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CE0100118

GRETA

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A - Project identification

A.1 Project identification

Project ID (automatically created)	CE0100118
Name of the lead partner organisation	Fondazione Istituto sui Trasporti e la Logistica
Name of the lead partner organisation (in English language)	Institute for Transport and Logistics Foundation
Project title	Greening Regional fReight Transport in fuAs
Project acronym	GRETA
Programme priority	Cooperating for a greener central Europe
Programme priority specific objective	SO2.5: Greening urban mobility in central Europe
Project duration (nr. of months)	36

A.2 Project summary

Please give a short overview of the project and describe:

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

In recent years freight delivery was worsened by the e-commerce expansion and Covid19, resulting in increased emissions, noise and congestion of limited public space, loss of time and resources, and challenges related to road safety, reducing life's quality, and even impacting economic performance. Central European (CE) developed SUMPs and SULPs - Sustainable Urban Mobility and Logistics Plans, setting out measures to reduce negative effects of transport. Despite the new Green Deal and the ambitious EC's targets, cities struggle towards climate neutrality and in the creation of cities that are liveable and accessible for all by 2030.

Recognizing the value of transnational cooperation, GRETA project aims to overcome these challenges and with the objective to decarbonise the last mile delivery in Functional Urban Areas (FUAs). This is going to be achieved by implementing joint sustainable solutions in CE FUAs that can be readily scaled up and transferred. The strategical and technological solutions will be placed in proximity of functional areas, make use of ZEV and cargo bikes, and will re-organise the urban space with the application of curb management. Drawing from previous projects and initiatives, GRETA's pilot actions have a massive potential to decarbonise the last mile deliveries and can be quickly deployed as pop up measures in combination with already existent measures. The solutions will take place in the FUAs of Maribor, Reggio Emilia, Verona, Poznan and Budapest (while Berlin FUA has joined as observer) and will be deployed to be financially, environmentally and socially sustainable. GRETA provides capacity-building activities available to all and strategies, action plans and tools even beyond the project's lifetime. GRETA will make use of synergies with other initiatives and involve and engage public authorities, enterprises, the public and relevant organisation in constant dialogue over the redesign of the city through Freight Quality Partnerships.

A.3 Project partner overview

Associated partner number	Status	Name of the organisation in English	Partner role in the project	Country (NUTS 0)	Partner total eligible budget
1	Active	Institute for Transport and Logistics Foundation	LP	Italia (IT)	467,000.00
2	Active	City of Reggio Emilia	PP	Italia (IT)	245,050.00
3	Active	University of Maribor	PP	Slovenija (SI)	252,500.00
4	Active	Municipality of Maribor	PP	Slovenija (SI)	177,650.00
5	Active	Lukasiewicz – Poznan Institute of Technology	PP	Polska (PL)	302,770.00
6	Active	City of Poznan	PP	Polska (PL)	81,850.00
7	Active	ZAILOG SCARL	PP	Italia (IT)	242,150.00
8	Active	BKK Centre for Budapest Transport	PP	Magyarország (HU)	256,230.00
9	Active	Central European Initiative – Executive Secretariat	PP	Italia (IT)	268,890.00
10	Active	European Network of Logistics Competence Centres	PP	Belgique/België (BE)	169,250.00
11	Active	Technical University of Applied Sciences Wildau	PP	Deutschland (DE)	250,450.00

A.4 Project budget overview

Programme funding			Contribution					Total eligible budget
Funding source	Funding amount	Co-financing rate (%)	Automatic public contribution	Public contribution	Total public contribution	Private contribution	Total partner contribution	
ERDF	2,171,032.00	80.00 %	283,052.50	225,855.50	508,908.00	33,850.00	542,758.00	2,713,790.00
Total EU funds	2,171,032.00	80.00 %	283,052.50	225,855.50	508,908.00	33,850.00	542,758.00	2,713,790.00
Total eligible budget	2,171,032.00	80.00 %	283,052.50	225,855.50	508,908.00	33,850.00	542,758.00	2,713,790.00

