80N

2.8. List of associated partners

Number	AP's name in English	Country
1	**Ministry of Energy, Infrastructure and Digitalization Mecklenburg-Vorpommern**	Germany
2	**Swedish Parking Association**	Sweden
3	**Metropolitan Area Gdańsk-Gdynia-Sopot**	Poland
4	**Danish Parking Association**	Denmark
5	**Municipality of Copenhagen**	Denmark
6	**Municipality of Køge**	Denmark
7	**Municipality of Naestved**	Denmark
8	**Municipality of Vordingborg**	Denmark
9	**Hanseatic City of Rostock**	Germany
10	**Region Blekinge**	Sweden

2.9. Justification on the partner's involvement (to be filled in should the partnership exceed 10 partners)

It is strongly recommended that the partnership is not too big (7- 8 project partners). It is the relevance of the partnership and not its size that is being assessed during the evaluation of project ideas. Please provide justification should the partnership exceed 10 partners.	The project took considerable efforts to keep the partnership as small as possible (e.g. involving parking associations / multipliers only as APs). Nevertheless, it was finally regraded necessary to involve more than 10 partners: (1) To ensure model character & proper replication potentials, it appeared essential for the project and its approach to set up 5 complementary pilots that cover main prevailing site-types for digital parking management in the SBA. (2) The implementation of digital parking management according to international state-of-the-art requires to involve experts from different fields as advisor (mobility management, parking, ICT); (3) In order to ensure effective dissemination, two potent multipliers with complementary competences were involved as eligible PPs (Interizon, KCCIC).

2.10. Timetable of project implementation

Planned date of project start	YYYY-MM-DD	2018/05/01
Planned date of project completion	YYYY-MM-DD	2021/04/30
Project duration (in months)	36	

2.11. Location of activities outside eligible area		
Outside eligible area	yes	
What activities will take place outside Programme eligible area and where will they be located? Please justify their relevance to project objectives (max. 1000 characters)	The following project activities will take place outside the eligible area of the SBP: // WP2: Attendance of BSR-& EU level events (e.g. EUSBSR forums – locations tbc) >> for exchange, gathering further inspirations, building alliances, dissemination – 4.000 EUR. // WP3, 3.2 & 3.4: Joint study trips to best practices outside the SBA (locations tbc), visits of international parking management conventions & fairs (EPA, Intertraffic – locations tbc) >> to learn about best practices and available commercial products as well as to meet related representatives personally – approx. 40.000 EUR; // WP1-6: Activities of PP10 - Hanseatic City of Bremen, incl. WP6, A 6.9: Implementation of an international hackathon & expert conference in Bremen / DE (= renown mobility management best practice with good contacts at EU level >> to involve international experts & reach out to EU key stakeholders) – in total 59.694 EUR.	

2.12. Project eligible budget spent outside the eligible area	
Total eligible budget	2,689,373.00
out of which to be spent outside the Programme eligible area	103,694.00

2.13. Seed money	
Has this application received seed money from the South Baltic Programme or another seed money instrument?	yes
If yes, please provide the name(s) of the project(s), and Programme if other than South Baltic (max. 500 characters).	PARKING GETS SMART was prepared in the course of the Interreg SBP Seed Money project "Parking gets smart SEED". The project was implemented from March - June 2017 and led by the Polish Union of Active Mobility. Further details on the process can be found in the description of "Work Package 0 – Preparation".

3. COMPLIANCE WITH THE EUROPEAN UNION POLICIES

3.1. Strategic documents

3.1.1. National/ regional/ other strategies (max. 2000 characters)

Most relevant references to strategies in partner regions & countries: // GERMANY: “Integrated Federal Transport Plan” stresses the expansion of collective transport solutions, which a.o. requires a better connection of parking and sustainable transport modes e.g. in form of “multimodal mobility stations. // POLAND: Development Strategy of Pomorskie Voivodship 2020 & Metropolitan Area Gdansk-Gdynia-Sopot Strategy 2030 stress the need for regional intelligent specialisation in the field of smart urban mobility & transport system. “Gdansk’s Mobility & Transport OP 2023” aims at optimization of on-street parking and extension of paid parking zones, combined with a promotion of sustainable transport and active mobility. // LITHUANIA: “National transport development programme 2014-2022” sets the promotion of sustainability of local (urban and suburban) transport systems as strategic objective and demands further use of smart and digital technologies to improve LT transport systems. This goal is taken up by diff. regional & local strategies, e.g: Sustainable Mobility Plan of Neringa (2015) and Klaipeda (SUMP to be published in 2018) propose specific actions to improve multimodal transport connected with smart parking measures. // DENMARK: Sustainable urban transportation plan DK (2016) proposes the need for more integrated and smart urban transport systems. Køge Nord Station (AP6) is highlighted as landmark for green mobility // SWEDEN: “Traffic Management Program - Region Kronoberg 2016 - 2025 and Kronoberg Transportplan 2014 - 2025, highlight the need of smart infrastructure and new service solutions for better harmonizing parking, public transport and other sustainable transport modes, connected with real-time information (esp. for commuters).These goals are taken up by Växjö Municipality Transport Plan (2014) and Växjö Parking Strategy (2015-2019) both promoting actions in favour of green travel modes, e.g. by implementing smart parking management solutions.

3.1.2. Is the project connected with the EU Strategy for the Baltic Sea Region (EUSBSR) and its Action Plan?	no

3.1.2.1. To which policy area/ horizontal action of the EUSBSR is the project connected?

PA - Transport – Improving internal and external transport links

3.1.2.2. Does the project contribute to a flagship(s)? Which one(s)?

No

3.1.2.3. How the project's objectives, activities and outputs contribute to the EUSBSR in the specific policy area / horisontal action (max. 1000 characters)

PARKING GETS SMART contributes to the stated core idea of PA Transport that the “cooperation of EU Member States in the PA Transport is focused on facilitating a sustainable & efficient transport system in the BSR”. By utilising digital parking management as tool to induce & promote more sustainable local & regional mobility behaviour & forms of transport (permanent & spontaneous) and introducing ICT-based guidance apps that minimise search traffic to vacant parking lots, the project relates esp. to the notion that “the BSR transport system should consist of efficient local & regional PT, contributing to better mobility within commuting areas & to more compact settlement structures”. Moreover, the peer learning process within the project & the initiated collaborative development of innovative digital parking management approaches & device contributes to the goal “Encourage macroreg. transfer of sustainable solutions in passenger and freight transport” (see p.149-151 of EUSBSR AP).

3.2. Horizontal principles			
Sustainable development			
The project has an impact on sustainable development	positive	Description (max. 1500 characters)	The parking management approaches developed within PARKING GETS SMART explicitly focus on reducing car trips (e.g. guidance apps that reduce parking search traffic) and promoting the shift to more sustainable modes of transport (e.g. WP5, A5.6: Multimodal journey planner with parking info that actively offers alternatives to car trips). Promoting sustainable mobility, therefore, is the key concern & topic of the project across all activities.
Equal opportunities and non-discrimination			
The project has an impact on equal opportunities and non-discrimination	positive	Description (max. 1500 characters)	PARKING GETS SMART takes a strong focus on talent management and individual skills improvements in the development & creation of ICT-based parking devices. Accordingly, the project positively effects the goals of equal opportunities. Related activities of the project: WP6, A6.8.& 6.9.: Hackathons for students, start-up & software developers

Equality between men and women			
The project has an impact on equality between men and women	neutral	Description (max. 1500 characters)	The PARKING GETS SMART project has no specific positive or negative impact on equality between men and women. However, efforts will be made to secure the involvement of both men and women in the daily project work.

3.5. State aid

Depending on their nature some of the project activities may fall under the state aid rules. Activity is regarded as state aid relevant if all the below criteria are met. Please consider individual project activities and confirm if any of them meet the following criteria:

1. Does any of the project activities result in a **product/ service** being offered to the market?	yes
If yes, please list the activity(ies) and the work package(s) they belong to:	Hackathons shall encourage ICT companies/ developers to create non-commercial & commercial apps. Participation is open for anybody. So, no economic advantage or distortion effects result out of them.
2. Does any of the project activities results in an **economic advantage to the partner/project** (a benefit) which would not have been obtained without support from the Programme?	no
If yes, please list the activity(ies) and the work package(s) they belong to:	
3. Does any of the project activities result in **distortion effect** on competition and trade within the EU?	no
If yes, please list the activity(ies) and the work package(s) they belong to:	

4. ADDITIONAL INFORMATION (max. 3000 characters)

OVERVIEW ON PILOT SITES & MODEL APPLCIATIONS: Please take note of ANNEX 3 that presents all pilot sites & model applications in a condensed way - as this was not possible within the AF; // OPEN DATA & OPEN SOURCE: The project activities base on two key principles that have to be distinguished: (a) The "open data" principle implies that static & dynamic parking data can be freely used, shared & built-on by anyone, anywhere, for any purpose. Within the project, it is applied for the parking data hubs. Advantages: Broad data pool, decentralised development of user apps; (b) The "open source" principle implies that software can be used & adapted by others free-of-charge. It is applied for the model software solutions (data hub, journey planner plug in, multimodal journey planner). Advantages: Easier transfer & dissemination, collaborative (= better & faster) further development; // INVOLVEMENT OF DANISH INSTITUTIONS: The project took considerable efforts to include a Danish forerunner municipality with pilot actions into the consortium. However, after last minute drop out of Køge in Nov 2017 (due to short-term capacity problems – Køge are still interested & joined as AP instead), it was not possible anymore to involve another municipality as eligible partner. However, the Danish Parking Association & several municipalities (Naestved, Vordingborg, Copenhagen, Køge) articulated explicit interest in project results & decided to join as APs. To supply them, extensive dissemination activities (info events, training, hackathon) will be carried out in DK, in cooperation with Danish Parking Association. // BUDGET BIAS: The project budget appears considerable biased towards Poland at first sight. The reasons are (a) 3 partners (PUMA, Interizon, PICTEC) responsible for overall activities that actually serve all partners & countries at equal terms (e.g. communication activities, development of model hub, hackathon tour) are located in Poland. After deducting their shares, the budget is much more balanced (PL 37%, LT 17%, SE 18%, DE 29%); (b) 2 out of 5 pilot sites are located in PL. This is because they were selecting to cover prevailing SBA site types. Only in PL, partners with urban beach fronts & university campus were found & willing to join. // SPECIFICATION OF COMMON BUDGET POOL: The partner decided to earmark appropriated fund within their partner budget for a Common Budget Pool for jointly subcontracting services that can be delivered in better quality & higher cost-efficiency in this way (e.g. best practice survey). The pool has a volume of approx. 478.523 EUR. Partner shares are integrated into the PP budgets. >> ANNEX 1 & 2 give details on the items and cost structure of the pool, as details cannot be properly presented in the AF.

4.1. Relation to other international and/or national/regional projects (ongoing or completed) dealing with the topic in the South Baltic region (max. 1000 characters)

PARKING GETS SMART is the first project in the SBP that specifically tackles parking issues. Still, it is planned to cooperate with other transport projects, for example: // (1) "Interconnect" (SBP) enhances sustainable cross-border mobility e.g. through joint pilot PT demo actions for foot passengers. First potential fields of cooperation were identified, e.g. a) integration of dynamic parking data (from Gdansk) into the planned multimodal info & ticketing system in Pomorskie b) App based promotion of parking facilities & multimodal offers in Klaipeda region (e.g. to foot passengers).// (2) "SUMBA" (Interreg BSR) develops sustainable commuting systems for suburban areas (1 pilot in Växjö). // PARKING GETS SMART is interested to learn more about developed systems for potential uptake in the project implementation. There will be regular mutual exchange with both initiatives to monitor and use synergies with the goal to promote changed mobility behaviour in complementary ways (see WP2).

Number of pages of other attachments / documents	4
Title of the 1st document	ANNEX 1: Common Budget Pool – partner contributions
Title of the 2nd document	ANNEX 2: Common Budget Pool – detailed breakdown
Title of the 3rd document	ANNEX 3: Overview on pilot sites & model applications
Title of the 4th document	Clarification document (18.06.2018), 14 pages
Title of the 5th document	

INTERVENTION LOGIC

THE PROJECT IS GOING TO ... [project's objective]

PROGRAMME SPECIFIC OBJECTIVE		PROJECT OBJECTIVE
3 - Improve the quality and environmental sustainability of transport services in the South Baltic area	←	To promote modal shift away from car use towards green & multimodal transport and to reduce local & regional car traffic by developing & spreading digital parking management solutions that make the most of advanced ICT.

IN ORDER TO ... [project's result(s)]

EXPECTED PROGRAMME RESULT		PROJECT RESULT
Improved and more environmentally sustainable passenger and intermodal cargo services in the South Baltic area	←	Increased use of digital parking management solutions in the SBA that base on advanced ICT, decrease the number of local & regional car trips and increase the number of users of green & multimodal transport offers

THROUGH ... [project's main output(s)]

PROGRAMME OUTPUT INDICATORS		PROJECT MAIN OUTPUTS	PROJECT MAIN OUTPUT DESCRIPTION	VALUE AFTER PROJECT (quantification)	MEASEREMENT UNIT	TARGET GROUP DESCRIPTION	TARGET GROUP QUANTIFICATION	DURABILITY OF MAIN OUTPUT
		Main output 1						
Number of delivered strategies, measures and tools aimed at improving the standard, efficiency, interoperability and/or environmental performance of transport services	←	Complementary set of site-oriented model strategies for digital parking management that cover prevailing site types & use cases in the SBA and include innovative, ICT-based "pull mechanisms"	The model strategies define tailored push & (digital) pull mechanisms for prevailing site types in the SBA. The models derive from pilot concepts in forerunner municipalities that focus of the following kinds of areas: Urban beach front > Gdansk; university campus (> AFWiS / Gdansk); protected area & intermodal intersection point (> Neringa & Klaipeda); re-densified inner-city housing & office area (> Växjö); seaside resort (> Heringsdorf) – please find further information on the pilot sites in ANNEX 3 & in the section INVESTMENTS.	4	No. of site-oriented model strategies	Institutions from SBA involved in parking & mobility management, e.g. municipalities, municipal parking companies, other owners or operators of parking sites (e.g. universities, hospitals, private car park operators), public transport companies, parking app providers, authorities & multipliers (e.g. ministries, parking associations) etc.	100	(1) The pilot concepts are the base & reference framework for model applications (WP5), which will be maintained at least 5 years after project lifetime; (2) The model strategies are take up into the "Smart parking management handbook" (WP6), which is kept available at project website for min. 5 years after project end. It is actively disseminated to interested parties during & after the project lifetime. (3) The "SBA help desk" will continue to advise & support followers for at least 5 years after project end.
		Main output 2						
Number of delivered strategies, measures and tools aimed at improving the standard, efficiency, interoperability and/or environmental performance of transport services	←	"Open source software toolbox" for digital parking management with field-tested software solutions for free-of-charge use & adaption by followers	The "open source software toolbox" includes 3 field-tested generic software solutions: (1) Generic parking data hub for "open data" processing; (2) "Parking guidance plug-in" for journey planners, (3) Multimodal journey planner with parking guidance. // All three solutions are published according to the "open source" principle: That means that their source codes are provided (along with a user guidance) and that they can be adapted & used by followers free-of-charge	3	No. of generic "open source" software solutions provided in the toolbox	Institutions from SBA involved in parking & mobility management, e.g. municipalities, municipal parking companies, other owners or operators of parking sites (e.g. universities, hospitals, private car park operators), public transport companies, parking app providers, authorities & multipliers (e.g. ministries, parking associations) etc.	100	(1) The "open source software toolbox" will be kept available & maintained at least 5 years after project lifetime; (2) The model strategies are take up into the "Smart parking management handbook" (WP6), which is kept available at project website min. 5 years after project end. It is actively disseminated to interested parties during & after the project lifetime. (3) The "SBA help desk" will continue to advise & support followers for at least 5 years after project end.
		Main output 3						
Size of pilot investments in transport services co-financed by the Programme	←	Pilot investments in parking data hubs & site-oriented model applications that demonstrate & validate the change of mobility behaviour with help of digital data processing & innovative "pull mechanisms" that base on advanced ICT	(a) The investments relate to 5 pilot sites & model applications: Urban beach front (> pilot: Gdansk); university campus (> AFWiS / Gdansk); protected area & intermodal intersection point (> Neringa / Klaipeda); re-densified inner-city housing & office area (> Växjö); seaside resort (> Heringsdorf); (b) Each pilot investment includes: (1) Pilot parking data hub for "open data" processing; (2) Site-specific tools for collecting dynamic parking data (e.g. loops, cameras etc.); (3) ICT-based end-user devices tailored to the specific target group & use case (e.g. guidance apps, parking lot sharing apps etc.) Please find further information on them in ANNEX 3 & sheet INVESTMENTS	852600	Value of pilot investment [EUR]	(1) Citizens searching for parking sites & alternative travel options around the pilot sites (#20.000) (2) Potential followers from the SBA, incl. public parking actors (e.g. municipalities) & private parking actors (private car park operators, parking app providers). (#100)	20100	(1) The pilot investments are maintained and stay in use for at least 5 years after the project end. 2) Experiences from pilot sites & model applications are taken up into the "Smart parking management handbook" (WP6), which is kept available at project website for min. 5 years after project end. It is actively disseminated to interested parties during & after the project lifetime. (3) The "SBA help desk" will continue to advise & support followers for at least 5 years after project end
		Main output 4						
Number of delivered strategies, measures and tools aimed at improving the standard, efficiency, interoperability and/or environmental performance of transport services	←	SBA-wide dissemination campaign that (a) encourages & trains parking actors to launch own site-oriented digital parking management solutions, and (b) motivates software developers to create parking guidance apps	The campaign bases on & consists of the following tools, support structures & events (a) "Open source software toolbox" for digital parking management with field-tested software solutions for free-of-charge adaption & use by followers, (b) "Handbook on smart parking management" with recommendations & model solutions from the project; (c) "SBA help desk" for digital parking management providing individual on-demand advice; (d) Info events & training seminars for parking actors that help them to launch own digital parking management solutions; (e) Hackathons & liaising events with software developers (e.g. students, start-ups, companies like "EasyPark") to the encourage creation of (commercial) apps using "open parking data".	16	No. of tools, support structures & events	Institutions from SBA involved in parking & mobility management, e.g. municipalities, municipal parking companies, other owners or operators of parking sites (e.g. universities, hospitals, private car park operators), public transport companies, parking app providers, authorities & multipliers (e.g. ministries, parking associations) etc	100	(1) "Open source software toolbox" & "Smart parking management handbook" (WP6) will be kept available at project min. 5 years after project end. They are actively disseminated to parking actors during & after the project lifetime; (2) The "SBA help desk" will continue to advise & support followers for at least 5 years after project end; (3) All dissemination activities include the active promotion of the "open source " & "open data" principles: This will make the initiated collaborative, cross-border development & innovation process durable.

Other results - Please mark result indicators which would suit the best to measure the achievement of your project results. In case exemplary result indicators do not reflect your project results, please define project specific result indicator(s)	**Select 'yes' if applicable**	**Description and expected value after the project**
Number of air and sea transport services (ferries) with improved sustainability, density and quality in the South Baltic area	no	n/a
Number of facilitated new transport links between the Programme regions	no	n/a
Number of additional passengers traveled at facilitated connections	no	n/a
Number of additional passengers using more environmentally friendly means of transport	yes	Model applications & end-user devices established in WP5 enable citizens to avoid or shorten search for vacant parking lots (> real time parking guidance apps) & motivate them to shift to other modes of transport (> multimodal journey planner with parking guidance). Estimated no. of travel(ler)s to be influenced by model applications: min. 20.000
Number of prepared and agreed solutions focusing on cross-border transport greening measures	no	n/a
Number of developed and/or implemented solutions aimed at using more environmentally friendly means of transport	yes	3 generic "open source" software solutions (model parking data hub, parking "plug in" for journey planners, multimodal journey planner) & 5 site-oriented model applications incl. end-user devices (Gdansk, AFWiS, Neringa / Klaipeda, Växjö, Heringsdorf) contribute indirectly (e.g. hubs) or directly (e.g. apps) to more sustainable mobility behaviour.
Number of political declarations and long-term co-operation agreements signed within the project lifetime in effect of project activities	yes	2 agreements: (a) PICTEC, Interizon & PUMA sign a formal agreement to maintain "SBA help desk" for digital parking management" & "open source software toolbox" for at least 5 years after the project end. (b) Multipliers (e.g. parking associations, chambers of commerce etc.) commit themselves to continue the promotion of the offers.
Number of co-operation networks based on formal agreements created or extended in the project lifetime	yes	1 co-operation network: (a) PICTEC, Interizon & PUMA sign a formal agreement to maintain "SBA help desk" for digital parking management & "open source software toolbox" for at least 5 years after project end. (b) Multipliers (e.g. parking associations, chambers of commerce etc.) commit themselves to continue the promotion of the offers.
Number of business organisations taking part in the cross-border networks based on formal agreements	yes	At least 3 business organisations with access to private parking actors and relevant ICT companies / software developers will take part in the durable cooperation & support network (Interizon Polish ICT Cluster, Klaipeda Chamber of Commerce, Swedish Parking Association)
Number of durable transport education and training programmes/courses created in the project lifetime	yes	(1) The "SBA helpdesk" will continue to offer on-demand advice for min. 5 years after project end. (2) The provided "open source" software and the active promotion of "open data" & "open source" principles for digital parking management initiate a collaborative development & innovation process within SBA that will become self-sustaining & durable.
Number of technical solutions applied in practice in the project lifetime	yes	Installation of 4 local pilot parking hubs for "open data" processing (Gdansk, Neringa / Klaipeda, Växjö, Heringsdorf), min. 10 end-user devices (parking guidance apps, multimodal journey planners, parking slot sharing apps, info boards) launched around 5 site-oriented model applications
Number of investment proposals/concepts prepared in the project lifetime	yes	3 TOR for generic "open source" software solutions (model parking data hub, parking "plug in" for journey planners, multimodal journey planner with parking guidance), 5 TOR for site-oriented model applications incl. tailored end-user devices (Gdansk, AFWiS, Neringa / Klaipeda, Växjö, Heringsdorf).
Number and value of pilot investments carried out in the project lifetime	yes	"Missing links" investments into 3 generic "open source" software solutions (model parking data hub, parking "plug in" for journey planners, multimodal journey planner), 5 pilot investments into site-oriented digital parking management solutions (Gdansk, AFWiS, Neringa / Klaipeda, Växjö, Heringsdorf) – total value: 852.600 EUR

WORK PACKAGES	
WORK PACKAGE 0	
Name of the work package	**PREPARATION**
Total eligible costs	0.00 €
Summary description of activities carried out and contribution of each partner (max. 2000 characters)	
The development of PARKING GETS SMART started in the framework of the SBP Seed Money project "Parking gets smart SEED" and involved the following main steps: (1) The process kicked off with the 1st project development workshop in Helsinki / FI in April 2017. It was combined with a study trip to examine first best practices (Helsinki parking hub, DIGITRASIT journey planner etc.). A first project concept elaborated during the Seed Money application phase was discussed and further refined. Participants presented the current status of parking management. Schedule & task division for the project development process were jointly defined, responsibilities for partner search divided. Further best practices to be examined during project development were identified (2) The project concept was updated and used as basis for partner search, for which each PP used its contact networks, and the further specification of the work plan. In parallel, further best practices were explored. The 2nd PD workshop in Gdansk / PL in June 2017 involved inspirational lectures on further identified best practices and an expert panel session, at which the invited experts reviewed first ideas for pilot actions. A consultation with the JS took place in June 2017. Recommendations were considered in the further process. (3) The partner search proceeded. The project concept was further refined along with discussion among partners and finally adopted at the 3rd PD workshop. It took place in Bremen / DE in Oct 2017 and was combined with another study trip, exploring innovative mobility management solutions in the host city // Afterwards, a project-planning tool was created to specify partner activities & budget in detail. A further consultation with the JS in Nov 2017 provided last inputs for the project design. (4) In the last step, the detailed partner activity plans & budgets were adopted and processed into the application. It was submitted in the 5th call of the SBP in Dec 2017.	

WORK PACKAGE 1		
Name of the work package		MANAGEMENT AND COORDINATION
Total eligible costs		308,823.00 €
Coordinating partner		Polish Union of Active Mobility
Partners' involvement		
yes	LP	Polish Union of Active Mobility
yes	PP2	City of Gdansk
yes	PP3	Gdansk University of Physical Education and Sport
yes	PP4	Interizon Foundation
yes	PP5	PICTEC Foundation
yes	PP6	Neringa municipality administration
yes	PP7	Klaipeda public transport authority
yes	PP8	Klaipeda Chamber of Commerce, Industry and Crafts
yes	PP9	Municipality of Växjö
yes	PP10	Hanseatic City of Bremen
yes	PP11	Municipality Ostseebad Heringsdorf

Describe how the management on the strategic and operational level will be carried out in the project (max 3000 characters).

PARKING GETS SMART includes several activities that need strong cross-border coordination to serve the needs of all partners at equal terms and to develop their full potentials for innovating parking management in the SBA (e.g. development of generic open source parking data hub). This is reflected in its management structure: The partnership jointly decided to install an external project management. It has the tasks to coordinate partner activities across all work packages and to ensure the necessary consistency of the project work. Furthermore, the partners create a Common Budget Pool of "appropriated funds" to jointly subcontract services of common interest & strategic relevance (e.g. project management, joint best practice survey). At the same time, the implementation is highly decentralised in order to make full use of specific expertise of individual partners & to enable capacity building. // Management & coordination is organised as follows: (1) The Steering Group (= LB & 1 joint representative of each country) monitors the overall implementation & takes unanimously decisions on strategic issues (e.g. change requests). It meets 1-2 times per year. (2) Thematic work process: The LP ensures overall coordination of activities, assisted by an experienced external project manager (PM). All partners jointly define the guidelines & supervise the work at the 6 all-partner meetings, incl. the use of the "appropriated funds" of the Common Budget Pool. Further work-in-progress meetings are held on demand (face-to-face or online). Task leaders (TA) and individual partners contribute & implement their parts of the work plan. (3) Monitoring, quality & risk management: The PM is in continuous dialogue with all partners & keeps track of all activities of the project, incl. a mid-term self-evaluation. It supports & supervises the work process. Basis are detailed budget & work plans for each partner, which are settled in the Partnership Agreements. (4) LP & PM set up the project-internal reporting & FLC system. They provide guidelines, services & advice in reporting issues to release partners from administrative tasks & to minimise risks. Partners from countries with decentralised FLC system (DE, LT) are assisted in recruiting & approbating external FLCs. The draft Partner PRs are pre-checked by the PM before submission to SL2014. After validation by FLCs, PM & LP prepare the Project PR, submit it to the JS & carry out the clarification process. (5) The LP receives & distributes the ERDF reimbursement to partners via a separate project account. (6) The LP coordinates the joint subcontracting by use of the Common Budget Pool on behalf of the partners. In particular, this includes the definition of TOR and the preparation & implementation of the subcontracting process, in dialogue with all partners (to ensure compliance with national rules) and with help of a legal advisor with EU procurement knowledge (to be subcontracted).

Please describe activities within the work package

Activity 1.1	**Activity name**	**Monitoring and supervision of thematic work / all-partner meetings**
	6 all-partner meetings are used for exchange and to supervise & coordinate the thematic work process. Further work-in-progress meetings (online or face-to-face) are held on demand. PM & partners continuously monitor the work progress on the basis of detailed work & budget plans (annex to PAs).	
Activity 1.2	**Activity name**	**Strategic decision making and risk management / Steering Group meetings**
	The Steering Group meets 1-2 times per year (= min. 6 meetings) to monitor project progress & take strategic decisions. Meetings take place back-to-back with all-partner meetings (if possible). Implementation of a half-time self-evaluation to review and, if necessary, improve the work process.	
Activity 1.3	**Activity name**	**Settling task division and partner responsibilities / Partnerships Agreement**
	Conclusion of 10 bilateral Partnerships Agreements LB – PP. They include detailed partner work & budget plans as and provisions on Common Budget Pool (contributions, use of the funds, etc.). The pool is composed of "appropriated funds" included in partner budgets, which can only be jointly used.	
Activity 1.4	**Activity name**	**Setting up the project-internal reporting & FLC system**
	The PM drafts guidelines for partner to facilitate reporting and provides continuous support to all partners in financial, formal & public procurement issues. They include also advice and support in the selection & approbation of external FLC for partners from DE & LT.	
Activity 1.5	**Activity name**	**Progress Reporting incl. FLC & ERDF reimbursements**
	Drafting of half-annual Partner Progress Reports incl. FLC and the Project Progress Reports, in line with SBP provisions & using SL2014. The PM pre-checks the Partner PRs to ensure proper quality. The LP receives & distributes the ERDF reimbursement via a separate project account.	
Activity 1.6	**Activity name**	**Creation and administration of the Common Budget Pool for joint subcontracting**
	From the Common Budget Pool, composed of "appropriated funds" in the partner budgets, services of common interest are jointly subcontracted. The procurement processes are prepared & implemented by the LP, who will be assisted by legal advisors with knowledge on EU procurement law, where necessary	

WORK PACKAGE 2		
Name of the work package		COMMUNICATION AND DISSEMINATION
Total eligible costs		171,050.00 €
Coordinating partner		Polish Union of Active Mobility
Partners' involvement		
yes	LP	Polish Union of Active Mobility
yes	PP2	City of Gdansk
yes	PP3	Gdansk University of Physical Education and Sport
yes	PP4	Interizon Foundation
yes	PP5	PICTEC Foundation
yes	PP6	Neringa municipality administration
yes	PP7	Klaipeda public transport authority
yes	PP8	Klaipeda Chamber of Commerce, Industry and Crafts
yes	PP9	Municipality of Växjö
yes	PP10	Hanseatic City of Bremen
yes	PP11	Municipality Ostseebad Heringsdorf
Project objective		
To promote modal shift away from car use towards green & multimodal transport and to reduce local & regional car traffic by developing & spreading digital parking management solutions that make the most of advanced ICT.		

Communication objectives (max. 500 characters)	Target groups (max. 500 characters)	Approach (max. 500 characters) How and by what means will the target groups be approached?
Informing public & private parking actors in the SBA about project activities & outputs > with the aim that they are encouraged to launch own digital parking management solutions & join dissemination and training events of the project (> e.g. training seminars & hackathons, see WP6 for further information)	Institutions from SBA involved in parking & mobility management issues, e.g. municipalities, municipal parking companies, other owners of parking sites (e.g. universities, hospitals), private parking providers, public transport companies, parking app providers, authorities & multipliers (e.g. ministries, parking associations) etc.	(1) Continuous information about project on project website & facebook site & via partner PR channels; sending up project newsletter to interested parties (2) Inviting interested parties to project events; attending external events at international (e.g. ERB, EUSBSR) & regional level (e.g. network meetings of associations of local authorities or parking associations > APs); bilateral meetings with selected multipliers & key stadtholders (e.g. ministries or regional transport authorities).
Getting in touch and exchanging with related initiatives & bodies in the Baltic Sea region and beyond as well as projects & initiatives with thematic overlap (e.g. INTERCONNECT, SUMBA etc.) > with the aim to gain & disseminate knowledge and to create strategic alliances for present & future actions	Relevant initiatives, projects & bodies in Baltic Sea Region & beyond, especially: EUSBSR PAC Transport, representatives of related projects (e.g. INTERCONNECT, SUMBA etc.), national parking association from SBA & beyond European Parking Association etc.	(1) Attending relevant external exchange workshops / conferences (organised e.g. by EUSBSR, ERB, SBP events & conferences etc.) > to exchange, gain inspirations and disseminate project results (2) Inviting representatives from these initiatives & bodies to project events & workshops > to exchange & gain inspirations (3) Bilateral exchange & dialogue meetings (e.g. with INTERCONNECT partners) > to exchange experiences, gain inspirations and create strategic alliances
Informing the general public in the South Baltic area about the project and the "story behind" > with the aim to make them aware of the joint efforts of the partnership for their good and the support gained from the South Baltic Programme & the EU	(1) Local, regional & international print and online journalists & media in the South Baltic area (> as multipliers & agents), using existing media contacts of project partners; (2) Citizens of the South Baltic area and in the forerunner municipalities in particular	(1) Journalists & media: News on project website & facebook site, press releases & press talks related to project events & milestones > to maintain attention & induce articles on the project; (2) Citizens: News on project website / facebook site, information on project activities & results (e.g. pilots) on partner website, articles in local & regional media induced by press releases & press talks

Please describe activities within the work package		
Activity 2.1	**Activity name**	**Elaborating a communication strategy and media plan, incl. task division**
	Drafting a communication strategy & media plan, incl. definition of target groups, channels, messages & responsibilities. The LP will act as project communication manager (> responsible for international PR, supervision) and specifies partner tasks (> local / regional / national PR)	
Activity 2.2	**Activity name**	**Creating tools and materials for project communication and dissemination**
	Corporate design toolkit (logo, letterhead etc.); project website & social media page; project newsletter format, project leaflet (languages: EN, DK, DE, PL, LT, SE); project gadgets (e.g. displays, posters etc.); project promotion movie; success story	
Activity 2.3	**Activity name**	**Continuous press and media work using various channels & tools**
	International PR: Information & regular news at website; 3 newsletters (using partner mailing lists); social media pages (Twitter / Facebook), 10 project level press releases & events; national / regional / local PR: 30 partner press releases & events	
Activity 2.4	**Activity name**	**Organising own dissemination & press events and attending relevant external events**
	External stakeholders & media are invited to international project events (e.g. all-partner meetings & dissemination events); presentation of project at min. 8 relevant external regional, national or international events (e.g. mobility conferences, meetings of parking associations etc.)	
Activity 2.5	**Activity name**	**Exchange meetings with related initiatives in BSR & beyond**
	The project partners organise own bilateral exchange meetings with related initiatives & projects (e.g. INTERCONNECT; SUMBA) or attend their event – in total are min. 5 exchange events & meetings organised or attended.	
Mandatory Programme related communication activities		
Activity 2.6	**Participation in the Programme events**	
Activity 2.7	**Cross-project activities**	
Activity 2.8	**Audiovisual materials to the Programme (i.e. photos, videos, etc.)**	
Activity 2.9	**Success story**	

WORK PACKAGE 3		
Name of the work package		INNOVATIVE STRATEGIES: Developing new approaches for site-oriented parking management
Total eligible costs		411,400.00 €
Coordinating partner		Klaipeda public transport authority
Partners' involvement		
yes	LP	Polish Union of Active Mobility
yes	PP2	City of Gdansk
yes	PP3	Gdansk University of Physical Education and Sport
yes	PP4	Interizon Foundation
yes	PP5	PICTEC Foundation
yes	PP6	Neringa municipality administration
yes	PP7	Klaipeda public transport authority
yes	PP8	Klaipeda Chamber of Commerce, Industry and Crafts
yes	PP9	Municipality of Växjö
yes	PP10	Hanseatic City of Bremen
yes	PP11	Municipality Ostseebad Heringsdorf

What is the main objective of the work package? (How is it linked to the main output?) - max. 1000 characters

WP3 develops innovative, site-oriented parking management strategies that make the most of digital parking data processing and ICT-based "pull mechanisms" (e.g. real time on-trip parking guidance apps). This is achieved by:
(a) Initiating an extensive peer learning process within a "SBA pioneer developer community" that absorbs & adapts the international state-of-the-art for the SBA,
(b) Elaborating pilot concepts that define tailored push mechanisms (e.g. parking restrictions, fee models) & pull mechanisms (e.g. dynamic guidance apps, multimodal journey planners) for typical kinds of sites in need of better parking management (e.g. university campus, beach fronts)
The WP, therefore, focusses on strategic considerations that have to be made before digital parking management starts. It provides municipalities & site owners with a complementary set of innovative model strategies that covers prevailing site-types in the SBA and can serve as concrete orientation for own actions.

Summary description of the WP including explanation of partners' involvement (who will do what?) - max. 3000 characters

Approach & activities of WP3: // Digitalisation is only the final step in achieving effective parking management. The starting point is to define appropriate "push & pull" mechanisms that can induce the envisaged change of mobility behaviour. Digitalisation and the near ubiquity of smart phones provide new opportunities both on the "push side" (e.g. mobile payment) and, in particular, the "pull side" (e.g. real time on-trip guidance). Another innovation potential not fully tapped yet is to tailor the "push & pull" approach to specific areas & user groups. Against this background, WP3 creates site-oriented model strategies for digital parking management. This covers: // PEER LEARNING PROCESS: Innovative parking management approaches can be found mostly outside the SBA. Consequently, the peer learning process of the "SBA pioneer developer community" (= project consortium) focusses on jointly absorbing & adapting the international state-of-the-art. A best practice survey identifies model solutions across Europe. Accompanying analyses of legal frameworks for parking management in SBA countries appraise their transfer & replication potentials. Selected best practices are examined in depth & on the spot during joint study trips. Annual international markets overviews (by PICTEC) stock-take available commercial smart parking solutions, appraises their pros & con and keep partners updated about recent innovations & new products. Joint visits of international parking management fairs & conventions (e.g. EPA Congress) allow to further examine them and to meet service providers. An international expert panel (composed of parking experts & mobility management experts) provides further advice to the "SBA pioneer developer community" during the entire work process. // SITE-ORIENTED PILOT CONCEPTS: From this basis, innovative pilot parking management concepts are elaborated for prevailing site-types in the SBA (Gdansk > urban beach front, AFWiS > university campus; Neringa / Klaipeda > national park / intermodal intersection point; Växjö > re-densified inner-city housing & office area; Heringsdorf: > seaside resort (see ANNEX 3 for further details). The process starts with preparatory surveys & target group analyses for each sites. On this basis, tailored sets of push mechanisms (e.g. parking fees) and both conventional (e.g. guidance boards) & innovative (e.g. dynamic real time on-trip guidance apps) pull mechanisms are defined. The expert panel reviews the draft concepts for last refinement & compliance with the state-of-the-art. If necessary, the concepts are formally adopted so that their pull mechanisms (e.g. parking restrictions) come into force. Finally, based on the set of model approaches, partners may draft local extension strategies to cover other parts of their territory, too. // The elaborated pilot concepts are the reference framework for the activities in WP4-5.

Project main output delivered in WP3

Complementary set of site-oriented model strategies for digital parking management that cover prevailing site types & use cases in the SBA and include innovative, ICT-based "pull mechanisms"

Deliverables and activities necessary to achieve the main output	
Deliverable 3.1	
Deliverable name	Peer learning process to absorb & adapt the international state-of-the-art for the SBA
Deliverable description	The peer learning process of the "SBA pioneer developer community" includes: 1 best practice survey, 3 joint study trips to best practices in SBA & beyond; 3 international "market overviews" on available commercial solutions; 2 joint visit of international parking management fairs & events; 4 peer review sessions of international expert panel.
Value after project	13 joint studies, study trips & workshops
Source of verification	Studies published at project website, minutes & participant lists of events
Deliverable 3.2	
Deliverable name	Pilot concepts for site-oriented digital parking management covering typical SBA sites & use cases
Deliverable description	The concepts define tailored combinations of push mechanisms & pull mechanisms: Site-types covered: Urban beach front (> pilot: Gdansk); university campus (> AFWiS / Gdansk); national park & intermodal intersection point (> Neringa / Klaipeda); re-densified inner-city housing & office area (> Växjö); seaside resort (> Heringsdorf)
Value after project	5 complementary pilot concepts
Source of verification	Concepts published at project website

List of activities					
Activity 3.1	**Activity name**	**International state-of-the-art analysis identifying best practices**			
	Activity 3.1 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
			yes	yes	
	Partners jointly define scope & TOR, so that it directly contributes to work in forerunner cities (pilot sites / model applications). An external expert is jointly subcontracted to elaborate the study. It analyses site-oriented best practices & their adaptability within legal frameworks of SBA.				
Activity 3.2	**Activity name**	**Study trips to examine best practices on the spot**			
	Activity 3.2 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
			yes	yes	
	3 Study trips with 15-25 p. to identified best practices in SBA & beyond to deepen understanding & examine replication potentials in more depth. Locations will be finally determines after best practice survey. Options: Amsterdam, Copenhagen, Tampere (tentative - tbc)				
Activity 3.3	**Activity name**	**Joint elaboration of annual international "market overview" on available commercial solutions**			
	Activity 3.3 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
			yes	yes	
	PICTEC elaborates 3 annual international "market overviews" of available commercial parking management solutions & applications (e.g. payment apps, mobile guidance apps, parking data collection tools etc.). They inform about innovations, stock-take relevant products and appraise their pros & con.				
Activity 3.4	**Activity name**	**Attending parking management fairs & events to get further information on commercial solutions**			
	Activity 3.4 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
			yes	yes	
	Project partner jointly visit 2 international parking management fairs & events (> tentative: EPA Congress, Intertraffic - tbc). The purpose is to further explore available commercial solutions identified by the market overviews, incl. info meetings with the service providers.				
Activity 3.5	**Activity name**	**Setting up an international expert panel for advising the "SBA pioneer developer community"**			
	Activity 3.5 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
			yes	yes	
	The panel is composed of proficient international parking experts (e.g. parking associations) & mobility management experts. Its set up varies depending on subject of review sessions. The City of Bremen (= best practice for sustainable mobility) acts as permanent member & "chief advisor".				
Activity 3.6	**Activity name**	**Peer & expert review sessions that accompany the elaboration of the pilot concepts**			
	Activity 3.6 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
				yes	
	4 peer & expert review sessions (with the expert panel) related to pilot concepts, before or after crucial milestones (e.g. review of results of preparatory surveys, mutual commenting of draft pilot concepts). Results are documented and considered in the final pilot concepts.				
Activity 3.7	**Activity name**	**Preparatory survey for each site-oriented pilot concept**			
	Activity 3.7 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
				yes	
	For each site-oriented pilot concept, necessary & specific preparatory surveys are carried out (e.g. studies on user needs & behaviour, in-depth analysis of current parking situation & obstacles etc.). They are implemented by the pilot partners, partly in cooperation with external experts.				
Activity 3.8	**Activity name**	**Elaboration of the pilot concepts**			
	Activity 3.8 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
				yes	
	Under consideration of results of the peer learning process & site-oriented preparatory survey, the final pilot concepts are drafted. They define tailored sets of push (e.g. parking fees) and both conventional (e.g. info boards) & digital (e.g. real time guidance apps) pull mechanisms.				
Activity 3.9	**Activity name**	**Adoption & launching of push mechanism defined in the pilot concepts**			
	Activity 3.9 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
				yes	
	If relevant and necessary, new "push" mechanisms defined in the pilot concepts (e.g. invention of paid on street parking, further parking restrictions) for pilot sites are formally adopted by the competent bodies (e.g. city councils) to come into force.				
Activity 3.10	**Activity name**	**Drafting extension strategies taking up the model approaches for other parts of the city territory**			
	Activity 3.10 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 3.1.**	**Deliverable 3.2.**	**Deliverable 3.3.**
				yes	
	After implementation & evaluation of the pilot applications in all forerunner cities, results are jointly reviewed. Based on the elaborated set of model concepts, the cities may draft local strategies to extend geographic coverage of digital parking management to other sites.				

WORK PACKAGE 4		
Name of the work package		ADVANCED DIGITALISATION: Shifting to digital parking data processing & the "open data" principle
Total eligible costs		848,700.00 €
Coordinating partner		PICTEC Foundation
Partners' involvement		
yes	LP	Polish Union of Active Mobility
yes	PP2	City of Gdansk
yes	PP3	Gdansk University of Physical Education and Sport
yes	PP4	Interizon Foundation
yes	PP5	PICTEC Foundation
yes	PP6	Neringa municipality administration
yes	PP7	Klaipeda public transport authority
yes	PP8	Klaipeda Chamber of Commerce, Industry and Crafts
yes	PP9	Municipality of Växjö
yes	PP10	Hanseatic City of Bremen
yes	PP11	Municipality Ostseebad Heringsdorf

What is the main objective of the work package? (How is it linked to the main output?) - max. 1000 characters

WP4 creates model set ups for digital parking data infrastructures that allow to collect and publish "open parking data". This is achieved by:
(a) Developing a generic, non-proprietary model hub for "open parking data" processing. It is developed as "open source" software (> free-of-charge use by others)
(b) Testing local pilot hubs & site-specific tools for collecting real time parking data (e.g. sensors, cameras) around pilot sites and in connection with end-user devices created for model applications (> WP5),
(c) Refining the experiences into technical-organisational model set ups for collecting & processing "open parking data".
The WP, therefore, focusses on the organisational & infrastructural prerequisites of digital parking management. It creates concrete tools for other municipalities or site owners to set them up. Those will be tested & validated in the forerunner municipalities – so that followers can adapt them at significantly lower efforts & costs.