A.5 Project outputs and result overview

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
Strategies and action plans jointly developed	2.00	strategy /action plan	Output 1.3	Capacity building strategy for innovative green urban logistics in Central Europe	1.00	Joint strategies and action plans taken up by organisations	0.00	2.00	joint strategy /action plan
			Output 3.1	Boosting Urban Logistics: Improving Curb Management and Micro-Hubs for Cargo Bikes in Central Europe	1.00				
Organisations cooperating across borders	20.00	organisations	Output 1.2	Establishment of Cooperation in GRETA for a sustainable green urban logistics strategy in Central Europe	20.00	Organisations cooperating across borders after project completion	0.00	20.00	organisations
Jointly developed solutions	5.00	solutions	Output 2.2	Optimizing Urban Logistics in GRETA: Jointly Developed	5.00	Solutions taken up or up-scaled by	0.00	5.00	solutions

Programme output indicator	Aggregated value per Programme output indicator	Measurement unit	Output number	Output title	Output target value	Programme result indicator	Baseline	Result indicator target value	Measurement unit
				Solutions for Effective Curb Management & urban freight in Functional Urban Areas		organisations			
Pilot actions developed jointly and implemented in projects	5.00	pilot actions	Output 2.1	Jointly developed sustainable urban freight and logistics pilot actions	5.00				
Projects supporting cooperation across borders to develop urban-rural linkages	1.00	projects	Output 1.1	GRETA supporting cooperation across borders	1.00				

B - Project partners

B.0 Partners overview

Associated partner number	Status	Name of the organisation in English	Country (NUTS 0)	Abbreviated name of organisation	Partner role in the project	B.2 Associated partners	Partner total eligible budget
1	Active	Institute for Transport and Logistics Foundation	Italia (IT)	ITL	LP	Regione Emilia-Romagna - Direzione Generale cura del territorio e dell'ambiente Alliance for Logistics Innovation through Collaboration in Europe (ALICE)	467,000.00
2	Active	City of Reggio Emilia	Italia (IT)	CRE	PP	Comune di Scandiano Consorzio Interuniversitario per l' Ottimizzazione e la Ricerca Operativa	245,050.00
3	Active	University of Maribor	Slovenija (SI)	UM	PP		252,500.00
4	Active	Municipality of Maribor	Slovenija (SI)	MoM	PP	Regionalna razvojna agencija za Podravje - Maribor	177,650.00
5	Active	Lukasiewicz – Poznan Institute of Technology	Polska (PL)	L-PIT	PP		302,770.00
6	Active	City of Poznan	Polska (PL)	CoP	PP		81,850.00
7	Active	ZAILOG SCARL	Italia (IT)	ZAI	PP	Comune di Verona	242,150.00

Associated partner number	Status	Name of the organisation in English	Country (NUTS 0)	Abbreviated name of organisation	Partner role in the project	B.2 Associated partners	Partner total eligible budget
8	Active	BKK Centre for Budapest Transport	Magyarország (HU)	BKK	PP		256,230.00
9	Active	Central European Initiative – Executive Secretariat	Italia (IT)	CEI	PP		268,890.00
10	Active	European Network of Logistics Competence Centres	Belgique /België (BE)	OpEn	PP		169,250.00
11	Active	Technical University of Applied Sciences Wildau	Deutschland (DE)	THWi	PP	BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH Gemeinsame Landesplanungsabteilung Berlin-Brandenburg Senatsverwaltung für Umwelt, Mobilität, Verbraucher- und Klimaschutz	250,450.00

B.1 Project partner 1**B.1.1 Partner Identity**

Partner number	1
Partner role	LP
Name of the organisation in original language	Fondazione Istituto sui Trasporti e la Logistica
Name of the organisation in English	Institute for Transport and Logistics Foundation
Abbreviated name of organisation	ITL
Department / unit / division	European Project Unit

B.1.2 Partner main address

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Bologna (ITH55)
Street, House number, Postal code, City	Viale Aldo Moro 38 40127 Bologna
Homepage	https://www.fondazioneitl.org/