Summary description including explanation of partners' involvement (who will do what?) - max. 3000 characters

Activities & approach of WP4: // A wide range of commercial providers (e.g. EasyPark, ParkMe) offer digital parking data processing solutions & parking data hubs along with end-user devices (e.g. payment apps). However, such proprietary solutions do often not apply the "open data principle". Sharing of parking data among different generators (e.g. municipalities, private parking garage operators) & consumers (e.g. parking apps providers) is not possible – and effective parking guidance hampered as it depends on comprehensive information about available lots. Furthermore, "vendor locks" (long-term use agreements) can prevent innovation & shifts to new or better ICT solutions in this currently very dynamic field. The launch of a municipally operated parking data hub by City of Helsinki proved that a consequent "paradigm change" towards non-proprietary infrastructures & "open data" principle can foster collaborate parking management & accelerate innovation. Within short time, most generators & consumers decided to use the hub and a wide range of new – commercial & non-commercial – end-user devices occurred. To tap the full potentials and benefits of digital parking management, therefore, WP4 focusses on setting up non-proprietary parking hubs that can be operated independent from commercial providers. // GENERIC & NON-PROPRIETARY MODEL PARKING DATA HUB: Under the lead of PICTEC, the "Helsinki parking hub" (= "open source" software) will be adapted & further developed towards a SBA model hub. Requirement & wishes from forerunner municipalities are collected to make it applicable in different contexts. New modules are programmed with reference to them. The software documentation (currently: only in FI) is extended & translated into EN. The modal parking data hub will be designed in a modular way to allow use of entire architecture or parts of it, depending on context & use case. // ORGANISATIONAL-TECHNICAL MODEL APPROACHES FOR "OPEN PARKING DATA" PROCESSING: The "Parking gets smart" forerunner municipalities set up pilot parking data hubs to serve the local model applications (> WP5). They are combined with different data collection tools & end-user devices. Their operating models (self-operated, external "hub host") consider local circumstances and may vary. The expert panel (> WP3) reviews the chosen set ups & gives advice for further improvements. The final organisational-technical set up is tested by serving the local model applications (> WP5). Performance is evaluated. // DERIVING ORGANISATIONAL MODEL SET UPS: On the basis of the test runs, model set up for digital "open data" parking processing are developed. They include recommendations for (a) collection of static & dynamic parking data, (b) technical design of hubs, (c) hub hosting & data management, (d) interfaces to consumers systems (e.g. guidance apps). The model set ups are takes up to the "Smart parking management handbook" (> WP6).

Project main output delivered in WP4

"Open source software toolbox" for digital parking management with field-tested software solutions for free-of-charge use & adaption by followers.

Key deliverables and activities necessary to achieve the main output	
Deliverable 4.1	
Deliverable name	Generic & non-proprietary model data hub for "open parking data" processing
Deliverable description	Adaption & refinement of the field-tested open source architecture of "Helsinki parking data hub", incl. drafting of documentation in EN. Allows integrated processing of static & digital parking data from different sources. Compatible with prevailing generator & consumer systems. Can be freely used according to "open source" principle.
Value after project	1 generic model parking data hub
Source of verification	Source code published on project website
Deliverable 4.2	
Deliverable name	Pilot parking data hubs in the forerunner municipalities that serve model applications
Deliverable description	The hubs consider available local data processing infrastructures. They serve the pilot sites & applications (>WP5) in the respective forerunner municipality during the project lifetime, linked to data collection tools & end-user devices. The hubs test different organisational-technical set ups for open parking data processing.
Value after project	4 operating pilot data hubs
Source of verification	Signed acceptance protocols for the hubs
Deliverable 4.3	
Deliverable name	Set of organisation-technical model set ups for processing "open parking data"
Deliverable description	Base on experiences from pilot hubs, they give recommendations for (a) collection of static & dynamic parking data, (b) technical design of hubs, (c) hub hosting & data management, (d) interfaces to consumers systems (e.g. payment apps, multimodal journey planners). The model set ups are taken up to "Smart parking management handbook" (> WP6)
Value after project	1 set of model set ups
Source of verification	"Smart parking management handbook" (published at project website)

List of activities					
Activity 4.1	**Activity name**	**Appraising available infrastructures for digital parking data processing / gaps analysis**			
	Activity 4.1 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
		yes			
	Existing parking data collection tools & digital parking data processing infrastructures in the forerunner municipalities are analysed terms of use for the pilot sites & model applications (> WP 5). Gaps are identified and considered in the design of the local parking data hubs.				
Activity 4.2	**Activity name**	**Defining the technical-organisational set up of the local pilot parking data hubs**			
	Activity 4.2 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
		yes			
	For each local parking data hub, basic functionalities (incl. open data principle) are defined. With reference to existing infrastructures (e.g. local ITS, public transport data hubs), technical specification & organisational set up (self-operates, operated by "hub host") are determined.				
Activity 4.3	**Activity name**	**Peer & expert review sessions for refining the technical-organisational set up**			
	Activity 4.3 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
		yes			
	2 sessions with international expert panel (>WP3) and other pilot partners review draft technical specifications & draft organisational set ups of local data hubs. Results are documented & considered in the final organisational-technical set ups of the hubs in the forerunner municipalities.				
Activity 4.4	**Activity name**	**Defining the TOR for the generic model parking data hub**			
	Activity 4.4 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
		yes			
	Joint elaboration of TOR / technical specifications for the generic model parking data hub. Requirements & wishes from each forerunner cities are considered to make it applicable in different contexts. The hub will be designed in a modular way to allow use of entire architecture or parts of it.				
Activity 4.5	**Activity name**	**Adapting the "Helsinki parking data hub" for use in the forerunner municipalities**			
	Activity 4.5 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
			yes		
	Led by PICTEC, the "Helsinki parking hub" (> created City of Helsinki as "open source" software) will be adapted for use in forerunner cities & SBA. New modules are programmed with reference to wishes of forerunner cities. The software documentation (now only in FI) is extended & translated into EN.				
Activity 4.6	**Activity name**	**Setting up local parking data hubs in the forerunner municipalities**			
	Activity 4.6 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
			yes		
	With reference to the final, peer reviewed organisational-technical set ups, the local data hubs are set up & put into operation in each forerunner city. Server capacities are rented or created. Responsibilities for hosting, maintenance and data management clarified and finally defined.				
Activity 4.7	**Activity name**	**Mapping of static parking data for the pilot applications**			
	Activity 4.7 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
			yes		
	Around each pilot site in the forerunner cities, static parking data (e.g. locations of lots, number of lots, fee zones) are mapped, digitalised and fed into the hub. This creates the basic reference for real time parking guidance. Data collection may include on-the-spot mapping, where necessary.				
Activity 4.8	**Activity name**	**Selecting & setting up tools for collecting dynamic data for the pilot applications**			
	Activity 4.8 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
				yes	
	At each pilot site, tailored tools (e.g. sensors, cameras, payment info via apps etc.) to collect dynamic parking data (e.g. occupancy) are installed. Devices vary depending on site type (e.g. off street / on street parking). Data management systems are installed for real time feeding into the hub.				
Activity 4.9	**Activity name**	**Evaluating their performance of the chosen organisational-technical set ups**			
	Activity 4.9 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
				yes	
	The hubs will start operating & serving the pilot sites / applications (>WP5) during project lifetime. The pilot runs are used for evaluating technical performance & organisational set up / operating model. Results are used to fine-tune local set up & extending use to other parts of the cities.				
Activity 4.10	**Activity name**	**Elaborating organisational-technical model set ups for processing "open parking data"**			
	Activity 4.10 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 4.1.**	**Deliverable 4.2.**	**Deliverable 4.3.**	
				yes	
	With reference to the pilot hubs & evaluations of their performance, organisational-technical model set ups for different use cases & local conditions are developed. The recommendations will be taken up into the "Smart parking management handbook" (> WP6), as advice for followers.				

WORK PACKAGE 5		
Name of the work package		MODEL APPLICATIONS: Developing & testing end-user devices for specific sites & use cases
Total eligible costs		527,200.00 €
Coordinating partner		City of Växjö
Partners' involvement		
yes	LP	Polish Union of Active Mobility
yes	PP2	City of Gdansk
yes	PP3	Gdansk University of Physical Education and Sport
yes	PP4	Interizon Foundation
yes	PP5	PICTEC Foundation
yes	PP6	Neringa municipality administration
yes	PP7	Klaipeda public transport authority
yes	PP8	Klaipeda Chamber of Commerce, Industry and Crafts
yes	PP9	Municipality of Växjö
yes	PP10	Hanseatic City of Bremen
yes	PP11	Municipality Ostseebad Heringsdorf

What is the main objective of the work package? (Why is it needed?) - max. 1000 characters

WP5 develops & tests end-user devices that are linked to digital parking data hubs and use advanced ICT for changing the parking & mobility behaviour of citizens. This is achieved by:
(a) Creating a set of model applications that focus on different kinds of sites & use case. For each of them, a specific set of digital "pull-mechanisms" is defined and appropriate ICT devices purchased - or created as "open source" software.
(b) Putting the end-user devices into operation and testing them in the every-day-use of citizens, including accompanying awareness raising campaigns and evaluation of their performance.
The WP, therefore, demonstrates & validates the behavioural change that can be achieved with help of digital parking management solutions & devices. The field-tested model applications are references for followers that may be transferred to similar sites. At the same time, they induce initial change & bring first concrete benefits of digital parking management to citizens in the SBA.

Summary description including explanation of partners' involvement (who will do what?) - max. 3000 characters

Activities & approach of WP5: // PARKING GETS SMART explicitly aims at utilising digital parking management for promoting more sustainable mobility behaviour. Potentials for that lie in particular in two aspects: (a) encouraging use of environmental-friendly modes of transport (e.g. public transport, rental bikes); (b) Reducing search traffic (approx. 30% of local car trips are due to searching for a vacant parking lot). ICT advance & near ubiquity of smart phones are game changes in both respects: Given that real time traffic information is available, it is now possible to provide dynamic on-trip guidance on availability of parking lots & concrete travel alternatives. Thus, for example, park & ride is no longer a matter of principles but turns into a travel option that may be spontaneously chosen. Consequently, the model applications & end-user devices to be created & putting into operation in WP6 make the most of dynamic on-trip guidance. // MODEL APPLICATIONS FOR DIFFERENT SITE-TYPES AND USE CASES: In line with the aim to promote sustainable mobility, the underlying conduct & logic of all model applications is to prevent car trips in the first place, and to reduce search traffic if they cannot be avoided. To make them as effective as possible, the utilised end-user devices are tailored to site type, target groups and local circumstances. The following kinds of devices may be applied & partly combined (tbc): Dynamic parking guidance boards & apps, parking lot sharing apps, multimodal journey planners with parking guidance. The final set up is determined in the following way: Results of site-oriented preparatory survey (WP3) are used to define target groups & envisaged behavioural change in more detail. On this basis, appropriate end-user devices are selected & exact TOR for them specified. Available commercial solutions (advantage: field tested, continuous further development by providers) are identified with reference to the annual market overviews (>WP3) and may be purchased. If no such exist, own devices (parking "plug in" for journey planners, multimodal journey planner with parking guidance) may be developed as "open source" software (> advantage: collaborative further development). The basis for both devices is the open source platform "DIGITRANSIT". The expert panel (> WP3) reviews the chosen set ups & gives advice for further improvements. // TEST RUNS & EVALUATION OF EFFECTS ON MOBILITY BEHAVIOUR: The end-user devices are put into operation and tested in every-day-use of the site visitors. Awareness raising campaigns re-inforce outreach & effects. Evaluations examine technical performance of the devices, induced change of mobility behaviour and acceptance of the implemented site-oriented push & pull mechanism. // Final, set ups of the model applications & lessons learnt in the test runs are documented and taken up into the "Smart parking management handbook" (> WP6).

Project main output delivered in WP5

Pilot investments in parking data hubs & site-oriented model applications that demonstrate & validate the change of mobility behaviour with help of digital data processing & innovative "pull mechanisms" that base on advanced ICT

Key deliverables and activities necessary to achieve the main output

Deliverable 5.1	
Deliverable name	Model applications for different site-types and use cases
Deliverable description	The model applications focus on different kinds of sites & test specific combinations of end-user devices for changing parking & mobility behaviours of the users. Created end-user devices include: Dynamic parking guidance boards & apps, parking lot sharing apps, multimodal real time journey planners with parking guidance.
Value after project	5 tailored sets of end-user devices for specific use cases
Source of verification	Apps for download, pictures of devices
Deliverable 5.2	
Deliverable name	Tested end-user devices incl. evaluations of their effects on mobility behaviour
Deliverable description	The end-user devices are put into operation and are tested during every-day-use of the site visitors. Evaluations examine technical performance of the devices, induced change of mobility behaviour and acceptance of the implemented site-oriented push & pull mechanism. Results will be taken up into the "Smart parking management handbook" (WP6)
Value after project	10 field-tested & evaluated end-user devices
Source of verification	Evaluation reports, pictures of devices

List of activities					
Activity 5.1	**Activity name**	**Refining the scope of model applications & specifying TOR for the end-user devices**			
	Activity 5.1 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
			yes		
	Pilot partners further specify goals & TOR of the site-oriented pilot applications. Results of WP3 (best practice survey, preparatory surveys) are used to specify key target groups & envisaged behavioural change. On this basis, appropriate end-user devices are selected & TOR for them drafted.				
Activity 5.2	**Activity name**	**Identifying commercial apps & end-user devices that can be used for the model applications**			
	Activity 5.2 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
			yes		
	Pilot partners identify on the basis of best practice survey & annual market overviews (WP3) commercial apps & end-user devices that may be purchased & adapted for the pilot applications. Pros & cons are appraised in cooperation with mobility & ICT experts. Appropriate devices finally selected.				
Activity 5.3	**Activity name**	**Analysing available tools for parking guidance in view of applicability for the model applications**			
	Activity 5.3 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
			yes		
	Pilot partners identify & appraise existing parking apps and multimodal journey planners around the pilot sites in view of using & adapting them for the pilot application. PICTEC & PUMA as well as external experts support in this process, where necessary.				
Activity 5.4	**Activity name**	**Peer & expert review sessions for refining the model applications**			
	Activity 5.4 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
			yes		
	2 sessions with the international expert panel (>WP3) and other pilot partners review the draft concepts for the pilot applications and the chosen set up of end-user devices. Results are documented and considered in the final design of the pilots applications and their implementation.				
Activity 5.5	**Activity name**	**Developing a generic "parking guidance plug in" for journey planners**			
	Activity 5.5 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
			yes		
	Based on the parking module of the "DIGITRANSIT" journey planner, a generic "parking guidance plug-in" for multimodal journey planners is created. It follows the "open source" principle & will be compatible with prevailing public transport journey planner data formats & interfaces (e.g. SIRI, GTFS).				
Activity 5.6	**Activity name**	**Developing a generic multimodal journey planner with dynamic parking management guidance**			
	Activity 5.6 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
			yes		
	The multimodal "DIGITRANSIT" journey planner platform is extended with a module for dynamic real time parking guidance. The adaption will be carried out by PICTEC. The "open source" software will be prepared to "ready-to-use" status so that it can be directly used for pilot applications.				
Activity 5.7	**Activity name**	**Procuring commercial or developing own end-user devices for the model applications**			
	Activity 5.7 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
				yes	
	Partners establish the necessary end-user devices for the pilot applications. Options are (a) procuring appropriate commercial solutions, (b) adaption of "open source solutions" (c) development of own solutions (e.g. according to the "open source" principle). Decision will be taken case-by-case.				
Activity 5.8	**Activity name**	**Launching & testing the end-user devices in every-day-use by citizens**			
	Activity 5.8 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
				yes	
	The devices are established & put into operation (incl. construction works for guidance boards, programming of apps, renting of server capacities, offering download possibilities) so that they can be used by citizens during their regular journeys. PR measures introduce them to the target groups.				
Activity 5.9	**Activity name**	**Carrying out accompanying campaigns that reinforce behavioural change**			
	Activity 5.9 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
				yes	
	For selected model applications, accompanying awareness raisings campaigns are launched (e.g. AFWIS: health checks for teacher) or promotion campaigns carried out (e.g. advertisements for apps, posters). They are to increase effects and motivate further parties to behavioural change.				
Activity 5.10	**Activity name**	**Evaluating performance & effects of the model applications**			
	Activity 5.10 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable		**Deliverable 5.1.**	**Deliverable 5.2.**	**Deliverable 5.3.**
				yes	
	The site-oriented model applications are evaluated. Focus: technical performance of the tools & devices, induced behavioural change, acceptance of the "push & pull" set up by the users. The results will be taken up into the "Smart parking management handbook" (> WP6).				

WORK PACKAGE 6		
Name of the work package		TRANSFER & TRAINING: Extending the use range & user group of digital parking management solutions
Total eligible costs		323,050.00 €
Coordinating partner		Interizon Foundation
Partners' involvement		
yes	LP	Polish Union of Active Mobility
yes	PP2	City of Gdansk
yes	PP3	Gdansk University of Physical Education and Sport
yes	PP4	Interizon Foundation
yes	PP5	PICTEC Foundation
yes	PP6	Neringa municipality administration
yes	PP7	Klaipeda public transport authority
yes	PP8	Klaipeda Chamber of Commerce, Industry and Crafts
yes	PP9	Municipality of Växjö
yes	PP10	Hanseatic City of Bremen
yes	PP11	Municipality Ostseebad Heringsdorf

What is the main objective of the work package? (Why is it needed?) - max. 1000 characters

WP6 prepares the developed tools & models of WP3-5 for easy transfer & replication by followers and provides training & advice on launching digital parking management on their basis. This is achieved by:
(a) Publishing an "open source software toolbox" for digital parking management. It offers software modules created by project for free-of-charge use & adaption by followers
(b) Elaborating a "Smart parking management handbook" with concrete recommendations based on pilots & model applications of the project
(c) Establishing a "SBA help desk" for individual on-demand advice
(d) Designing & implementing an SBA-wide "Parking gets smart Roadshow" (incl. training seminars for parking actors & "hackathons" / liaising events with software developers)
The WP, therefore, pro-actively extends the use range & user group of digital parking management. Thereby, explicit promotion of the "open source" principle may further intensify the collaborative development & innovation process in the SBA.

Summary description including explanation of partners' involvement (who will do what?) - max. 3000 characters

Approach & activities of WP6: // WP3-5 develop replicable & adaptable tools & model solutions for digital parking management. Several parties across the entire SBA, both individual municipalities & multipliers, articulated already concrete interest in using them for own purposes (see LoCs of APs). WP6 provide tools, advice structures & trainings to assist them. Multipliers involved in the consortium as PPs & APs (e.g. parking associations, ministries) support by informing about project activities & providing dissemination arenas, so that a SBA-wide coverage & outreach is ensured. Thereby, all activities go along with explicit promotion of the "open data" & "open source" principles – to induce a durable "paradigm change" towards collaborative development & innovation and to involve step-by-step further parties into the "SBA developer community". // OPEN SOURCE SOFTWARE TOOLBOX: Set up & managed by PICTEC, the toolbox contains the open source software solution created and / or further developed in the project (model parking data hub, "parking plug-in" for journey planners, "DIGITRANSIT" multimodal journey planner with parking guidance), incl. source codes & user guidance. On this basis, they can be used &) free-of-charge by other users d (e.g. municipalities, software developers). Prerequisite is to follow the "open source" principle, e.g. publish the source code of extensions afterwards. Thus, the toolbox becomes a continuously growing SBA resources for collaborative development of digital parking management tools // HANDBOOK: PICTEC (= ICT expert) & PUMA (= mobility expert) draft a written guidance for followers. It introduces the toolbox, provides organisational-technical model set-ups for digital parking data hubs & gives recommendations for site-oriented "push & pull" mechanisms derived from the model applications. The handbook is published in EN & all SBA languages (DE, PL, LT, SE, DK) to facilitate absorption. // HELP DESK: The help desk (hosted by PUMA & PICTEC) provides individual on-demand advice for parking actors & software developers (e.g. adaption of "open source" software, selecting site-oriented end-user devices). It starts operating during project lifetime, as follow up on trainings, and is maintained after project end. // ROADSHOW: It comprises: (a) Info events & training seminars for municipalities & other parking actors that help them to introduce & advance digital parking management; (b) Hackathons & liaising events with software developers (e.g. students, start-ups, companies like "EasyPark") to encourage creation of (commercial) apps using "open parking data". In cooperation with native dissemination partners, in all SBA countries one event of each kind is carried out. On top, an international "hackathon" & expert conference in Bremen / DE (= mobility management best practice) involves & taps initiatives & stakeholders from outside SBA & EU level.

Project main output delivered in WP6

SBA-wide dissemination campaign
that (a) encourages & trains parking actors to launch own site-oriented digital parking management solutions, and (b) motivates software developers to create parking guidance apps

Key deliverables and activities necessary to achieve the main output

Deliverable 6.1	
Deliverable name	"Open source software toolbox" & "Smart parking management handbook"
Deliverable description	Toolbox: 3 field-tested generic "open source" software solutions that can be freely used & adapted (model parking data hub, "parking plug-in" for journey planners, multimodal journey planner with parking guidance); Handbook: Site-oriented model solutions for digital parking management (incl. hub set up, data collection tools, end-user devices)
Value after project	4 tools for advising & training followers
Source of verification	Tools & documents published on project website
Deliverable 6.2	
Deliverable name	"South Baltic help desk" for digital parking management
Deliverable description	The help desk is jointly hosted & staffed by PUMA (= mobility expert) und PICTEC (= ICT expert). It gives individual on-demand advice for municipalities, parking actors & software developers on the basis of toolbox & handbook. It starts operating during project & is maintained after project end.
Value after project	1 SBA help desk
Source of verification	Contacts of helpdesk staff at project website
Deliverable 6.3	
Deliverable name	"Parking gets smart Roadshow" to extend user group & use range of digital parking management
Deliverable description	Min. 5 Info events & training seminars for parking actors (e.g. municipalities, car park operators), min 5 hackathons & liaising events with software developers (e.g. students, start-ups, "EasyPark"); 1 international hackathon & expert conference. Events are organised in all SBA countries, in coop. with native multipliers
Value after project	11 events (in all SBA counties – min.)
Source of verification	Pictures & signed participant lists from the events

List of activities					
Activity 6.1	**Activity name**	**Creating & publishing an "open source software toolbox"**			
	Activity 6.1 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
		yes	yes		
	Developed software modules (model parking data hub, "parking plug-in" for PT journey planners, DIGITRANSIT multimodal journey planner) are published on the project website according to "open source principle". Source codes & user guidance allow free-of-charge adaption by other parties.				
Activity 6.2	**Activity name**	**Drafting a "Smart parking management handbook"**			
	Activity 6.2 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
		yes			
	Drafting of a handbook (languages: EN, PL, LT, SE, DK, DE). Publishing as pdf at project website. Distribution of printed copies at dissemination events & via multipliers (e.g. parking associations, clusters, chambers of commerce) to potential followers (e.g. municipalities, software developers).				
Activity 6.3	**Activity name**	**Establishing a "SBA help desk" for on-demand advice on digital parking management**			
	Activity 6.3 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
			yes		
	The help desk is jointly staffed by PICTEC & PUMA. It helps followers to adapt e.g. the "open source" software modules or site-oriented model applications for own purposes. Basis for advice are toolbox & handbook. Services are advertised at dissemination events & via multipliers.				
Activity 6.4	**Activity name**	**Elaborating a training concept for municipalities & other parking actors**			
	Activity 6.4 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
		yes	yes		
	PICTEC & PUMA elaborate a concept for 1 day workshops, in coop. with external experts. Feedback from multipliers (e.g. parking associations") to adapt it to national circumstances & target groups. Focus: Open source & open data principles, set up data hubs, site-oriented strategies & applications.				
Activity 6.5	**Activity name**	**Elaborating a "hackathon" approach for software developers**			
	Activity 6.5 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
			yes	yes	
	Interizon develops a frame concept for 1-2 day "hackathons". Multipliers are asked for feedback. Target groups: students, start-ups & other software development. Elaboration of hackathon materials & methodology. Definition of requirements & terms of participations				
Activity 6.6	**Activity name**	**Presentation of project results of relevant external events**			
	Activity 6.6 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
				yes	
	Presentations project results & offers (e.g. open source software toolbox, handbook, help desk, training seminars) at external events. Visit of min. 2 regular events of multipliers (e.g. Svepark, Danish Parking Association, GOM, mobility forums in MV) in each SBA country.				
Activity 6.7	**Activity name**	**Implementation of training events for municipalities & parking actors in all SBA countries**			
	Activity 6.7 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
				yes	
	Min. 1 training in each country (1-day workshop, 20-30 participants). Organisation & invitation with native multipliers (e.g. Svepark), Implementation by Interizon & PUMA + external experts. Organised back-to-back with regular events (e.g. annual conferences of parking assoc.), where possible.				
Activity 6.8	**Activity name**	**Implementation of software developer hackathons in all SBA countries**			
	Activity 6.8 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
				yes	
	Hackathon tour with 1 event in each country (1-2 days, 20-30 participants). Organisation & invitation in cooperation with native multipliers from business sector (e.g. ICT cluster, chamber of commerce). Hosting by native project partner. Preparation & implementation of events by Interizon.				
Activity 6.9	**Activity name**	**Implementation of an international hackathon & expert conference**			
	Activity 6.9 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
				yes	
	Implementation in cooperation with City of Bremen (= mobility management best practice with good contacts at EU level). Inspirational study trips to mobility solutions in Bremen as introduction. Hackathon & expert conference address international audiences, incl. EU key experts & stakeholders.				
Activity 6.10	**Activity name**	**Bilateral or multilateral liaising meetings with commercial app providers**			
	Activity 6.10 contributes to deliverable (use drop down list by selecting 'yes'/ 'no'). Please note: activity can contribute to more than one deliverable	**Deliverable 6.1.**	**Deliverable 6.2.**	**Deliverable 6.3.**	
				yes	
	Joint multilateral or bilateral dialogue meetings with national & multinational providers of commercial apps (e.g. EasyPark, ParkMe). Encouraging them to use open parking data provided via hubs & using "open source" software modules as basis for own products, especially dynamic guidance apps.				

INVESTMENT(s) SPECIFICATION 1					
Title	**Model parking data hub (= open source software)**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP5				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
yes	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The model parking data hub is a generic & non-proprietary "open source" software. It allows collaborate data processing according to "open data" principle. Its architecture bases on the field-tested & reliable "Helsinki parking hub". Functionalities & set up:
(a) Decentralised publishing of static & dynamic parking data of different source systems & generators (e.g. municipality, private car park operators, payment app providers),
(b) Central data management & quality assurance in different set ups (e.g. by owner or external "hub host"),
(c) Pick up of data by commercial or non-commercial "consumers" acc. to "open data" principle & for various purposes (e.g. payment apps, dynamic guidance apps, multimodal journey planners, lot sharing apps etc.)
The hub uses and is compatible with prevailing data processing platforms, formats & interfaces (e.g. SIRI, CKAN, GTFS). It is designed in a modular way to allow adaptations as a whole or in parts.
The investment relates WP4, Del. 4.1 & 4.2.

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The "open source" model parking hub has "missing link" character. Its cross-border relevance arises out of the following, in particular:
- The hub is developed & provided as "open source" software. That means that interested parking actors from the SBA can use & adapt it for own purposes and activities free-of-charge. The "SBA help desks" assists in this process. This lowers their efforts & costs to enter digital parking management significantly.
- The "open source" principle implies, furthermore, that any additional developments by user & adaptor go along with the obligation to publish the source codes of these software extensions, afterwards. The hub will, therefore, be a concrete, common focal point for the collaborative development & innovation process of the "SBA pioneer developer community" during project lifetime and, if further parties (e.g. municipalities, parking operators) decide to adapt and use the hub for own activities, extending the developer community after project end.
- The basic TOR / technical specifications of the model hub are jointly elaborated by the "SBA pioneer developer community" (= project consortium) in the context of model applications (WP4 / WP5). This ensures its applicability within legal frameworks of SBA countries & that it can serve a wide range of applications and use cases.
The model parking data hub, therefore, is a "missing link" investment in two ways: It links SBA parking actors to the state-of-the-art of digital parking data processing – and it is a concrete connecting element for collaborative development of digital parking management in the SBA.
NOTE: The development & programming of the model parking hub is carried out by staff of PICTEC. The budget appearing in the investment sheet, therefore does not give a realistic picture of its costs & value (only costs of server hosting during creation occur, but not working time / staff costs spent for creating it.)

Location of the investment and short description	The software & source code will be made available on the project website (as well as on the website of the "Helsinki hub", as it is an adaption & further development of it). It can be freely downloaded & used free-of-charge by interested parties according to "open source" principles.
Ownership and durability	The model parking data hub software will have "open source" character. It means that it is "collaboratively owned" and any interested party has the rights to study, change and distribute the software to anyone and for any purpose. PICTEC will be responsible for keeping the source code publically available for at least 5 years after the project lifetime. The "SBA help desk" will give advice & assistance to followers that want to use, adapt or further develop it.
Risk associated with the investment	There are no negative effects on the environment expected.

INVESTMENT(s) SPECIFICATION 2					
Title	**Multimodal journey planner with integrated parking guidance (= open source software / DIGITRANSIT adaption)**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP5				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
yes	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The "multimodal journey planner with parking guidance" is a generic & non-proprietary "open source" software. It is an adaption & extension of the field-tested & reliable "DIGITRANSIT" open source journey planner platform. Set up & functionalities incl.:
(a) It follows a collaborative & decentralised development, e.g. interested parties can create "plug ins" for own services & offers (e.g. private bike rentals, car park operators), (b) The platform is designed in a modular way to allow adaptations as a whole or in parts
(b) It is explicitly designed for real time info & dynamic journey guidance
(c) Module that are in place include, e.g.: Real time public transport information, real time availability of rental bikes
(d) Module to be added: Processing & display of real time parking information (module will be added)
DIGITRANSIT uses and is compatible with prevailing data processing platforms, formats & interfaces (e.g. SIRI, CKAN, GTFS). The investment relates to WP5, Del. 5.1 & 5.2.

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The "open source" multimodal journey planner with parking guidance has "missing link" character. Its cross-border relevance arises out of, in particular:
- It is developed & provided as "open source" software. That means that interested parking & transport actors from the SBA can use & adapt it for own purposes and activities free-of-charge. The "SBA help desks" assists in this process. This lowers their efforts & costs to enter digital parking management significantly.
- The "open source" principle implies, furthermore, that any additional developments by user & adaptor go along with the obligation to publish the source codes of these software extensions, afterwards. The journey planner platform will, therefore, be a concrete, common focal point for the collaborative development & innovation process of the "SBA pioneer developer community" during project lifetime and, if further parties (e.g. municipalities, parking operators) decide to adapt and use the hub for own activities, extending the developer community after project end.
- The basic TOR / technical specifications of the journey planner are jointly elaborated by the "SBA pioneer developer community" (= project consortium) in the context of model applications (WP4 / WP5). This ensures its applicability within legal frameworks of SBA countries & that it can serve a wide range of applications and use cases.
The journey planner, therefore, is a "missing link" investment in two ways: It links SBA parking actors to the state-of-the-art of multimodal on-trip guidance – and it is a concrete connecting element for collaborative development of digital parking management in the SBA.
NOTE: The adaption of the DIGITRANSIT platform is carried out by staff of PICTEC. The budget appearing in the investment, therefore, sheet does not give a realistic picture of its costs & value (only costs of server hosting during creation occur, but not working time / staff costs spent for creating it.)

Location of the investment and short description	The source code will be made available on the project website (as well as on the website of the "DIGITRANSIT" platform, as it is an adaption & further development of it). It can be freely downloaded & used free-of-charge by interested parties according to "open source" principles.
Ownership and durability	The multimodal journey planner platform / software will have "open source" character. It means that is "collaboratively owned" and any interested party has the rights to study, change, and distribute the software to anyone and for any purpose. PICTEC will be responsible for keeping the source code publically available for at least 5 years after the project lifetime. The "SBA help desk" will give advice assistance to follower that want to use, adapt or further develop it.
Risk associated with the investment	There are no negative effects on the environment expected

INVESTMENT(s) SPECIFICATION 3					
Title	**"Parking guidance plug in" for multimodal journey planners (= open source software)**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP5				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
yes	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The "parking guidance plug in" for multimodal journey planners is a generic & non-proprietary "open source" software. It is based on the field-tested & reliable "DIGITRANSIT" open source journey planner platform.
Functionalities & set up:
(a) Pick up static & dynamic parking data from relevant local hubs,
(b) Processing of data into real time information & guidance on availability of parking lots (location & number of available lots, forecast of expected availability in the future / upon estimated time of arrival),
(c) Interface to non-proprietary & proprietary public transport or multimodal journey planners (e.g. DIGITRANSIT, "Jakdojade", HAFAS / DB, Google Maps & Traffic),
(d) Display of real time information & dynamic guidance via the selected journey planners.
The "plug in" is compatible with prevailing data processing platforms, formats & interfaces (e.g. SIRI, CKAN, GTFS), to allow a wide use & range of application.
The investment relates to WP5, Deliverables 5.1 & 5.2.

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The "parking guidance plug in" in has "missing link" character. Its cross-border relevance arises out of the following, in particular:
- It is developed & provided as "open source" software. That means that interested parking actors from the SBA can use & adapt it for own purposes and activities free-of-charge. The "SBA help desks" assists in this process. This lowers their efforts & costs to enter digital parking management significantly.
- The "open source" principle implies, furthermore, that any additional developments by user & adaptor go along with the obligation to publish the source codes of these software extensions, afterwards. The plug in will, therefore, be a concrete, common focal point for the collaborative development & innovation process of the "SBA pioneer developer community" during project lifetime and, if further parties (e.g. municipalities, parking operators) decide to adapt and use the hub for own activities, extending the developer community after project end.
- The basic TOR / technical specifications of the plug in are jointly elaborated by the "SBA pioneer developer community" (= project consortium) in the context of model applications (WP4 / WP5). This ensures its applicability within legal frameworks of SBA countries & that it can serve a wide range of journey planners.
The "parking guidance plug in", therefore, is a "missing link" investment in two ways: It links SBA parking actors to the state-of-the-art of digital parking data processing – and it is a concrete connecting element for collaborate development of digital parking management in the SBA.
NOTE: The development & programming of the plug in is carried out by staff of PICTEC. The budget appearing in the investment sheet, therefore, does not give a realistic picture of its costs & value (only costs of server hosting during creation occur, but not working time / staff costs spent for creating it.)

Location of the investment and short description	The software & source code will be made available on the project website (as well as on the website of the "DIGITRANSIT" platform, as it is an adaption & further development of it). It can be freely downloaded & used free-of-charge by interested parties according to "open source" principles.
Ownership and durability	The "plug in" / software will have "open source" character. It means that is "collaboratively owned" and any interested party has the rights to study, change and distribute the software to anyone and for any purpose. PICTEC will be responsible for keeping the source code publically available for at least 5 years after the project lifetime. The "SBA help desk" will give advice assistance to follower that want to use, adapt or further develop it.
Risk associated with the investment	There are no negative effects on the environment expected.

INVESTMENT(s) SPECIFICATION 4					
Title	**Model application & pilot site: Urban beach front area / Gdansk**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP2				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
yes	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The investments are implemented in the context of the pilot site & model application: Urban beach front area / Gdansk.
They include:
(1) A pilot hub for digital parking data processing
(2) Devices for collection of real time parking data (location & availability of vacant parking lots - off street & on street)
(3) End-user devices (Guidance boards & apps, plug in for multimodal journey planner - tbc)
The investments are related to WP 4, deliverables 4.2 & 4.3 and WP 5 & deliverables 5.1 & 5.2 in particular. Furthermore, experiences and lessons learnt from the pilots & model applications are taken up and uses in WP6, deliverables 6.1, 6.2, 6.3

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The investments have "pilot character". Their cross-border relevance arises out of the following:
- Site & scope of model application have been selected in view of covering prevailing & typical site-types in the SBA that can benefit from digital parking management and having high replication potential in the SBA
- The pilot data hub is used for testing & validating organisational-technical model set ups that can be adapted by other municipalities and parking actors in the SBA
- Design & outline of pilot hub, real time data collection tools, model application and end-user devices adapt the international state-of-the-art for use in the SBA and are jointly developed within a cross-border peer learning process, incl. expert & peer review sessions with the expert panel (WP3) and other partners.
- The performance of the organisational-technical set up & and the influence of the modal application / end-user devices on every-day mobility behaviour will be evaluated & validated during test runs. Experiences & findings will be taken up into the "Guidance for digital parking management" and actively disseminated to followers via the roadshows & the advice given by the "SBA help desk" (> WP6)
Concrete areas & locations with replication potentials in the SBA are, inter alia: e.g. Rostock-Warnemünde, Greifswald-Eldena, Klaipeda / Krakle, Helsingborg / city beach, Kristianstad / Åhus, Næstved / Karrebæksminde, Koszalin / Mielno etc.

Location of the investment and short description	The investments will be located in the City of Gdansk / PL as follows: - Pilot hub / apps: Server owned or rented by the City of Gdansk - Physical devices related to the model application (e.g. parking data collection tools): Urban beach front areas in Gdańsk-Jelitkowo & Gdańsk-Brzezno (selected off-street car parks & on-street parking zones)
Ownership and durability	The investments will be owned by the City of Gdansk and maintained in accordance with programme requirements for min. 5 years after the project end date (infrastructure & utilisation). Thus, they will both stay available as reference for followers as well as continue to create positive effects on the mobility behaviour of citizens in the SBA in favour of more sustainable ways of transportation.
Risk associated with the investment	There are no negative effects on the environment expected.

INVESTMENT(s) SPECIFICATION 5					
Title	**Model application & pilot site: University campus / AFWiS, Gdansk**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP3				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
yes	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The investments are implemented in the context of the pilot site & model application: University campus / AFWiS, Gdansk.
They include:
(1) A pilot hub for digital parking data processing (hosted by the City of Gdansk)
(2) Devices for collection of real time parking data (location & availability of vacant parking lots - off street & on street)
(3) End-user devices (Guidance apps, plug in for multimodal journey planner – partly in cooperation with City of Gdansk, pedelecs)
The investments are related to WP 4, deliverables 4.2 & 4.3 and WP 5 & deliverables 5.1 & 5.2 in particular. Furthermore, experiences and lessons learnt from the pilots & model applications are taken up and uses in WP6, deliverables 6.1, 6.2, 6.3

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The investments have "pilot character". Their cross-border relevance arises out of the following:
- Site & scope of model application have been selected in view of covering prevailing & typical site-types in the SBA that can benefit from digital parking management and having high replication potential in the SBA
- The pilot data hub is used for testing & validating organisational-technical model set ups that can be adapted by other municipalities and parking actors in the SBA
- Design & outline of pilot hub, real time data collection tools, model application and end-user devices adapt the international state-of-the-art for use in the SBA and are jointly developed within a cross-border peer learning process, incl. expert & peer review sessions with the expert panel (WP3) and other partners.
- The performance of the organisational-technical set up & and the influence of the modal application / end-user devices on every-day mobility behaviour will be evaluated & validated during test runs. Experiences & findings will be taken up into the "Guidance for digital parking management" and actively disseminated to followers via the roadshows & the advice given by the "SBA help desk" (> WP6)
Concrete areas & locations with replication potentials in the SBA are, inter alia: Greifswald / university campus, Rostock / university campus, Szczecin / campus of Maritime University, Klaipeda / university campus, Naestved / university campus, Roskilde / university campus, Karlskrona / BTH campus, Växjö / Linnaeus university campus etc.

Location of the investment and short description	The investments will be located in the City of Gdansk / PL as follows: - Pilot hub / apps: Server owned or rented by the City of Gdansk - Physical devices related to the model application (e.g. parking data collection tools): AFWiS campus in Gdansk-Oliwa and surrounding (selected off-street car parks & on-street parking zones)
Ownership and durability	The investments will be owned by AFWIS (> collection devices, pedelecs, apps) & City of Gdansk (>pilot hub) and maintained in accordance with programme requirements for min. 5 years after the project end date (infrastructure & utilisation). Thus, they will both stay available as reference for followers as well as continue to create positive effects on the mobility behaviour of citizens in the SBA in favour of more sustainable ways of transportation.
Risk associated with the investment	There are no negative effects on the environment expected.

INVESTMENT(s) SPECIFICATION 6					
Title	**Model application & pilot site: Protected area and intermodal intersection point / Neringa & Klaipeda**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP6				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
	PP5	PICTEC Foundation			9,500.00
yes	PP6	Neringa municipality administration			75,300.00
yes	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The investments are implemented in the context of the pilot site & model application: Protected area and intermodal intersection point / Neringa & Klaipeda
They include:
(1) A pilot hub for digital parking data processing (hosted by Klaipeda Public Transport Authority)
(2) Devices for collection of real time parking data (location & availability of vacant parking lots - off street & on street)
(3) End-user devices (Guidance apps, parking guidance in public transport / multimodal journey planner)
The investments are related to WP 4, deliverables 4.2 & 4.3 and WP 5 & deliverables 5.1 & 5.2 in particular. Furthermore, experiences and lessons learnt from the pilots & model applications are taken up and uses in WP6, deliverables 6.1, 6.2, 6.3

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The investments have "pilot character". Their cross-border relevance arises out of the following:
- Site & scope of model application have been selected in view of covering prevailing & typical site-types in the SBA that can benefit from digital parking management and having high replication potential in the SBA
- The pilot data hub is used for testing & validating organisational-technical model set ups that can be adapted by other municipalities and parking actors in the SBA
- Design & outline of pilot hub, real time data collection tools, model application and end-user devices adapt the international state-of-the-art for use in the SBA and are jointly developed within a cross-border peer learning process, incl. expert & peer review sessions with the expert panel (WP3) and other partners.
- The performance of the organisational-technical set up & and the influence of the modal application / end-user devices on every-day mobility behaviour will be evaluated & validated during test runs. Experiences & findings will be taken up into the "Guidance for digital parking management" and actively disseminated to followers via the roadshows & the advice given by the "SBA help desk" (> WP6)
Concrete areas & locations with replication potentials in the SBA are, inter alia: Rügen / Jasmund National Park, Wolin / National Park, Łeba / Słowinski National Park, Curonian Spit in RU / National Park, Stenshuvud / National Park, Skjoldungernes Land / National Park

Location of the investment and short description	The investments will be located in the Neringa Municipality & the City of Klaipeda / LT as follows: - Pilot hub / apps: Server owned or rented by Klaipeda Public Transport Authority - Physical devices related to the model application (e.g. parking data collection tools): Curonian spit / Neringa municipalities (selected off-street car parks & on-street parking zones), City of Klaipeda, areas close to car / public transport intersection points (selected off-street car parks & on-street parking zones).
Ownership and durability	The investments will be owned by Neringa Municipality (> collection devices, apps) & Klaipeda Public Transport Authority (>pilot hub, collection devices, apps) and maintained in accordance with programme requirements for min. 5 years after the project end date (infrastructure & utilisation). Thus, they will both stay available as reference for followers as well as continue to create positive effects on the mobility behaviour of citizens in the SBA in favour of more sustainable ways of transportation.
Risk associated with the investment	There are no negative effects on the environment expected.

INVESTMENT(s) SPECIFICATION 7					
Title	**Model application & pilot site: Re-densified inner-city housing & office area / Växjö**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP9				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
yes	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The investments are implemented in the context of the pilot site & model application: Re-densified inner-city housing & office area / Växjö
They include:
(1) A pilot hub for digital parking data processing
(2) Devices for collection of real time parking data (location & availability of vacant parking lots - off street & on street)
(3) End-user devices (Parking lot sharing apps, dynamic guidance apps (integrated into mobile pay app), in further perspective / tbc: integration of parking guidance in public transport / multimodal journey planner)
The investments are related to WP 4, deliverables 4.2 & 4.3 and WP 5 & deliverables 5.1 & 5.2 in particular. Furthermore, experiences and lessons learnt from the pilots & model applications are taken up and uses in WP6, deliverables 6.1, 6.2, 6.3

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The investments have "pilot character". Their cross-border relevance arises out of the following:
- Site & scope of model application have been selected in view of covering prevailing & typical site-types in the SBA that can benefit from digital parking management and having high replication potential in the SBA
- The pilot data hub is used for testing & validating organisational-technical model set ups that can be adapted by other municipalities and parking actors in the SBA
- Design & outline of pilot hub, real time data collection tools, model application and end-user devices adapt the international state-of-the-art for use in the SBA and are jointly developed within a cross-border peer learning process, incl. expert & peer review sessions with the expert panel (WP3) and other partners.
- The performance of the organisational-technical set up & and the influence of the modal application / end-user devices on every-day mobility behaviour will be evaluated & validated during test runs. Experiences & findings will be taken up into the "Guidance for digital parking management" and actively disseminated to followers via the roadshows & the advice given by the "SBA help desk" (> WP6)
Concrete areas & locations with replication potentials in the SBA are, inter alia: Various inner-city re-densification areas with housing / office mix in large or medium cities, e.g. Rostock / city harbour, Greifswald / "A-quarter", Malmö / Kockums area, Gdańsk / former Lenin shipyard area, Szczecin / Grodzka island, Klaipeda / former port areas at the river, Nykøbing F / area around Sophieholmen & Slottsbryggen

Location of the investment and short description	The investments will be located in the City of Växjö / SE as follows: - Pilot hub / apps: Server owned or rented by the City of Växjö (via hub host, tbc) - Physical devices related to the model application (e.g. parking data collection tools): Recently re-densified housing & office area in city centre, in vicinity to the main station (selected off-street car parks, parking garages, on-street parking zones).
Ownership and durability	The investments will be owned by the City of Växjö and maintained in accordance with programme requirements for min. 5 years after the project end date (infrastructure & utilisation). Thus, they will both stay available as reference for followers as well as continue to create positive effects on the mobility behaviour of citizens in the SBA in favour of more sustainable ways of transportation.
Risk associated with the investment	There are no negative effects on the environment expected.

INVESTMENT(s) SPECIFICATION 8					
Title	**Model application & pilot site: Seasite resort / Heringsdorf**		**Start date**	2018/05/01	**Budget (EUR)**
			End date	2021/04/30	**852,600.00**
Coordinating partner	PP11				
Partners' involvement					**BL6 (EUR)**
	LP	Polish Union of Active Mobility			
	PP2	City of Gdansk			156,800.00
	PP3	Gdansk University of Physical Education and Sport			122,000.00
	PP4	Interizon Foundation			
	PP5	PICTEC Foundation			9,500.00
	PP6	Neringa municipality administration			75,300.00
	PP7	Klaipeda public transport authority			69,000.00
	PP8	Klaipeda Chamber of Commerce, Industry and Crafts			
	PP9	Municipality of Växjö			160,000.00
	PP10	Hanseatic City of Bremen			
yes	PP11	Municipality Ostseebad Heringsdorf			260,000.00

Technical description of the investment: please describe the foreseen investment and specify its technical characteristics. Indicate the work package to which it is linked (output/ deliverable/ activity) - max 1000 characters.

The investments are implemented in the context of the pilot site & model application Seaside resort / Heringsdorf
They include:
(1) A pilot hub for digital parking data processing
(2) Devices for collection of real time parking data (location & availability of vacant parking lots - off street & on street)
(3) End-user devices (Guidance apps, parking guidance in public transport / multimodal journey planner, sharing of parking lots between different user groups, e.g. residents / hotel staff / tourists)
The investments are related to WP 4, deliverables 4.2 & 4.3 and WP 5 & deliverables 5.1 & 5.2 in particular. Furthermore, experiences and lessons learnt from the pilots & model applications are taken up and uses in WP6, deliverables 6.1, 6.2, 6.3

Justification: investment should have a demonstrating/ model or pilot character and show a clear cross-border effect being jointly strived for and evaluated by the partnership. Please explain: how the investment will contribute to achieving the project objectives and results? the cross-border relevance and added value of the investment and how it will contribute to mutual learning of the whole partnership and transfer of experience to other stakeholders? who will benefit (e.g. partners, regions, end-users etc.) from the investment and in which way? - maximum 2000 characters.

The investments have "pilot character". Their cross-border relevance arises out of the following:
- Site & scope of model application have been selected in view of covering prevailing & typical site-types in the SBA that can benefit from digital parking management and having high replication potential in the SBA
- The pilot data hub is used for testing & validating organisational-technical model set ups that can be adapted by other municipalities and parking actors in the SBA
- Design & outline of pilot hub, real time data collection tools, model application and end-user devices adapt the international state-of-the-art for use in the SBA and are jointly developed within a cross-border peer learning process, incl. expert & peer review sessions with the expert panel (WP3) and other partners.
- The performance of the organisational-technical set up & and the influence of the modal application / end-user devices on every-day mobility behaviour will be evaluated & validated during test runs. Experiences & findings will be taken up into the "Guidance for digital parking management" and actively disseminated to followers via the roadshows & the advice given by the "SBA help desk" (> WP6)
Concrete areas & locations with replication potentials in the SBA are, inter alia: Świnoujście, Miedrzydroje, Darłowo, Ustka, Łeba, Hel peninsula, Vistula Spit, Sletlogorsk, Palanga, Öland island, Båstad, Marielyst, Møn island, etc.

Location of the investment and short description	The investments will be located in the Municipality of Heringsdorf / DE as follows: - Pilot hub / apps: Server owned or rented Municipality of Heringsdorf (via hub host, tbc) - Physical devices related to the model application (e.g. parking data collection tools): Different locations in the Kaiserbäder Bansin – Heringsdorf – Ahlbeck on Usedom Island (selected off-street car parks, parking garages, on-street parking zones).
Ownership and durability	The investments will be owned by the Municipality of Heringsdorf and maintained in accordance with programme requirements for min. 5 years after the project end date (infrastructure & utilisation). Thus, they will both stay available as reference for followers as well as continue to create positive effects on the mobility behaviour of citizens in the SBA in favour of more sustainable ways of transportation.
Risk associated with the investment	There are no negative effects on the environment expected.

TIMETABLE

Project's deliverables and activities		2018		2019		2020		2021		2022	
		reporting period		reporting period		reporting period		reporting period		reporting period	
		Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec
WORK PACKAGE 1 : MANAGEMENT AND COORDINATION											
Activity 1.1	Monitoring and supervision of thematic work / all-partner meetings	X	X	X	X	X	X	X			
Activity 1.2	Strategic decision making and risk management / Steering Group meetings	X	X	X	X	X	X	X			
Activity 1.3	Settling task division and partner responsibilities / Partnerships Agreement	X	X								
Activity 1.4	Setting up the project-internal reporting & FLC system	X	X								
Activity 1.5	Progress Reporting incl. FLC & ERDF reimbursements	X	X	X	X	X	X	X			
Activity 1.6	Creation and administration of the Common Budget Pool for joint subcontracting	X	X	X	X	X	X	X			
WORK PACKAGE 2 : COMMUNICATION AND DISSEMINATION											
Activity 2.1	Elaborating a communication strategy and media plan, incl. task division	X	X	X							
Activity 2.2	Creating tools and materials for project communication and dissemination	X	X	X	X	X	X	X			
Activity 2.3	Continuous press and media work using various channels & tools	X	X	X	X	X	X	X			
Activity 2.4	Organising own dissemination & press events and attending relevant external events	X	X	X	X	X	X	X			
Activity 2.5	Exchange meetings with related initiatives in BSR & beyond	X	X	X	X	X	X	X			
Activity 2.6	Participation in the Programme events	X	X	X	X	X	X	X			
Activity 2.7	Cross-project activities	X	X	X	X	X	X	X			
Activity 2.8	Audiovisual materials to the Programme			X	X	X	X	X			
Activity 2.9	Success story			X	X	X	X	X			
WORK PACKAGE 3: INNOVATIVE STRATEGIES: Developing new approaches for site-oriented parking management											
Deliverable 3.1	Peer learning process to absorb & adapt the international state-of-the-art for the SBA		X	X	X	X	X	X			
Deliverable 3.2	Pilot concepts for site-oriented digital parking management covering typical SBA sites & use cases				X						
Deliverable 3.3											
Activity 3.1	International state-of-the-art analysis identifying best practices		X	X	X						
Activity 3.2	Study trips to examine best practices on the spot		X	X	X	X	X	X			
Activity 3.3	Joint elaboration of annual international “market overview” on available commercial solutions		X	X		X		X			
Activity 3.4	Attending parking management fairs & events to get further information on commercial solutions			X	X	X	X				
Activity 3.5	Setting up an international expert panel for advising the “SBA pioneer developer community”		X	X							
Activity 3.6	Peer & expert review sessions that accompany the elaboration of the pilot concepts			X							
Activity 3.7	Preparatory survey for each site-oriented pilot concept		X	X	X						
Activity 3.8	Elaboration of the pilot concepts		X	X	X						
Activity 3.9	Adoption & launching of push mechanism defined in the pilot concepts				X	X	X				
Activity 3.10	Drafting extension strategies taking up the model approaches for other parts of the city territory					X	X	X			

WORK PACKAGE 4: ADVANCED DIGITALISATION: Shifting to digital parking data processing & the "open data" principle											
Deliverable 4.1	Generic & non-proprietary model data hub for "open parking data" processing				X						
Deliverable 4.2	Pilot parking data hubs in the forerunner municipalities that serve model applications					X					
Deliverable 4.3	Set of organisation-technical model set ups for processing "open parking data"							X			
Activity 4.1	Appraising available infrastructures for digital parking data processing / gaps analysis		X	X	X						
Activity 4.2	Defining the technical-organisational set up of the local pilot parking data hubs		X	X	X						
Activity 4.3	Peer & expert review sessions for refining the technical-organisational set up		X	X	X						
Activity 4.4	Defining the TOR for the generic model parking data hub		X	X	X						
Activity 4.5	Adapting the "Helsinki parking data hub" for use in the forerunner municipalities		X	X	X	X					
Activity 4.6	Setting up local parking data hubs in the forerunner municipalities			X	X	X	X				
Activity 4.7	Mapping of static parking data for the pilot applications		x	x	x						
Activity 4.8	Selecting & setting up tools for collecting dynamic data for the pilot applications		x	x	x						
Activity 4.9	Evaluating their performance of the chosen organisational-technical set ups					X	X	X			
Activity 4.10	Elaborating organisational-technical model set ups for processing "open parking data"						X	X			
WORK PACKAGE 5: MODEL APPLICATIONS: Developing & testing end-user devices for specific sites & use cases											
Deliverable 5.1	Model applications for different site-types and use cases					X					
Deliverable 5.2	Tested end-user devices incl. evaluations of their effects on mobility behaviour							X			
Deliverable 5.3											
Activity 5.1	Refining the scope of model applications & specifying TOR for the end-user devices		X	X	X						
Activity 5.2	Identifying commercial apps & end-user devices that can be used for the model applications		X	X	X						
Activity 5.3	Analysing available tools for parking guidance in view of applicability for the model applications		X	X	X						
Activity 5.4	Peer & expert review sessions for refining the model applications		X	X	X	X	X	X			
Activity 5.5	Developing a generic "parking guidance plug in" for journey planners		X	X	X	X					
Activity 5.6	Developing a generic multimodal journey planner with dynamic parking management guidance		X	X	X	X	X	X			
Activity 5.7	Procuring commercial or developing own end-user devices for the model applications		X	X	X	X	X				
Activity 5.8	Launching & testing the end-user devices in every-day-use by citizens			X	X	X	X	X			
Activity 5.9	Carrying out accompanying campaigns that reinforce behavioural change			X	X	X	X	X			
Activity 5.10	Evaluating performance & effects of the model applications					X	X	X			
WORK PACKAGE 6: TRANSFER & TRAINING: Extending the use range & user group of digital parking management solutions											
Deliverable 6.1	"Open source software toolbox" & "Smart parking management handbook"						X				
Deliverable 6.2	"South Baltic help desk" for digital parking management			X							
Deliverable 6.3	"Parking gets smart Roadshow" to extend user group & use range of digital parking management				X	X	X	X			
Activity 6.1	Creating & publishing an "open source software toolbox"		X	X	X	X	X	X			
Activity 6.2	Drafting a "Smart parking management handbook"				X	X	X	X			
Activity 6.3	Establishing a "SBA help desk" for on-demand advice on digital parking management		X	X	X	X	X	X			
Activity 6.4	Elaborating a training concept for municipalities & other parking actors			X	X	X	X				
Activity 6.5	Elaborating a "hackathon" approach for software developers			X	X	X	X				
Activity 6.6	Presentation of project results of relevant external events		X	X	X	X	X	X			
Activity 6.7	Implementation of training events for municipalities & parking actors in all SBA countries				X	X	X	X			
Activity 6.8	Implementation of software developer hackathons in all SBA countries				X	X	X	X			
Activity 6.9	Implementation of an international hackathon & expert conference				X	X	X	X			
Activity 6.10	Bilateral or multilateral liaising meetings with commercial app providers		X	X	X	X	X	X			

PROJECT BUDGET

1. Total budget per partner

	Partner name	ERDF co-financing	Own contribution	Total eligible budget	Co-financing rate	%
Lead partner	Polish Union of Active Mobility	169,008.05	29,824.95	**198,833.00**	85%	7%
Project partner 2	City of Gdansk	404,626.35	71,404.65	**476,031.00**	85%	18%
Project partner 3	Gdansk University of Physical Education and Sport	286,529.90	50,564.10	**337,094.00**	85%	13%
Project partner 4	Interizon Foundation	94,907.60	16,748.40	**111,656.00**	85%	4%
Project partner 5	PICTEC Foundation	141,312.50	24,937.50	**166,250.00**	85%	6%
Project partner 6	Neringa municipality administration	166,328.00	29,352.00	**195,680.00**	85%	7%
Project partner 7	Klaipeda public transport authority	102,901.00	18,159.00	**121,060.00**	85%	5%
Project partner 8	Klaipeda Chamber of Commerce, Industry and Crafts	41,413.70	7,308.30	**48,722.00**	85%	2%
Project partner 9	Municipality of Växjö	301,500.00	100,500.00	**402,000.00**	75%	15%
Project partner 10	Hanseatic City of Bremen	50,739.90	8,954.10	**59,694.00**	85%	2%
Project partner 11	Municipality Ostseebad Heringsdorf	486,500.05	85,852.95	**572,353.00**	85%	21%
TOTAL		**2,245,767.05**	**443,605.95**	**2,689,373.00**	84%	100%

2. Eligible budget per budget line and work package

		WP 0	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
									EUR	%
Staff costs			95,000.00	54,000.00	112,500.00	180,000.00	106,000.00	113,500.00	**661,000.00**	25%
Office and administration									**99,150.00**	4%
Travel and accommodation			52,500.00	10,750.00	57,500.00	15,000.00	15,000.00	23,250.00	**174,000.00**	6%
External expertise and services			156,323.00	102,800.00	241,400.00	87,350.00	104,950.00	186,300.00	**879,123.00**	33%
Equipment			5,000.00	3,500.00	0.00	0.00	15,000.00	0.00	**23,500.00**	1%
Infrastructure and works			0.00	0.00	0.00	566,350.00	286,250.00	0.00	**852,600.00**	32%
TOTAL	**EUR**	**0.00**	**308,823.00**	**171,050.00**	**411,400.00**	**848,700.00**	**527,200.00**	**323,050.00**	**2,689,373.00**	100%
	%	0%	11%	6%	15%	32%	20%	12%	100.00%	

3. Eligible budget per project partner and work package

		WP 0	WP1	WP2	WP3	WP4	WP5	WP6	Total per partner	
									EUR	%
Lead partner		0.00	33,083.00	42,050.00	46,500.00	13,000.00	13,000.00	40,250.00	**198,833.00**	7%
Project partner 2			47,506.00	23,500.00	87,900.00	159,000.00	109,300.00	33,900.00	**476,031.00**	18%
Project partner 3			34,019.00	18,300.00	47,000.00	124,800.00	74,800.00	27,000.00	**337,094.00**	13%
Project partner 4			20,731.00	7,700.00	17,600.00	4,600.00	4,600.00	48,100.00	**111,656.00**	4%
Project partner 5			28,850.00	11,800.00	26,100.00	40,950.00	23,950.00	21,100.00	**166,250.00**	6%
Project partner 6			27,730.00	8,400.00	27,500.00	98,300.00	19,500.00	12,000.00	**195,680.00**	7%
Project partner 7			16,710.00	5,600.00	10,500.00	49,200.00	28,200.00	9,500.00	**121,060.00**	5%
Project partner 8			5,672.00	3,500.00	9,100.00	1,250.00	1,250.00	26,600.00	**48,722.00**	2%
Project partner 9			41,600.00	20,800.00	44,500.00	175,500.00	69,500.00	31,500.00	**402,000.00**	15%
Project partner 10			10,969.00	3,600.00	11,900.00	3,300.00	3,300.00	23,400.00	**59,694.00**	2%
Project partner 11			41,953.00	25,800.00	82,800.00	178,800.00	179,800.00	49,700.00	**572,353.00**	21%
TOTAL	**EUR**	**0.00**	**308,823.00**	**171,050.00**	**411,400.00**	**848,700.00**	**527,200.00**	**323,050.00**	**2,689,373.00**	100%
	%	0%	11%	6%	15%	32%	20%	12%	100.00%	

4. Indicative project's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Equal to
January - June	30,400.00	403,300.00	538,400.00	454,573.00	0.00		**2,689,373.00**	**2,689,373.00**
July - December	239,900.00	452,200.00	570,600.00	0.00	0.00			

5. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
Lead partner	0.00	
Project partner 2	0.00	
Project partner 3	0.00	
Project partner 4	0.00	
Project partner 5	0.00	
Project partner 6	0.00	
Project partner 7	0.00	
Project partner 8	0.00	
Project partner 9	0.00	
Project partner 10	0.00	
Project partner 11	0.00	
Project partner 12	0.00	
Project partner 13	0.00	
Project partner 14	0.00	
Project partner 15	0.00	
TOTAL	**0.00**	

LEAD PARTNER

1. Information about the partner

Name of the lead partner in national language	Polska Unia Mobilności Aktywnej		
Name of the lead partner in English	Polish Union of Active Mobility		
Source of own contribution	local government units budget		
Legal status/ type of partner	association of one or several regional or local authorities		
Registration number	0000412741	NIP (Polish partners)	5833151961
Country	Poland		
NUTS 3	Trójmiejski PL632		
NUTS 2	Pomorskie		
NUTS 1	REGION PÓŁNOCNY		
Street	Jana Heweliusza	House/ block	29
Town	Gdańsk	Postal code	80-861
Phone number	+48 695 624 634	Fax	---
Email	info@mobilnosc.org		
Website	www.mobilnosc.org		
Is the lead partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	n/a		

2. Personal data of the legally authorised person

First name	Jerzy / Piotr	Last name	Szalak / Grzelak
Position in the applicant institution	Vice-President / President		
Phone number	+48 695 624 634	Mobile phone	+48 695 624 634
Email	info@mobilnosc.org	Fax	---

3. Personal data of the contact person (directly responsible for the project application)

First name	Rafal	Last name	Glazik
Position in the applicant institution	Director		
Phone number	+48 695 624 634	Mobile phone	+48 695 624 634
Email	rafal.glazik@mobilnosc.org	Fax	---

4a. LP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters).

PUMA is an association of local governments that promotes improvement of conditions for active mobility & recreation (e.g. walking, cycling, etc.) in Polish municipalities, with a focus on both everyday transport and leisure activities. Its members include urban and rural municipalities mostly from northern Poland (e.g. City of Gdansk), many of which have also challenges with parking management issues. PUMA has extensive experience & expertise especially in international promotion activities, marketing issues as well as in international project work. Concerning the latter, it develops and implements projects in response to demands & interests of its members and assists them with the preparation and implementation. In the Parking gets smart project PUMA will act as lead partner. For this role PUMA has sufficient human and financial capacity. This is also ensured by its association members (esp. City of Gdansk), in case further support will be needed.

4b. LP's role and motivation to participate in the project (maximum 1000 characters).

PUMA acts as Lead Partner of the Parking gets smart project and bears overall responsibility for all activities & partners. Supported by an external project management, it ensures smooth implementation of the project to meet expectations of all partners & the SBP at equal measure. With the Parking gets smart project, PUMA seeks to extend its activities in the field of urban mobility, in response to wishes and needs articulated by its member municipalities. In addition to the Lead Partner role, PUMA will be responsible in particular for the overall project communication management. In thematic terms, inter alia, PUMA organises the dissemination activities. It will be main organiser of the SBA smart parking roadshow in cooperation with all other project and associated partners. Moreover, PUMA will lead the drafting of a handbook for followers that gives recommendations for site-oriented digital parking management solutions with reference to the pilots implemented within the project.

4c. Please describe experience of the LP in other (preferably) cross-border projects (maximum 1000 characters).

PUMA is very experienced with working as partner in INTERREG projects and in particular in the South Baltic programme. It has been or is currently involved in a number of South Baltic projects (e.g., ABC Multimodal, ELMOS) as well as projects in other INTERREG programmes (e.g. Cities Multimodal in BSR INTERREG). Being the Lead Partner of the Seed money project South Baltic Manors Explore Seed as well as Parking gets smart Seed, PUMA also proved to have the necessary capacities, resources & skills for leading successful cross-border projects. The staff of PUMA has long-lasting experience in working in cross-border cooperation projects, esp. in the field of tourism and mobility. The support of an experienced external project and financial management, which PUMA jointly subcontracts with the other partners in Parking gets smart, will further add to this.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
Lead partner	169,008.05	29,824.95		198,833.00	85%	7%
		of which				
		unpaid voluntary work	other			
		0.00	29,824.95			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

		WP 0 Preparation	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1								EUR	%
BL1 - Staff costs			14,000.00	18,000.00	8,000.00	10,000.00	10,000.00	13,000.00	**73,000.00**	36.71%
BL2 - Office and administration									**10,950.00**	5.51%
BL3 - Travel and accommodation			8,000.00	5,750.00	10,000.00	2,000.00	2,000.00	4,750.00	**32,500.00**	16.35%
BL4 - External expertise and services			11,083.00	14,800.00	28,500.00	1,000.00	1,000.00	22,500.00	**78,883.00**	39.67%
BL5 - Equipment			0.00	3,500.00	0.00	0.00	0.00	0.00	**3,500.00**	1.76%
BL6 - Infrastructure and works			0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
TOTAL	EUR	**0.00**	**33,083.00**	**42,050.00**	**46,500.00**	**13,000.00**	**13,000.00**	**40,250.00**	**198,833.00**	
	%	0.00%	16.64%	21.15%	23.39%	6.54%	6.54%	20.24%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	5083.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	3800.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	4500.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	1000.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	1000.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	4500.00
1	Translation and interpretation services / formal documents / hosting 1 All-partner Meeting (kick-off)	6000.00
2	External support / overall information management (PR expert)	11000.00
3	Travel costs for external participants / study trips to best practice & visits of international parking fairs and events	24000.00
6	External support / "Smart parking management handbook" (editing, design, translation / printing)	18000.00
	TOTAL	**78,883.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
2	Laptop with software and further communication equipment for communication manager	3500.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**3,500.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	5,000.00	29,800.00	39,700.00	26,933.00	0.00		**198,833.00**	**198,833.00**
July - December	17,900.00	37,700.00	41,800.00	0.00	0.00			
						TOTAL		

4.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
Lead partner	0.00	

PROJECT PARTNER 2

1. Information about the partner

Name of the project partner in national language	Gmina Miasta Gdańska - Urząd Miejski w Gdańsku		
Name of the project partner in English	City of Gdansk		
Source of own contribution	local government units budget		
Legal status/ type of partner	local authority		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	000598463	NIP (Polish partners)	583-00-11-969
Country	Poland		
NUTS 3	Trójmiejski PL632		
NUTS 2	Pomorskie		
NUTS 1	REGION PÓŁNOCNY		
Street	Nowe Ogrody	House/ block	6/12
Town	Gdańsk	Postal code	80-803
Phone number	+48 58 323 60 00	Fax	+48 58 323 39 41
Email	umg@gdansk.gda.pl		
Website	www.gdansk.pl		
Is the project partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	n/a		

2. Personal data of the legally authorised person

First name	Piotr	Last name	Grzelak
Position in the applicant institution	Deputy Mayor of Gdańsk		
Phone number	+48 58 323 63 18	Mobile phone	------
Email	piotr.grzelak@gdansk.gda.pl	Fax	+48 58 323 63 97

3. Personal data of the contact person (directly responsible for the project application)

First name	Rafał	Last name	Ejsmont
Position in the applicant institution	Project Officer		
Phone number	+48 58 526 80 83	Mobile phone	-----
Email	rafal.ejsmont@gdansk.gda.pl	Fax	+48 58 526 81 62

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

The City of Gdansk (~460000 inh.) as local authority is in charge of planning & daily operation of mobility & transportation in the city. These cover a.o. the development & maintenance of the road & parking infrastructure. Specialised municipal organisational units - the Development Administration and the Road & Greenery Authority, perform relevant obligatory tasks. On top of this, all mobility issues are tackled by the Active Mobility Unit, which leads the cities participation in this project. The unit employs 10 specialists with project management, mobility & engineering competences. Another important fact, proofing its competence for the project is that the city pursues a policy of public data openness, by making public data from diff. areas public on a dedicated platform (www.otwartygdansk.pl). This allows for an increased involvement of civic and business initiatives in city's issues and facilitates implementations based on open data, as planned for parking data in the project.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Gdansk wants to improve the management of municipal parking spaces to better tackle the increased parking demand by citizens & visitors & to reduce parking search traffic & illegal parking. At the same time, it wants to promote the use of more sustainable transport means to reduce noise & air pollution to improve the quality of city life. To do so, the city develops & implements an innovative parking management solution for Gdansk urban beachfront pilot area around Jelitkowo & Brzezno. Based on a site oriented pilot concept defining appropriate push & pull measures, taken up in the int. knowledge exchange, the city will digitise large parking areas at site and provide real-time guidance to free parking lots by means of life boards & mobile apps. All parking data will fed a hub to be provided as open data to the outside world. Actions are accompanied by targeted promotion campaigns to induce modal behaviour shifts of motorised visitors. Dissemination measures will add to this.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

Gdansk has a long-standing record in INTERREG and further international projects. Selected completed projects are: INTERREG SOUTH BALTIC Programme IVA: ABC.MULTIMODAL - Integrating cycling into multimodal transport system and mobility culture, INTERREG IVC: CYCLECITIES - European cities for integrating cycling within sustainable mobility management scheme, PIMMS TRANSFER - TRansferring Actions iN Sustainable mobility For European Regions, CIVITAS MIMOSA - Making Innovation in MObility and Sustainable Actions, CE Programme IVB: CENTRAL MEETBIKE - More sustainable transport in Central European Cities through Improved integrated bicycle promotion and international networking Selected ongoing projects are: BSR INTERREG VB: BSR ELECTRIC - Fostering e-mobility solutions in urban areas in the Baltic Sea Region, SOHOJA - Baltic Sea Region transitioning into eco-friendly autonomous last mile public transportation, INTEREG Europe: SCHOOL CHANCE - SCHOOL mobility CHAllenge in regioNal Policiies

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP2	404,626.35	71,404.65		476,031.00	85%	18%
		of which				
		unpaid voluntary work	other			
		0.00	71,404.65			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		13,500.00	5,000.00	18,000.00	36,000.00	23,000.00	4,000.00	**99,500.00**	20.90%
BL2 - Office and administration								**14,925.00**	3.14%
BL3 - Travel and accommodation		5,000.00	500.00	6,000.00	1,500.00	1,500.00	500.00	**15,000.00**	3.15%
BL4 - External expertise and services		29,006.00	18,000.00	63,900.00	14,700.00	34,800.00	29,400.00	**189,806.00**	39.87%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	106,800.00	50,000.00	0.00	**156,800.00**	32.94%
TOTAL	EUR	**47,506.00**	**23,500.00**	**87,900.00**	**159,000.00**	**109,300.00**	**33,900.00**	**476,031.00**	
	%	9.98%	4.94%	18.47%	33.40%	22.96%	7.12%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2) & hosting 1 All-parter Meeting	29006.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	18000.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	21900.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	4700.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	4700.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	21900.00
3	Pilot concept Jetitkowo beachfront area: Preparatory surveys (12.000 EUR) / Drafting of pilot concept incl. definition of push & pull mechanisms (10.000 EUR) / Accompanying awareness raising & citizen dialogue campaigns for pull mechanisms (10.000 EUR) / Extension strategy for further digital parking managementin Gdansk (10.000 EUR)	42000.00
4	Gap analysis of existing parking data & tools (4.000 EUR) / Defining TOR & technical specifications for local parking data hub (6.000 EUR)	10000.00
5	Model applications for Jelitkowo beachfront: TOR for end-user devices (on the basis the prearatory surveys - 10.000 EUR) / Promoting the use of the end-user devices through targeted promotion measures (10.000 EUR) / Evaluation of model application (10.100 EUR)	30100.00
6	Organising / hosting of hackathon (in cooperation with Interizon) & dialoge events with commercial App providers (7.500 EUR)	7500.00
	TOTAL	**189,806.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Local pilot parking data hub: Programming & setting up (on the basis of the generic hub and / or existing infrastructures)	40000.00
4	Pilot site Jelitkowo: Collecting / mapping / digitizing static parking data	21800.00
4	Pilot site Jelitkowo: Tools for collecting dynamic parking data off-street & on-street (cameras, sensors, parking meters, further parking facilities) & incl. transmission to data hub	45000.00
5	Model application Jelitkowo: Dynamic parking guidance devices (life boards - 25.000 EUR / app = own programming or purchase of commercial app - 25.000 EUR)	50000.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**156,800.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	4,500.00	71,500.00	95,200.00	72,331.00	0.00		**476,031.00**	**476,031.00**
July - December	42,000.00	90,500.00	100,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP2	0.00	

PROJECT PARTNER 3

1. Information about the partner

Name of the project partner in national language	Akademia Wychowania Fizycznego i Sportu		
Name of the project partner in English	Gdansk University of Physical Education and Sport		
Source of own contribution	other national public funds		
Legal status/ type of partner	body governed by public law		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	000327876	NIP (Polish partners)	5840962525
Country	Poland		
NUTS 3	Trójmiejski PL632		
NUTS 2	Pomorskie		
NUTS 1	REGION PÓŁNOCNY		
Street	Kazimierza Górskiego	House/ block	1
Town	Gdańsk	Postal code	80-336
Phone number	+48585547121	Fax	-----
Email	rektor@awf.gda.pl		
Website	www.awf.gda.pl		
Is the project partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	n/a		

2. Personal data of the legally authorised person

First name	Waldemar	Last name	Moska
Position in the applicant institution	Rector		
Phone number	+48585547230	Mobile phone	-----
Email	rektor@awf.gda.pl	Fax	-----

3. Personal data of the contact person (directly responsible for the project application)

First name	Piotr	Last name	Makar
Position in the applicant institution	Lecturer / Manager of division		
Phone number	+48585547375	Mobile phone	-----
Email	piotrmakar@wp.pl	Fax	-----

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

Gdansk University of Physical Education and Sport (AWFiS) was founded 1952 as Technical School of Physical Education. It was transferred and enlarged several times during its history. Since 2007, the Academy is operating as a two-faculty school. Today the School employs around 190 academic lecturers, which serve more than 4200 students as both BA and MA studies. The Academy also offers postgraduate courses. The university is located near the geographical centre of the Gdansk Metropolitan Area. The university campus covers an area of about 20 hectares, which also include large parking facilities used by students, teachers, university employees but also by visitors. This applies in particular for visitors of the multifunctional sports hall on the campus, which has capacity for an audience 2000 people. The university as owner of the site is responsible for managing the parking facilities. The department responsible for this task will lead the universities participation in the project.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

AWFiS wants to learn more about the potentials of modern digital parking management. Based on inspirations gathered in the project it will implement a new parking strategy tailor made for the specifics of the site. It includes appropriate pull & push measures to better organise the use of parking spaces at the site and promote an increased use of greener transport modes. Core element of the new strategy is the introduction of paid parking for the whole site along with all necessary arrangements connected to it. A.o., the parking area will be fully digitized and equipped with diff. surveillance tools to provide dynamic parking occupancy and guidance info. Life data extracted from ticket machines will fed an open data hub for further use by e.g. 3rd party app developers. AWFiS will closely cooperate with the City of Gdansk. The result of AWFiS engagement will be a state-of-the-art parking pilot management solution for a university campus. AWFiS will support resp. dissemination measures.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

The Gdansk University of Physical Education and Sport is a newcomer in South Baltic Programme projects but has extensive experience in international exchange activities with other European universities esp. in the fields of sport. Along with the support in administrative issues by the Lead Partner PUMA and the experienced external project management, it can be ensured that the university will fulfil its administrative tasks and actively participates in the content-related work and exchange activities within the Parking gets smart project.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP3	286,529.90	50,564.10		337,094.00	85%	13%
		of which				
		unpaid voluntary work	other			
		0.00	50,564.10			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		12,000.00	5,000.00	16,500.00	18,000.00	15,000.00	8,000.00	**74,500.00**	22.10%
BL2 - Office and administration								**11,175.00**	3.32%
BL3 - Travel and accommodation		5,000.00	500.00	5,000.00	1,500.00	1,500.00	1,500.00	**15,000.00**	4.45%
BL4 - External expertise and services		17,019.00	12,800.00	25,500.00	13,300.00	13,300.00	17,500.00	**99,419.00**	29.49%
BL5 - Equipment		0.00	0.00	0.00	0.00	15,000.00	0.00	**15,000.00**	4.45%
BL6 - Infrastructure and works		0.00	0.00	0.00	92,000.00	30,000.00	0.00	**122,000.00**	36.19%
TOTAL	EUR	**34,019.00**	**18,300.00**	**47,000.00**	**124,800.00**	**74,800.00**	**27,000.00**	**337,094.00**	
	%	10.09%	5.43%	13.94%	37.02%	22.19%	8.01%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	17019.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	12800.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	15500.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	3300.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	3300.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	15500.00
3	Pilot concept AFWiS university campus: Preparatory surveys (3.000 EUR) / Drafting of pilot concept incl. definition of push & pull mechanisms (3.000 EUR) / Accompanying awareness raising campaigns (4.000 EUR)	10000.00
4	Gap analysis of existing parking data & tools / Defining TOR local pilot parking data hub	10000.00
5	Mode application AFWiS university campus: Specifying TOR for end-user devices (on the basis the prearatory surveys - 2.000 EUR) / promoting the use of the end-user devices through targeted promotion measures (3.000 EUR) / evaluation of model application (5.000 EUR)	10000.00
6	Hosting joint or bilateral dialoge events with commercial App providers	2000.00
	TOTAL	**99,419.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
5	10 Pedelecs as part of targeted promotion majors of end-user devices (leasing)	15000.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**15,000.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Collecting/ Mapping / Digitizing static parking data for the pilot site	32000.00
4	Selecting & setting up of tools collecting dynamic parking data from pilot site (cameras, sensors, parking meters and further parking facilities) & establishing continuous feeding of data to the hub	60000.00
5	Developing own specific smart parking end-user device for the pilot site and/ or procuring commercial apps	30000.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**122,000.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	3,300.00	50,500.00	67,500.00	107,994.00	0.00			
July - December	30,500.00	6,500.00	70,800.00	0.00	0.00		**337,094.00**	**337,094.00**
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP3	0.00	

PROJECT PARTNER 4

1. Information about the partner

Name of the project partner in national language	Fundacja Interizon		
Name of the project partner in English	Interizon Foundation		
Source of own contribution	private law		
Legal status/ type of partner	chamber of commerce, trade union, NGO		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	0000454776	NIP (Polish partners)	9571068390
Country	Poland		
NUTS 3	Trójmiejski PL632		
NUTS 2	Pomorskie		
NUTS 1	REGION PÓŁNOCNY		
Street	Al. Grunwaldzka	House/ block	472
Town	Gdańsk	Postal code	80-309
Phone number	+48 504 817 066	Fax	-----
Email	biuro@interizon.pl		
Website	www.interizon.pl		
Is the project partner a refundable VAT payer?	yes		
If yes, please give VAT Identification Number	PL9571068390		

2. Personal data of the legally authorised person

First name	Jarosław	Last name	Parzuchowski
Position in the applicant institution	Vice President		
Phone number	+48 504 817 008	Mobile phone	+48 504 817 008
Email	jaroslaw.parzuchowski@interizon.pl	Fax	-----

3. Personal data of the contact person (directly responsible for the project application)

First name	Jarosław	Last name	Parzuchowski
Position in the applicant institution	Vice President		
Phone number	+48 504 817 008	Mobile phone	+48 504 817 008
Email	jaroslaw.parzuchowski@interizon.pl	Fax	-----

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

The Interizon Foundation is the coordinator of the Interizon Polish ICT cluster. The organisation was founded in 2009, with the goal to develop and implement innovative products and services using advanced ICT technologies as part of interdisciplinary projects on regional (esp. Pomerania), national and international level. The partner currently associates 124 entities, representing 13 business sectors, which employ in total over 14 thousand people. It is the biggest ICT cluster in Poland and is in very good financial condition. Among cluster members there are several companies as well as research and development institutions providing ICT know-how, products and services in all areas relevant for the Parking gets smart project such as e.g. transport data processing, multimodal journey planning or real-time parking guidance. These and further services are at disposal for the cross-border project activities in Parking gets smart.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Within Parking gets smart the Interizon Foundation will support the project partners mainly in the process of extending the use range and user group of digitalised parking management solutions that were developed in the project (WP6). For this, Interizon Foundation will be responsible to organise and implement an "International Hackathon Tour", covering 5 events in all countries of the South Baltic Area. The Hackathons in the project will be organised as software developer forums tailored to the target group of app developers (professionals, start-ups, students, etc.) in the field of transport. Their goal is to induce the development of further innovative parking end user devices, by using open parking data, provided by the project. Interizon Foundation has a long time experience in the development of hackathons, focussing on different fields (e.g. Digital Healthcare Hackathon 2017 as part of INNOLAB project). They provide this competence to the project and want to further extend it.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

Interizon Foundation is a newcomer as eligible partner in the South Baltic Programme. However, its staff has gained long time experiences in international projects. Interizon Foundation has experiences in several international projects in different practical as well as R&D fields the cluster members are dealing with. Among others, Interizon Foundation was partner of two ARTEMIS projects – ACCUS (Adaptive Cooperative Control in Urban (sub)Sytems) and DEWI (Dependable Embedded Wireless Infrastructure), in which they were responsible for different content related as well as administrative matters. Currently they are partner in the Horizon 2020 project, called INNOLAB. Based on these experiences Interizon Foundation provides sufficient expertise & capacity in working in an international environment and are well prepared to work successfully in the Parking gets smart project.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP4	94,907.60	16,748.40		111,656.00	85%	4%
		of which				
		unpaid voluntary work	other			
		0.00	16,748.40			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

	Flat rate for BL1	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line EUR	Total per budget line %
BL1 - Staff costs		8,000.00	3,000.00	5,500.00	2,000.00	2,000.00	35,000.00	**55,500.00**	49.71%
BL2 - Office and administration								**8,325.00**	7.46%
BL3 - Travel and accommodation		5,000.00	500.00	7,000.00	1,500.00	1,500.00	8,000.00	**23,500.00**	21.05%
BL4 - External expertise and services		5,731.00	4,200.00	5,100.00	1,100.00	1,100.00	5,100.00	**22,331.00**	20.00%
BL5 - Equipment		2,000.00	0.00	0.00	0.00	0.00	0.00	**2,000.00**	1.79%
BL6 - Infrastructure and works		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
TOTAL	EUR	**20,731.00**	**7,700.00**	**17,600.00**	**4,600.00**	**4,600.00**	**48,100.00**	**111,656.00**	
	%	18.57%	6.90%	15.76%	4.12%	4.12%	43.08%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	5731.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	4200.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	5100.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	1100.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	1100.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	5100.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**22,331.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	2 Laptops & software for project team	2000.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**2,000.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	1,000.00	10,000.00	30,000.00	15,656.00	0.00			
July - December	5,000.00	10,000.00	40,000.00	0.00	0.00		**111,656.00**	**111,656.00**
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP4	0.00	

PROJECT PARTNER 5

1. Information about the partner

Name of the project partner in national language	Fundacja PICTEC		
Name of the project partner in English	PICTEC Foundation		
Source of own contribution	private law		
Legal status/ type of partner	chamber of commerce, trade union, NGO		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	0000534213	NIP (Polish partners)	5833173833
Country	Poland		
NUTS 3	Trójmiejski PL632		
NUTS 2	Pomorskie		
NUTS 1	REGION PÓŁNOCNY		
Street	Wiosenna	House/ block	52
Town	Gdansk	Postal code	80178
Phone number	+48513999324	Fax	-----
Email	damian.derebecki@pictec.eu		
Website	pictec.eu		
Is the project partner a refundable VAT payer?	yes		
If yes, please give VAT Identification Number	PL5833173833		

2. Personal data of the legally authorised person

First name	Damian	Last name	Derebecki
Position in the applicant institution	President of the Board		
Phone number	+48513999324	Mobile phone	+48513999324
Email	damian.derebecki@pictec.eu	Fax	-----

3. Personal data of the contact person (directly responsible for the project application)

First name	Mateusz	Last name	Bonecki
Position in the applicant institution	Member of the Board		
Phone number	+48 698 645 252	Mobile phone	+48 698 645 252
Email	mateusz.bonecki@pictec.eu	Fax	-----

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

PICTEC (Pomeranian Interdisciplinary ICT Excellence Center) is a non-public research foundation established in 2014 in Gdańsk. It offers services in research, prototyping and state-of-the-art analysis in the field of Information and Communication Technology (ICT). Its mission is to bridge the gap between academia, business, public administration and civic society. One of the priorities of PICTEC is to support local and regional authorities in the deployment of innovative smart city solutions. PICTEC currently employs 11 software, hardware and data engineers, including PhDs providing scientific expertise. PICTEC owns computers and software development environment as well as electronics and hardware lab, which will also be used in the course of the project. Organization competence in the field of ICT has been proven in over a dozen of software and hardware projects where PICTEC has delivered systems and solutions for clients such as Intel, SIRC, BEST or Quantum Lab.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Within Parking gets smart, PICTEC provide support in the state of the art analysis in the field of parking management applications (annual international "market overviews" that stock-take and appraise pros & cons of available commercial parking management solutions & applications). Moreover, PICTEC will lead the development and programming of the modular generic "open source" parking data hub based on the "Helsinki parking hub", which will be used as basis for setting up local pilot parking hubs in the different project pilot cities. In addition, PICTEC will lead the processes of developing & extending the parking guidance module of the multimodal DIGITRANSIT open source journey planner. Finally, PICTEC will provide staff for the SBA help desk for digital parking management (together with PUMA). In particular, it provides support in the area of open data management for project partners and followers. In this area, it also contributes to the development of the handbook for followers.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

On one hand, PICTEC has strong experience in cross-border research and innovation projects funded by European Commission under Horizon 2020 programme such as SES-BI - "SESCOM Business Intelligence Platform for Energy Saving and Smart Facility Management" or RUGGEDISED - "Rotterdam, Umea and Glasgow: Generating Exemplar Districts In Sustainable Energy Deployment". In the latter one PICTEC provides support to Gdansk authorities in the development of ICT measures.
On the other hand, PICTEC is a newcomer in INTERREG projects. However, considering its capacities and knowledge from working in the above mentioned projects and along with the support in administrative issues from the experienced external project management, it can be ensured that PICTEC will fulfil its content related as well as formal tasks within the Parking gets smart project.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP5	141,312.50	24,937.50		166,250.00	85%	6%
		of which				
		unpaid voluntary work	other			
		0.00	24,937.50			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

	Flat rate for BL1	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line EUR	Total per budget line %
BL1 - Staff costs		13,500.00	5,000.00	11,500.00	30,000.00	18,000.00	12,000.00	**90,000.00**	54.14%
BL2 - Office and administration								**13,500.00**	8.12%
BL3 - Travel and accommodation		7,000.00	500.00	7,000.00	2,000.00	2,000.00	1,500.00	**20,000.00**	12.03%
BL4 - External expertise and services		8,350.00	6,300.00	7,600.00	1,700.00	1,700.00	7,600.00	**33,250.00**	20.00%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	7,250.00	2,250.00	0.00	**9,500.00**	5.71%
TOTAL	EUR	**28,850.00**	**11,800.00**	**26,100.00**	**40,950.00**	**23,950.00**	**21,100.00**	**166,250.00**	
	%	17.35%	7.10%	15.70%	24.63%	14.41%	12.69%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	8350.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	6300.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	7600.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	1700.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	1700.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	7600.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**33,250.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Storage & computing power for programming model parking data hub (on the basis of the "Helsinki parking hub")	2250.00
4	External suppport for programming the model parking data hub (on the basis of the "Helsinki parking hub")	5000.00
5	Storage & computing power for elaborating an "open source" parking guidance module (real-time) for multimodal journey planners (on the basis of DIGITRANSIT open source journey planner architecture)	2250.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**9,500.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	2,000.00	35,000.00	25,000.00	16,250.00	0.00		**166,250.00**	**166,250.00**
July - December	20,000.00	45,000.00	23,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP5	0.00	

PROJECT PARTNER 6

1. Information about the partner

Name of the project partner in national language	Neringos savivaldybės administracija		
Name of the project partner in English	Neringa municipality administration		
Source of own contribution	local government units budget		
Legal status/ type of partner	local authority		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	188754378	NIP (Polish partners)	n/a
Country	Lithuania		
NUTS 3	Klaipedos apskritis LT003		
NUTS 2	Lithuania		
NUTS 1	Lithuania		
Street	Taikos g.	House/ block	2
Town	Neringa municipality administration	Postal code	LT-93121
Phone number	+370 469 52 234	Fax	+370 469 52 572
Email	administracija@neringa.lt		
Website	www.neringa.lt		
Is the project partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	n/a		

2. Personal data of the legally authorised person

First name	Algimantas	Last name	Vyšniauskas
Position in the applicant institution	Director of Neringa municipality administration		
Phone number	+370 46952234	Mobile phone	-----
Email	administracija@neringa.lt	Fax	-----

3. Personal data of the contact person (directly responsible for the project application)

First name	Vilma	Last name	Kavaliova
Position in the applicant institution	Chief specialist of Business and strategic development division		
Phone number	+37061589589	Mobile phone	-----
Email	vilma.kavaliova@neringa.lt	Fax	-----

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

Neringa is a municipality of Klaipėda County in westernmost Lithuania, comprising several villages on the Curonian Spit. The popular seaside resort has ~3.000 inhabitants and is visited by ~400000 visitors annually. Neringa municipality administration is the main governing body of the municipality. As budgetary institution, it acts on behalf of Neringa municipality council and implements public administration functions. In this role, it is also responsible for all mobility and transport matters on the territory of Neringa municipality including parking. Neringa municipality administration has sufficient financial and human resources for the project implementation. The Business and Strategic Development Division will provide staff for the project participation, which is very familiar with EU projects. Also, the urban management and construction division (a.o. resp. for parking) and the information technology development division (resp. for all IT matters) will be involved.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Neringa's motivation to join the project is to solve the parking problems on its territory, mainly caused by tourists and day visitors coming by car, using the ferry, which is the only way of accessing the municipality. Within the project, Neringa develops & implements a new parking management strategy. It defines appropriate pull-and push mechanisms aiming to change user habits and reduce the number of motorised visitors. For this, Neringa carries out diff. analyses and joins the international knowledge exchange. Neringa organizes promotion campaigns to raise public acceptance for park & ride or other greener transport modes (bike sharing). In addition, Neringa improves the management of its 4 car parks (off-street), by introducing dynamic guidance & mobile payment. Neringa provides its parking data to Klaipeda PT Authority new open parking data hub. Result of Neringa's engagement will be a state-of-the-art parking pilot management solution for a protected area.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

Neringa municipality administration has a lot of experience in international and cross-border cooperation. It has joined projects in different INTERREG programme areas and is currently engaged in an INTERREG South Baltic project.
Selected completed projects are: "Heritage tourism for increased BSR identity/ AGORA 2.0" which was part-financed by the Baltic-Sea Region Programme 2007-2013; "Lagoons as crossroads for tourism and interactions of peoples of south-east Baltic: from the history to present" which was financed by the Lithuania-Poland-Russia ENPI Cross-border cooperation Programme 2007-2013.
Currently Neringa municipality administration participates in the project "Low Carbon Logistics" with partners from Sweden, Germany, Poland and Lithuania, which is co-financed by the South Baltic Cross-border Cooperation programme 2014-2020.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP6	166,328.00	29,352.00		195,680.00	85%	7%
		of which				
		unpaid voluntary work	other			
		15,000.00	14,352.00			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

Partner will be supported by a voluntary expert who provide knowledge in different parking related matters during the whole project implementation

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		4,500.00	500.00	5,000.00	1,500.00	1,500.00	2,000.00	**15,000.00**	7.67%
BL2 - Office and administration								**2,250.00**	1.15%
BL3 - Travel and accommodation		4,500.00	500.00	4,000.00	1,000.00	1,000.00	1,000.00	**12,000.00**	6.13%
BL4 - External expertise and services		15,730.00	7,400.00	18,500.00	20,500.00	17,000.00	9,000.00	**88,130.00**	45.04%
BL5 - Equipment		3,000.00	0.00	0.00	0.00	0.00	0.00	**3,000.00**	1.53%
BL6 - Infrastructure and works		0.00	0.00	0.00	75,300.00	0.00	0.00	**75,300.00**	38.48%
TOTAL	EUR	**27,730.00**	**8,400.00**	**27,500.00**	**98,300.00**	**19,500.00**	**12,000.00**	**195,680.00**	
	%	14.17%	4.29%	14.05%	50.24%	9.97%	6.13%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2) +FLC + Hosting 1 All-Partner Meeting in cooperation with Klaipeda PT (incl. peer & expert review session)	15730.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	7400.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	9000.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	2000.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	2000.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	9000.00
3	Pilot concept Neriga / protected area: Preparatory surveys for pilot concept (2.000 EUR) / Drafting of pilot concept incl. push & pull mechanisms (3.000 EUR)/ Accompanying awareness raising & citizen dialogue campaigns (2.000 EUR) / Extension strategy to broaden digital parking management (2.500 EUR)	9500.00
4	Gap analysis of existing parking data & tools / definition of TOR for local pilot data hub (in cooperation with Klaipeda Transport Authority)	18500.00
5	Model application Neringa: Promoting the use of the end-user devices through targeted promotion measures (7.000 EUR) / evaluation of the performance of the developed site-oriented pilot solutions (8.000 EUR)	15000.00
		0.00
	TOTAL	**88,130.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	2 Laptops & software for project team	3000.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**3,000.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Pilot site Neriga: Collecting / mapping / digitizing static parking data	20000.00
4	Pilot site Neringa: Tools for collecting dynamic parking data off-street & on-street (cameras, sensors, parking meters, further parking facilities) & incl. transmission to data hub	55300.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**75,300.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	1,900.00	29,500.00	40,000.00	28,780.00	0.00		**195,680.00**	**195,680.00**
July - December	17,500.00	37,000.00	41,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP6	0.00	

PROJECT PARTNER 7

1. Information about the partner

Name of the project partner in national language	Viešoji įstaiga "Klaipėdos keleivinis transportas"		
Name of the project partner in English	Klaipeda public transport authority		
Source of own contribution	local government units budget		
Legal status/ type of partner	body governed by public law		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	142133780	NIP (Polish partners)	n/a
Country	Lithuania		
NUTS 3	Klaipedos apskritis LT003		
NUTS 2	Lithuania		
NUTS 1	Lithuania		
Street	S. Daukanto	House/ block	15
Town	Klaipeda	Postal code	92235
Phone number	+37046420127	Fax	+37046366865
Email	sekretoriatas@klaipedatransport.lt		
Website	www.klaipedatransport.lt		
Is the project partner a refundable VAT payer?	yes		
If yes, please give VAT Identification Number	LT421337811		

2. Personal data of the legally authorised person

First name	Gintaras	Last name	Neniskis
Position in the applicant institution	Director		
Phone number	+37046420082	Mobile phone	+37061815600
Email	gintaras.neniskis@klaipedatransport.lt	Fax	+37046366865

3. Personal data of the contact person (directly responsible for the project application)

First name	Julius	Last name	Paulikas
Position in the applicant institution	Head of the legal and administrative departament		
Phone number	+37046420127	Mobile phone	+37061222670
Email	julius.paulikas@klaipedatransport.lt	Fax	+37046366865

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

Klaipeda public transport authority (KKT) is fully owned by Klaipeda municipality. The municipality founded it in 2003 to be responsible for the management of the inner city public transport. Since 2010, it is also responsible as regional public transport authority, managing the public transport system in the area (a.o. 3 ticket zones, 8 operators, 175 vehicles, 44 lines). On top of this, KKT is responsible for the parking management in the municipality of Klaipeda, which covers a.o. the operation of several on-and off street car parks, the complete public information management on available parking spaces (http://senoji.klaipedatransport.lt/maps/Parkomatai.php), the issuing of parking permissions as well as the provision of parking lot reservations etc..
KKT has currently appr. 40 employees. Its staff is experienced in EU initiatives and has sufficient staff competence and financial capacity for international cooperation in the area of parking, sustainable mobility management and IT.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Within "Parking gets smart" KKT develops an open data hub for parking and PT users in the area. Basis is the modular generic "open source" parking data hub, developed by PICTEC. The hub is fed with data from Klaipeda area and Neringa. Together with latter, KKT develops a mobile guidance app with dynamic parking and PT data to promote park & ride offers a.o. for visitors of Curonian spit (Park the car in Klaipeda & take the bus to Neringa!). Moreover, KKT elaborates an parking guidance module to be used /offered for integration into existing multimodal journey planners in LT. Basis will again be the generic solution developed by PICTEC. To enhance the user group of open data and digital parking in LT, KKT organises dialogue events, a hackathon & other promotion campaigns in cooperation with KCCIC, Neringa & Interizon. Main motivation of KKT to join the project is to achieve higher share figures for public transport and smart parking solutions in their service area.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

Klaipeda public transport has vast INTERREG experience from its participation in several projects in different funding programmes: Selected completed projects are: INTERREG BSR Programme 2000-2006: "MoCuBa" project. INTERREG IVC Programme 2007-2013: "PIMMS TRANSFER" project, Involve project, INTERREG SOUTH BALTIC Programme 2007-2013: "BAYinTRAP" project, which created and tested a youth participative planning model to help young citizens into the process of sustainable urban transport policy development. Currently the partner is taking part in the "INTERCONNECT" project, part financed by the INTERREG SOUTH BALTIC Programme 2014-2020, which enhance sustainable cross-border mobility in the South Baltic area through joint capacity-building, pilot demonstration and advocacy actions for high quality and sustainable regional and cross-border public transport services.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP7	102,901.00	18,159.00		121,060.00	85%	5%
		of which				
		unpaid voluntary work	other			
		0.00	18,159.00			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		2,000.00	500.00	2,000.00	2,000.00	2,000.00	500.00	**9,000.00**	7.43%
BL2 - Office and administration								**1,350.00**	1.12%
BL3 - Travel and accommodation		4,500.00	500.00	3,000.00	1,000.00	1,000.00	1,000.00	**11,000.00**	9.09%
BL4 - External expertise and services		10,210.00	4,600.00	5,500.00	1,200.00	1,200.00	8,000.00	**30,710.00**	25.37%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	45,000.00	24,000.00	0.00	**69,000.00**	57.00%
TOTAL	EUR	**16,710.00**	**5,600.00**	**10,500.00**	**49,200.00**	**28,200.00**	**9,500.00**	**121,060.00**	
	%	13.80%	4.63%	8.67%	40.64%	23.29%	7.85%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	6210.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	4600.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	5500.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	1200.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	1200.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	5500.00
1	FLC	2000.00
1	Hosting 1 All-Partner Meeting in cooperation with Neringa Municipality (incl. peer & expert review session)	2000.00
6	Organising / hosting hackathon in cooperation with Interizon and KCCI	2500.00
		0.00
	TOTAL	**30,710.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Pilot siteProgramming & setting up the local pilot parking data hub (on the basis of the generic hub and / or existing infrastructures)	35000.00
4	Pilot site Klaipeda / park & ride intersection point: Collecting / mapping / digitizing static parking data	5000.00
4	Pilot site Klaipeda: Tools for collecting dynamic parking data off-street & on-street (cameras, sensors, parking meters, further parking facilities) & incl. transmission to data hub	5000.00
5	Modal application Neringa / Klaipeda: Developing own specific smart parking end-user device for the pilot site and/ or procuring commercial apps	13000.00
5	Identifying existing multimodal journey planners around the pilot site & analying ways to integrate dynamic parking guidances (by using DIGITRANSIT module) / Implementing dynamic parking guidance for the pilot site into choosen	11000.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**69,000.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	1,200.00	18,000.00	24,000.00	18,860.00	0.00		**121,060.00**	**121,060.00**
July - December	11,000.00	23,000.00	25,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP7	0.00	

PROJECT PARTNER 8

1. Information about the partner

Name of the project partner in national language	Klaipėdos prekybos, pramonės ir amatų rūmai		
Name of the project partner in English	Klaipeda Chamber of Commerce, Industry and Crafts		
Source of own contribution	private law		
Legal status/ type of partner	chamber of commerce, trade union, NGO		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	110067781	NIP (Polish partners)	n/a
Country	Lithuania		
NUTS 3	Klaipedos apskritis LT003		
NUTS 2	Lithuania		
NUTS 1	Lithuania		
Street	Danės str.	House/ block	17
Town	Klaipėda	Postal code	LT-92117
Phone number	+370 46 39 08 67	Fax	+370 46 41 06 26
Email	klaipeda@kcci.l		
Website	www.kcci.lt		
Is the project partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	LT100677811		

2. Personal data of the legally authorised person

First name	Vida	Last name	Kažuro
Position in the applicant institution	Deputy director		
Phone number	+370 46 39 08 61	Mobile phone	+370 612 43 494
Email	vida.kazuro@kcci.lt	Fax	-----

3. Personal data of the contact person (directly responsible for the project application)

First name	Simona	Last name	Valantinė
Position in the applicant institution	Foreign Relations Manager		
Phone number	+370 46 39 08 67	Mobile phone	+370 612 43 494
Email	simona.valantine@kcci.lt	Fax	-----

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

Klaipėda Chamber of Commerce, Industry and Crafts (KCCIC) unites more than 230 members that include major enterprises and companies in the Klaipėda and Tauragė region as well as representing medium and small businesses. Among their members there are also companies from the ICT sector. The Chamber represents the interests of the entrepreneurs and businesses in the region and promotes business development in the western part of Lithuania. Moreover, KCCIC also takes an active part in various international projects and programmes in order to find suitable business partners and to act as door opener to new fields of businesses for their member companies. In this regard, KCCIC is also very competent in organising relevant B2B and networking meetings as well as training events. KCCIC with its currently 11 employees provides sufficient financial and human resources along with competences in all activities KCCIC´s contribution will be needed during the project.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Klaipeda Chamber of Commerce, Industry, and Crafts role in the project will be to actively support knowledge transfer and dissemination processes of the project in LT. To achieve this, KCCIC will identify and motivate relevant ICT companies from LT to join the study trips and take part in the international exchange process, in order to improve the absorption and transfer of knowledge in the field of digital parking management solutions towards LT. Moreover, KCCIC will organise different dissemination events in order to a) induce the development of commercial parking apps by start-ups / local companies etc. and b) to encourage commercial app providers in LT (e.g. UniPark) to further use open parking data provided by the project. Relevant events will be a) the software developer "hackathon", organised in cooperation with the other LT partners and Interizon Foundation and b) further bi- and / or multilateral dialogue events with SMEs from the ICT sector in Klaipeda region and beyond.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

Klaipeda CCIC also has long time experience working with different regional, national and international projects including INTERREG projects. Examples of ongoing international projects & initiatives are : INTERREG SOUTH BALTIC Programme 2014-2020: "InterMareE" - Internationalization of South Baltic maritime economy, which aims to support the maritime economy in the whole South Baltic region by a network of companies and stakeholders under a common brand to be better recognised in the region and in other European and global markets. "CIRTOINNO" - Circular economy tools to support innovation in green and blue tourism SMEs), which aims to increase innovativeness of blue and green tourism companies, by integrating selected elements of the circular economy (CE) into their services, products and business models. ENTERPRISE EUROPE NETWORK: Consulting entrepreneurs before and after business establishment in Lithuania, etc.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP8	41,413.70	7,308.30		48,722.00	85%	2%
		of which				
		unpaid voluntary work	other			
		0.00	7,308.30			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		1,000.00	1,000.00	1,000.00	500.00	500.00	5,000.00	**9,000.00**	18.47%
BL2 - Office and administration								**1,350.00**	2.77%
BL3 - Travel and accommodation		1,000.00	500.00	3,000.00	500.00	500.00	500.00	**6,000.00**	12.31%
BL4 - External expertise and services		3,672.00	2,000.00	5,100.00	250.00	250.00	21,100.00	**32,372.00**	66.44%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
TOTAL	EUR	**5,672.00**	**3,500.00**	**9,100.00**	**1,250.00**	**1,250.00**	**26,600.00**	**48,722.00**	
	%	11.64%	7.18%	18.68%	2.57%	2.57%	54.60%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	1172.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	1000.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	1100.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	250.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	250.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	1100.00
1	FLC	2500.00
2	External support for promotion measures	1000.00
3	Travel costs of external participants for study trips and fair visits	4000.00
6	Organising / hosting tof hackathon (in cooperation with Interizon and the other LT partners) & dialogue events with commercial App providers	20000.00
	TOTAL	**32,372.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	1,500.00	5,000.00	10,000.00	9,222.00	0.00		**48,722.00**	**48,722.00**
July - December	4,500.00	7,500.00	11,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP8	0.00	

PROJECT PARTNER 9

1. Information about the partner

Name of the project partner in national language	Växjö Kommun		
Name of the project partner in English	Municipality of Växjö		
Source of own contribution	local government units budget		
Legal status/ type of partner	local authority		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	212000-0662	NIP (Polish partners)	n/a
Country	Sweden		
NUTS 3	Kronobergs län SE212		
NUTS 2	Småland och öarna		
NUTS 1	Södra Sverige		
Street	Box 1222	House/ block	---
Town	Växjö Kommun	Postal code	351 12
Phone number	+46 470 41000	Fax	+46 470 126 67
Email	info@växjö.se		
Website	www.växjö.se		
Is the project partner a refundable VAT payer?	yes		
If yes, please give VAT Identification Number	SE2120000662		

2. Personal data of the legally authorised person

First name	Maria	Last name	Sundell Isling
Position in the applicant institution	Director of Technical Services		
Phone number	+46 470 412 46	Mobile phone	---
Email	maria.sundellisling@vaxjo.se	Fax	+46 470 12667

3. Personal data of the contact person (directly responsible for the project application)

First name	Magnus	Last name	Faxen
Position in the applicant institution	Parking Officer		
Phone number	+46 470-41849	Mobile phone	-----
Email	magnus.faxen@vaxjo.se	Fax	-----

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

The City of Växjö (approx. 82.000 inh.) has been called by the BBC (2007) the "Greenest City in Europe". Växjö´s goal from 1993 up to 2015 was to reduce CO2 emissions by 55% per inhabitant. In the further course, it seeks to become completely fossil fuel free by the year 2030. A parking strategy that promotes sustainable travel modes is currently being created. The envisaged advancing of its parking management within “Parking gets smart” for the overall 7000 parking lots in the city will be another contribution to reach this overall aim. In Parking gets smart, Växjo will work with all 3 staff members of its parking department, who have a long time competence and experience in all parking issues and mobility matters. Staff from the financial department will give support in all administrative and formal matters in the project work. As member of UBC and SvedPark, Växjö has sufficient capability to disseminate the project outputs through established links and distribution channels.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Within the project, Växjö elaborates a strategy & implements a pilot for citywide dynamic parking guidance. Planned databases for collecting dynamic data are pay-events from parking meters & pay-app providers. To make this happen, Växjö hosts a newly developed parking data hub, which bases on PICTECs modular generic “open source” solution. The hub stores & distributes initially open static & dynamic parking data (later PT & further data). To ensure its use, Växjö will make dynamic parking guidance a mandatory obligation for commercial parking pay-app providers. Respective terms for mobile operators will be adjusted. Awareness raising events (incl. hackathons) adds to this. As 2nd pilot Växjö implements a strategy & mobile app for day-night sharing of parking lots. Pilot parking area is a transition zone between inner city & residence area. To increase sustainable travel modes, Växjö finally takes first steps to prepare a multimodal journey planner with integrated parking guidance.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

The City of Växjö has a long-time experience as partner and lead partner in various international projects including INTERREG. Examples of finished projects: BSR INTERREG IVB: “Eco-region” -contribute aim of Baltic 21 to turn the Baltic Sea Region into the world’s first EcoRegion. NSR INTERREG IVB: “ANSWER” - promote the reduction of carbon emissions through increased energy efficiency in the North Sea Region. INTERREG SOUTH BALTIC IVA: “ELMOS” - Introducing electric mobility as intermodal transport mean in small & medium sized cities of the South Baltic area. Currently Växjö is partner in the BSR INTERREG project “SUMBA” -developing sustainable, environmental friendly commuting systems and Lead Partner of the INTERREG South Baltic Programme 2014-2020 project “CoBiUM” – Cargo bikes in urban mobility. Based on these experiences, Växjö is another core actor of the Parking gest smart cooperation network and well familiar with the administrative requirements of the South Baltic Programme.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP9	301,500.00	100,500.00		402,000.00	75%	15%
		of which				
		unpaid voluntary work	other			
		0.00	100,500.00			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		13,000.00	5,000.00	22,000.00	60,000.00	14,000.00	10,000.00	**124,000.00**	30.85%
BL2 - Office and administration								**18,600.00**	4.63%
BL3 - Travel and accommodation		5,000.00	500.00	4,000.00	1,500.00	1,500.00	1,500.00	**14,000.00**	3.48%
BL4 - External expertise and services		23,600.00	15,300.00	18,500.00	4,000.00	4,000.00	20,000.00	**85,400.00**	21.24%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	110,000.00	50,000.00	0.00	**160,000.00**	39.80%
TOTAL	EUR	**41,600.00**	**20,800.00**	**44,500.00**	**175,500.00**	**69,500.00**	**31,500.00**	**402,000.00**	
	%	10.35%	5.17%	11.07%	43.66%	17.29%	7.84%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	20600.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	15300.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	18500.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	4000.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	4000.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	18000.00
1	Hosting 1 All-Partner Meeting (incl. peer & expert review meeting)	3000.00
6	Organising / hosting hackathon (in cooperation with Interizon and Svepark)	2000.00
		0.00
		0.00
	TOTAL	**85,400.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Pilot site Växjö: Programming & setting up the local pilot parking data hubs (on the basis of the generic hub and / or existing infrastructures)	80000.00
4	Pilot site Växjö: Collecting / mapping / digitizing static parking data	20000.00
4	Selecting & setting up of tools collecting dynamic parking data from pilot site (cameras, sensors, parking meters and further parking facilities) & establishing continuous feeding of data to the hub	10000.00
5	Model application Växjö inner-city housing & office area: Developing end-user device and/ or procuring commercial apps (dynamic parking guidance app, lot sharing app)	50000.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**160,000.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	4,000.00	60,000.00	80,000.00	61,000.00	0.00		**402,000.00**	**402,000.00**
July - December	36,000.00	76,000.00	85,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP9	0.00	

PROJECT PARTNER 10

1. Information about the partner

Name of the project partner in national language	Hansestadt Bremen		
Name of the project partner in English	Hanseatic City of Bremen		
Source of own contribution	local government units budget		
Legal status/ type of partner	local authority		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	04011000	NIP (Polish partners)	n/a
Country	Germany		
NUTS 3	Other DE		
NUTS 2			
NUTS 1			
Street	Contrescarpe	House/ block	72
Town	Bremen	Postal code	28195
Phone number	+49 421 361 6703	Fax	+49 421 496 6703
Email	Michael.Glotz-Richter@umwelt.bremen.de		
Website	www.bauumwelt.bremen.de		
Is the project partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	n/a		

2. Personal data of the legally authorised person

First name	Michael	Last name	Glotz-Richter
Position in the applicant institution	Referent / Senior Project Manager		
Phone number	+49 421 361 6703	Mobile phone	+49 173 6123178
Email	Michael.Glotz-Richter@umwelt.bremen.de	Fax	+49 421 496 6703

3. Personal data of the contact person (directly responsible for the project application)

First name	Hendrik	Last name	Koch
Position in the applicant institution	Referent / Project Manager		
Phone number	+49 421 361 10455	Mobile phone	-----
Email	Hendrik.Koch@umwelt.bremen.de	Fax	+49 421 496 10455

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

The Senate Department for Environment, Urban Planning & Transportation (SUBV) is the legal body of all municipal administration affairs and responsible authority for urban development & planning of transport, environment & energy for Bremen. Bremen (558.000 inh.) is well-known for its sustainable mobility strategies. The City of Bremen updated its “Sustainable Urban Mobility Plan” (“SUMP”) in 2014 and was awarded by EU Commissioner Bulc in 2015 with the European SUMP Award. Bremen has been a forerunner for many years in integrating car sharing in the neighbourhood strategies to reduce the number of private cars and street space consumption by parking. Bremen was awarded as CIVITAS City of the Year 2005 and selected with its car sharing strategies as “Urban Best Practice” for presentation in an own pavilion at World EXPO 2010 in Shanghai. The staff taking part in the project work is very experience in working internationally and has a strong competence in all urban mobility matters.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Due to the strong City's experience in shared mobility, parking & redesign of street space, Bremen will bring in its planning & implementation knowledge in different parts of the project work: Various experts from Bremen will join the expert panel to advice the elaboration of the parking pilot concepts and provide state-of-the-art knowledge to the peer learning process. Bremen will also support organizing the study trips & visits of international parking fairs & events, by providing access to its vast network of contacts & partners (establish contacts, identify best practices,…). Also, Bremen will use its network to support dissemination of results in DE & towards EU. On the other hand, Bremen is interested in gaining knowledge from the project, esp. in the technology driven approach of digitization in parking. For this, Bremen will organize an “International hackathon & expert conference with support of Interizon, other PPs & further Bremen stakeholders (parking, car-sharing & PT).

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

Due to its location (outside eligible area) Bremen is a newcomer in the INTERREG South Baltic Programme, but it has a long time experience in working in different international projects and programmes including INTERREG. Currently Bremen holds the chair of the CIVITAS CIVINET for the German speaking countries and also coordinates the Horizon 2020 project ELIPTIC (electrification of public transport in cities) and the INTERREG North Sea region project SHARE-North (about shared mobility modes). The working group "sustainable mobility" in the strategic transport planning unit has experience in participation and managing projects in LIFE, Intelligent Energy for Europe, INTERREG NSR + BSR, FP6 & 7 as well as Horizon2020 and national programmes. Relevant projects are among others: moses (FP5), momo Car-Sharing (IEE), PARFUM (LIFE), MOCUBA (INTERREG BSR), CARE-North and CARE-North + (INTERREG NSR) and others.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP10	50,739.90	8,954.10		59,694.00	85%	2%
		of which				
		unpaid voluntary work	other			
		0.00	8,954.10			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

n/a

5.2. Eligible budget per budget line and work package

		WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line	
	Flat rate for BL1							EUR	%
BL1 - Staff costs		4,500.00	2,000.00	5,000.00	2,000.00	2,000.00	6,000.00	**21,500.00**	36.02%
BL2 - Office and administration								**3,225.00**	5.40%
BL3 - Travel and accommodation		2,000.00	500.00	5,500.00	1,000.00	1,000.00	1,000.00	**11,000.00**	18.43%
BL4 - External expertise and services		4,469.00	1,100.00	1,400.00	300.00	300.00	16,400.00	**23,969.00**	40.15%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
TOTAL	EUR	**10,969.00**	**3,600.00**	**11,900.00**	**3,300.00**	**3,300.00**	**23,400.00**	**59,694.00**	
	%	18.38%	6.03%	19.94%	5.53%	5.53%	39.20%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2)	1469.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	1100.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	1400.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	300.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	300.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	1400.00
1	FLC	3000.00
6	Organising / hosting of an international hackthon (in cooperation with Interizon) & expert conference (incl. accompanying study trip for participants to mobility management best practices in Bremen)	15000.00
		0.00
		0.00
	TOTAL	**23,969.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	1,000.00	9,000.00	12,000.00	8,194.00	0.00		**59,694.00**	**59,694.00**
July - December	5,500.00	11,000.00	13,000.00		0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP10	0.00	

PROJECT PARTNER 11

1. Information about the partner

Name of the project partner in national language	Gemeinde Ostseebad Heringsdorf		
Name of the project partner in English	Municipality Ostseebad Heringsdorf		
Source of own contribution	local government units budget		
Legal status/ type of partner	local authority		
In case 'Other entity...' is selected above, please describe the activities, which are of general interest	n/a		
Registration number	DE 137 610 869	NIP (Polish partners)	n/a
Country	Germany		
NUTS 3	Landkreis Vorpommern-Greifswald DE80N		
NUTS 2	Mecklenburg-Vorpommern		
NUTS 1	Mecklenburg-Vorpommern		
Street	Kurparkstraße	House/ block	4
Town	Ahlbeck	Postal code	17419
Phone number	+49 38378 250 12	Fax	+49 38378 250 38
Email	sekretariat@ahlbeck.de		
Website	www.gemeinde-ostseebad-heringsdorf.de		
Is the project partner a refundable VAT payer?	no		
If yes, please give VAT Identification Number	n/a		

2. Personal data of the legally authorised person

First name	Lars	Last name	Petersen
Position in the applicant institution	Mayor		
Phone number	+49 38378 250 12	Mobile phone	-----
Email	sekretariat@ahlbeck.de	Fax	+49 38378 250 38

3. Personal data of the contact person (directly responsible for the project application)

First name	Andreas	Last name	Hartwig
Position in the applicant institution	Director of Building Department		
Phone number	+49 38378 250 21	Mobile phone	---
Email	andreas.hartwig@ahlbeck.de	Fax	+49 38378 250 38

4a. PP's capacity (financial, human resources etc.) and competence to participate in the project (maximum 1000 characters)

The Municipality Ostseebad Heringsdorf is a major seaside resort on Usedom Island. It encompasses the "The Kaiserbäder" Heringsdorf, Ahlbeck & Bansin that attract around 500.000 guests each year. Most of the guests are coming by car. The Municipality is responsible for all parking issues and has already implemented a hotel/ parking guiding system (based on physical signs) for motorised tourists some years ago. The municipalities participation will be led by the department for Building and Municipal development, which is not only competent in the area of parking but also experienced with international cooperation projects.
In the Parking gets smart project the municipality will be supported by its municipal touristic enterprise "Dreikaiserbäder". In terms of promoting multimodal solutions, it also envisages a cooperation with "Usedom Rad", which is the most successful bike-sharing system in North-eastern Germany.

4b. PP's role and motivation to participate in the project (maximum 1000 characters)

Within "Parking gets Smart", Heringsdorf intends to implement an integrated smart parking solution, which sets a benchmark in terms of multimodality in SBA tourism hot spots. Motivations are a) reduced no. of visitors coming by car, b) less parking search traffic upon visitor's arrival & c) higher share in use of bikes, shared cars or PT during their stay. PP joins the complete internat. exchange. Gathered knowledge is incorporated in a municipal parking strategy, defining resp. push & pull measures. Static & dynamic data collected from local parking areas will feed a newly set-upped parking data hub, which bases on the generic "open source" solution, developed by PICTEC. On top of this, a new multimodal journey planner with integrated parking guidance (basing on the generic "DIGITRANSIT" solution), is put into practice. Diff. promo actions will lead to enhanced utilization of implemented devices among TG. Dialogue events & the hackathon improve the uptake of open data by ext. users.

4c. Please describe experience of the PP in other (preferably) cross-border projects (maximum 1000 characters)

The Municipality of Heringsdorf participated in the South Baltic Programme 2007-2013 project MARRIAGE. Currently it collaborates as project partner in the MARRIAGE follow up project SOUTH COAST BALTIC. It is therefore very familiar with working in international initiatives, esp. in INTERREG projects, and knows the administrative rules of the South Baltic Programme 2014-2020. Being located at the border to Poland, it is also otherwise broadly experienced in cross-border cooperation, especially with the Polish part of Usedom Island.

5. Partner's budget

5.1. Total budget per partner

	ERDF co-financing	Own contribution		Total eligible budget	Co-financing rate	% of total project budget
PP11	486,500.05	85,852.95		572,353.00	85%	21%
		of which				
		unpaid voluntary work	other			
		0.00	85,852.95			

5.1.1. Unpaid voluntary work

Please describe what type of work will be performed by a volunteer (his/her position in the project). Please indicate if volunteer's work is limited to the project activities and explain its link to the project outputs (max. 1000 characters).

5.2. Eligible budget per budget line and work package

	Flat rate for BL1	WP 1	WP 2	WP 3	WP 4	WP 5	WP 6	Total per budget line EUR	Total per budget line %
BL1 - Staff costs		9,000.00	9,000.00	18,000.00	18,000.00	18,000.00	18,000.00	**90,000.00**	15.72%
BL2 - Office and administration								**13,500.00**	2.36%
BL3 - Travel and accommodation		5,500.00	500.00	3,000.00	1,500.00	1,500.00	2,000.00	**14,000.00**	2.45%
BL4 - External expertise and services		27,453.00	16,300.00	61,800.00	29,300.00	30,300.00	29,700.00	**194,853.00**	34.04%
BL5 - Equipment		0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00%
BL6 - Infrastructure and works		0.00	0.00	0.00	130,000.00	130,000.00	0.00	**260,000.00**	45.43%
TOTAL	EUR	**41,953.00**	**25,800.00**	**82,800.00**	**178,800.00**	**179,800.00**	**49,700.00**	**572,353.00**	
	%	7.33%	4.51%	14.47%	31.24%	31.41%	8.68%		

5.3. Budget line 4 - External expertise and services (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
1	Contribution to appropriated common budget pool WP 1 (see Annex 1 & 2) + External FLC+ Hosting 1 all partner Meeting	27453.00
2	Contribution to appropriated common budget pool WP 2 (see Annex 1 & 2)	16300.00
3	Contribution to appropriated common budget pool WP 3 (see Annex 1 & 2)	19800.00
4	Contribution to appropriated common budget pool WP 4 (see Annex 1 & 2)	4300.00
5	Contribution to appropriated common budget pool WP 5 (see Annex 1 & 2)	4300.00
6	Contribution to appropriated common budget pool WP 6 (see Annex 1 & 2)	19700.00
3	Pilot site Kaiserbäder: Preparatory surveys for pilot concept (14.000 EUR) / Drafting of pilot concept incl. push & pull mechanisms (13.000 EUR) / Accompanying awareness raising & citizen dialogue campaigns (8.000 EUR) Elaborating extension strategy to broaden the collection & use of open parking data (7.000€)	42000.00
4	Pilot site Kaiserbäder: Gap analysis of existing parking data & tools (12.500 EUR) / Defining TOR for the local parking data hub (12.500 EUR)	25000.00
5	Promoting the use of the end-user devices through targeted promotion measures (10.000 EUR)/ evaluation of the performance of model solutions (6.000 EUR)	26000.00
6	Organising / hosting the Local or regional Hackathon in cooperation with Interizon/ Hosting joint or bilateral dialoge events with commercial App providers	10000.00
	TOTAL	**194,853.00**

5.4. Budget line 5 - Equipment

Work package(s)	Cost name/ description of an item	Total costs (EUR)
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**0.00**

5.5. Budget line 6 - Infrastructure and works (indicative)*

Work package(s)	Cost name/ description of an item	Total costs (EUR)
4	Pilot site Heringsdorf / Kaiserbäder: Programming & setting up the local pilot parking data hubs (on the basis of the generic hub and / or existing infrastructures)	50000.00
4	Pilot site Heringsdorf / Kaiserbäder: Collecting / mapping / digitizing static parking data	20000.00
4	Pilot site Heringsdorf / Kaiserbäder: Tools collecting dynamic parking data on-street & off-street (cameras, sensors, parking meters and further parking facilities) & eincl. Transmission to data hub	60000.00
5	Model application Heringsdorf / Kaiserbäder: Developinhg smart parking end-user devices for model application and / or procuring commercial apps (dynamic parking guidance boards & app, lot sharing app, multimodal journey planner incl. rental pedelecs)	70000.00
5	Model application Heringsdorf / Kaiserbäder:Identifying existing multimodal journey planners around the pilot site & analying ways to integrate dynamic parking guidances (by using DIGITRANSIT module or other solutions) / Implementing dynamic parking guidance for choosen multimodal journey planner	60000.00
		0.00
		0.00
		0.00
		0.00
		0.00
	TOTAL	**260,000.00**

5.6. Indicative partner's spending (EUR)

	2018	2019	2020	2021	2022		TOTAL	Total spending equal to
January - June	5,000.00	85,000.00	115,000.00	89,353.00	0.00		**572,353.00**	**572,353.00**
July - December	50,000.00	108,000.00	120,000.00	0.00	0.00			
						TOTAL		

5.7. Net revenues generated by project activities

	Net revenues (EUR)	Source of net revenue
PP11	0.00	

ASSOCIATED PARTNERS - APs

1. List of associated partners

Associated partner 1			
Name in national language	Ministerium für Energie, Infrastruktur und Digitalisierung Mecklenburg Vorpommern		
Name in English	Ministry of Energy, Infrastructure and Digitalization Mecklenburg-Vorpommern		
Legal status/ type of AP	regional authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Germany		
Street	Schloßstraße	House/ apartment number	6-8
Town	Schwerin	Postal code	19053
Phone number	+49 385 588 8200	Fax	-----
Email	reinhard.wulfhorst@em.mv-regierung.de		
AP's contact person	Dr. Reinhard Wulfhorst		

Role of the AP in the project (max. 1000 characters)

The Ministry of Energy, Infrastructure and Digitalization is responsible for transport and mobility issues in Mecklenburg-Vorpommern. Among others, it promotes & supports actions to reduce individual car use in favour of more sustainable modes of local & regional transportation. The innovative parking management approach of "Parking gets mart" can be a tool to support this process. In particular, the Ministry is interested to validate how digital parking applications can induce a significant change in mobility behaviour of specific groups of road users (e.g. commuters, local inhabitants, tourists). As an associated partner in this project, the Ministry of Energy, Infrastructure and Digitalization will disseminate and include relevant project outcomes.

Associated partner 2			
Name in national language	Svenska Parkeringsföreningen		
Name in English	Swedish Parking Association		
Legal status/ type of AP	other entity established under public or private law operating for the specific purpose of meeting needs in the general interest, not having an industrial or commercial		
"other entity established ..." description	Association for public parking providers in Sweden		
Other legal status	n/a		
Country	Sweden		
Street	Box 5021	House/ apartment number	-----
Town	Johanneshov	Postal code	121 05
Phone number	+46705546910	Fax	-----
Email	lena.karlsson@svepark.se		
AP's contact person	Lena Karlsson		

Role of the AP in the project (max. 1000 characters)

The Swedish Parking Association (SvePark) is the non-profit umbrella organisation of parking actors in Sweden. Its members are more than 70 municipal and private parking companies as well as other companies, administrations and other types of organisations that operate parking services. Svepark works for the development of high quality parking services for customers in Sweden based on common guidelines. As member of European Parking Association, it contributes to developments & policies at EU level. // Recognising the opportunities of smart parking solutions for its members, SvePark follows the work of "Parking gets smart" and informs its members about the activities, results & offers of the project. In particular, it assists the project´s dissemination activities in Sweden, contributes its knowledge, experience & contacts to the international peer learning process and helps in the liaising process with Swedish & international parking experts & businesses.

Associated partner 3			
Name in national language	Obszar Metropolitalny Gdańsk-Gdynia-Sopot		
Name in English	Metropolitan Area Gdańsk-Gdynia-Sopot		
Legal status/ type of AP	body governed by public law		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Poland		
Street	ul. Długi Targ	House/ apartment number	39/40
Town	Gdańsk	Postal code	80-830
Phone number	+48 58 526 81 42	Fax	+48 58 303 63 07
Email	biuro@metropoliagdansk.pl		
AP's contact person	Michał Glaser		

Role of the AP in the project (max. 1000 characters)

The Gdańsk-Gdynia-Sopot Metropolitan Area (OMG-G-S) aims at strengthening cooperation and achieving harmonious development of the entire metropolitan area around Gdansk. Besides Gdańsk, Gdynia & Sopot, the association includes all 8 counties and more than 30 rural municipalities around Tricity. // As a result of its dynamic social & economic development, the transport system of the area has significantly changed in the last years. This process is still ongoing. The improved accessibility of the area for car traffic has also led to an increased demand for parking in all association´s member cities. Modern concepts to solve the problems connected with it (use conflicts between parking & other uses of public space, intermodal offers, etc.) are often still due. OMG-G-S is highly interested in innovative & digital parking management solutions. It will actively support the project by involving its members into project activities & events and disseminating its results to them.

Associated partner 4			
Name in national language	Dansk Parkeringsforening		
Name in English	Danish Parking Association		
Legal status/ type of AP	body governed by public law		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Denmark		
Street	Borgergade	House/ apartment number	24B
Town	København	Postal code	1300
Phone number	+45 4185 5765	Fax	-----
Email	jkrog@aarhus.dk		
AP's contact person	Joshua Gunder Strøm Krogager		

Role of the AP in the project (max. 1000 characters)

The Dansk Parkeringsforening (Danish Parking Association) was founded in Aarhus in 2006 and has currently more than 30 municipalities as members. It is the most important umbrella organization for public parking authorities in Denmark. The associations goals are to promote public awareness for the functions of municipal parking authorities, act as a forum for knowledge exchange and assists their members with advice, guidance and views in parking questions. Moreover, it takes efforts to build up international cooperation with parking authorities and associations in other countries. // Recognising the opportunities of smart parking solutions for its members, the Dansk Parkeringsforening follows the work of the "Parking gets smart" with interest and informs its members about the activities, results & offers of the project. Furthermore, it assists the project´s dissemination activities in Denmark and helps liaising with the Danish parking community.

Associated partner 5			
Name in national language	Københavns Kommune		
Name in English	Municipality of Copenhagen		
Legal status/ type of AP	local authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Denmark		
Street	Islands Brygge	House/ apartment number	37
Town	København S	Postal code	2300
Phone number	+45 4061 0062	Fax	-----
Email	Jes.Oksnebjerg@tmf.kk.dk		
AP's contact person	Jes Øksnebjerg		

Role of the AP in the project (max. 1000 characters)

Copenhagen Municipality is the forerunner city for smart parking solutions not only in DK but also on an international scale. In the last couple of years it has tested and implemented several innovative parking management solutions to realize Copenhagen's overall plan to introduce smart parking in all city districts. One example is the "parking sensor project", which combines digital solutions of mobile payment, real-time enforcement/ surveillance and app based real-time guidance. Copenhagen Municipality is willing to support the "Parking gets smart" project in the process of cross-border exchange and knowledge absorption. Project partners are invited to visit Copenhagen for a study trip to learn more about best practices in smart parking on the spot. Moreover, Copenhagen parking is willing to provide expert input to the development process of the smart parking pilots in the project, either during the peer review sessions or in any other form, considering available resources.

Associated partner 6			
Name in national language	Køge Kommune		
Name in English	Municipality of Køge		
Legal status/ type of AP	local authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Denmark		
Street	Torvet	House/ apartment number	1
Town	Køge	Postal code	
Phone number	+4524764111	Fax	-----
Email	eric.van.leenen@koege.dk		
AP's contact person	Eric van Leenen		

Role of the AP in the project (max. 1000 characters)

Køge municipality (60.000 inh.) is located at the intersection of north/south motorway from CPH. to Rødby/Puttgarden and east/west motorway from CPH. to Jutland. Every day at least 100.000 cars pass the intersection which makes it DKs busiest area. Consequently, Køge has about 15.000 daily commuters (in & out), leading to significant challenges with parking. It has recently introduced paid parking in its inner city and will soon extend its suburban parking facilities in connection to the new building of Køge Nord train station. Køge wants to learn more about smart parking solutions, inter alia in the field of real-time parking guidance or digital multimodal solutions. With interest Køge also follows the approach of open source parking data tools (hub, journey planner). Køge planned to join the project as official partner but had to reject due to limited capacities. It appreciates now to take part in the initiative as AP and likes to be regularly informed about its progress and results.

Associated partner 7			
Name in national language	Naestved Kommune		
Name in English	Municipality of Naestved		
Legal status/ type of AP	local authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Denmark		
Street	Teatergade	House/ apartment number	8
Town	Naestved	Postal code	4700
Phone number	+45 5588 3116	Fax	-----
Email	lejac@naestved.dk		
AP's contact person	Leif Jacobsen		

Role of the AP in the project (max. 1000 characters)

Naestved municipality (80.000 inh.) is located in South of Zealand (DK). It is a growing municipality in many terms (population, housing, etc.). Naestved town (43.000 inh.) has an adopted parking strategy and offers good parking facilities (a.o. 2500 public inner-city lots). However, due to 2 large development projects (new uni campus / new office building Immigrat. Agency - both built in current parking areas), there is a need for more parking spaces. Therefore, Naestved currently builds 2 new inner-city parking garages (300 & 470 lots). Against this background, Naestved sees “Parking gets smart” as good possibility to get more acquainted with smart parking solutions (esp. dynamic guidance, digital enforcement, open source solutions etc.) which could potentially be adopted in the current projects, if useful. Naestved considered to join the project as partner but had to switch to AP status due to limited capacities. It likes to be regularly informed about projects progress & results.

Associated partner 8			
Name in national language	Vordingborg Kommune		
Name in English	Municipality of Vordingborg		
Legal status/ type of AP	local authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Denmark		
Street	Valdemarsgade	House/ apartment number	43
Town	Vordingborg	Postal code	4760
Phone number	+45 40371348	Fax	-----
Email	sops@vordingborg.dk		
AP's contact person	Søren Per Sørensen		

Role of the AP in the project (max. 1000 characters)

Vordingborg municipality (~46.000 inh.) is located on the southeast coast of the island of Zealand (Sjælland) in south Denmark. Vordingborg town provide good parking capacities with diff. time & pay zones. The municipality has also started to take first steps into the age of digital parking, by mapping the parking facilities and offering first possibilities for mobile paid parking (via commercial app provider "park me"). Vordingborg will continue on this path and is interested to learn more about further smart parking solutions, inter alia in the field of real-time parking guidance or about digital parking surveillance measures. Vordingborg is also interested to get more knowledge about the potential of open source parking tools (parking data hubs). Vordingborg was interested to join the project as official partner but had to reject due to limited capacities and time. It appreciates to take part in the initiative as AP and likes to be regularly informed about its progress and results.

Associated partner 9			
Name in national language	Hansestadt Rostock		
Name in English	Hanseatic City of Rostock		
Legal status/ type of AP	local authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Germany		
Street	Holbeinplatz	House/ apartment number	14
Town	Rostock	Postal code	18069
Phone number	+49 381 381-6002	Fax	+49 381 381-6900
Email	steffen.nozon@rostock		
AP's contact person	Steffen Nozon		

Role of the AP in the project (max. 1000 characters)

Rostock (200.000 inhabitants), is the largest city in NE Germany and the economic, cultural & educational centre of the whole area. The city is a regional forerunner for sustainable mobility measures, which are steered by the local mobility coordinator. Rostock has recognised the potentials of innovative parking management solutions and recently started to introduce mobile paid parking for large city areas, in cooperation with diff. App providers. Rostock plans to continue this path and is interested to cooperate with the “Parking gets smart” project & learn more about how smart parking solution can e.g. effectively reduce municipal space consumption and promote modal shift to greener transport modes (e.g. multimodal journey planners with integrated parking guidance). Rostock would like to be invited to the “SBA smart parking roadshow”, carried out by “Parking gets smart” and likes to be regularly informed about projects progress & results (e.g. digital parking management toolbox).

Associated partner 10			
Name in national language	Region Blekinge		
Name in English	Region Blekinge		
Legal status/ type of AP	regional authority		
"other entity established ..." description	n/a		
Other legal status	n/a		
Country	Sweden		
Street	Valhallavägen	House/ apartment number	1
Town	Karlskrona	Postal code	31741
Phone number	+46 455-32 13 26	Fax	-----
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Role of the AP in the project (max. 1000 characters)

Region Blekinge is a public cooperation body established between five Blekinge municipalities and a regional health care authority. It is also Lead partner of the SB project "Interconnect", which enhances sustainable cross-border mobility a.o. through joint pilot demonstration actions for high quality & sustainable PT services // Region Blekinge welcomes the plans of "Parking gets smart" to promote modal shift by means of innovative parking management solutions and is interested to collaborate “Interconnect”. First potential fields of cooperation have been identified such as a) the integration of dynamic parking data (from Gdansk) into the planned multimodal passenger info & ticketing system in Pomorskie b) the App based promotion of parking facilities & multimodal offers in Klaipeda region (a.o. to foot passengers). There will be regular mutual exchange to monitor and use synergies between both initiatives with the goal to promote changed mobility behaviour in complementary ways.