Address of department / unit / division (if applicable)

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Bologna (ITH55)
Street, House number, Postal code, City	via dei Mille 21 40121 Bologna

B.1.3 Legal and financial information

Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.13
Co-financing rate (%)	80
VAT number (if applicable)	IT02446681203

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

ITL is a no-profit research institute and it is a "Body Governed by Public Law" according to Directive 2014/24/EU & previously according to 2004/18/EC. ITL shareholders and founders include the Regional Government of Emilia-Romagna (RER), Local Authorities, Universities based in Emilia-Romagna & Ravenna Port Authority. ITL mission and general interest purpose for which it was set up is by its statute non-commercial and non-market oriented. ITL's strategic mission is the support to authorities to shape, implement, improve and monitor policy making in transport and mobility. Thanks to the experience in Horizon and Interreg projects, ITL supports the regional institutions in the development of policies and regulations, and specifically relevant topics to make the transport sector greener and more innovative, taking into consideration the users and institutional needs of public bodies and stakeholders. ITL is part of important regional, national and international networks such as Clust-ER GreenTech and Clust-ER Innovate, CoE-SUFs, ETP-ALICE and ER.I.C. ITL possess large experience in logistics and transport policies and measures, especially on managing regional stakeholder groups on thematic areas such as: passengers' mobility, technical management and policy learning processes experiences, infomobility, mobility and logistics planning. ITL was the coordinator of the Interreg Central Europe SULPiTER, which allowed FUAs to develop their own Sustainable Logistics Plan: GRETA follows up on the legacy of SULPiTER by establishing urban freight pilot actions. ITL also acts as technical expert in preparation of the RER Transport Plan 2025. In addition, ITL developed significant competences in international projects concerning logistics: SUCCESS (H2020), NOVELOG (H2020), SULPiTER, SONORA and KASSETS (Interreg Central Europe).

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

B.1.6 Partner motivation, expertise and contribution

ITL will be the lead partner of the proposal and will oversee all the thematic, managerial and communication activities of the project, as well as the coordination of the consortium.

In GRETA, ITL will carry out transnational activities, developing research, pilot & study activities, supporting stakeholder engagement and involvement, setting up of policies and pilot actions, their implementation and monitoring. Specifically, in GRETA ITL will be leading WP2 and the pilot activities, in addition in being directly involved in the capitalisation of previous and ongoing projects, and in the upscaling and transferring of experiences.

ITL will directly support the Municipality of Reggio Emilia in the implementation of its pilot activities.

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

ITL has got a long standing and large experience in the coordination EU-funded projects.

ITL was the coordinator/lead partner of the Interreg Central Europe SULPiTER (2016-2019). It was a city logistics project, focused on the development of seven SULPs at Functional Urban Area level in Bologna, Rijeka, Maribor, Stuttgart, Brescia, Poznan and Budapest. ITL is currently leading the ICARUS project, funded by Interreg Italy-Croatia, related to intermodal transport for passengers.

The ITL staff can cover in terms of internal resources and skills all aspects of project and financial management by providing professionals who are experienced in leading the partnership towards the successful completion of the project.

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	373,600.00	80.00 %
Partner contribution	93,400.00	20.00 %
Partner total eligible budget	467,000.00	100.00 %

Origin of partner contribution				
Source of contribution	Legal status	Amount	% of total partner budget	
ITL	Public	0.00	0.00 %	
Ministry of Economy and Finance (MEF)/IGRUE - Italian National State Rotation fund by CIPESS deliberation 12/2021	Automatic Public	93,400.00	20.00 %	
Contribution				
Sub-total public contribution		0.00	0.00 %	
Sub-total automatic public contribution		93,400.00	20.00 %	
Total		0.00	0.00 %	
Total eligible budget		93,400.00	20.00 %	
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 2**B.1.1 Partner Identity**

Partner number	2
Partner role	PP
Name of the organisation in original language	Comune di Reggio Emilia
Name of the organisation in English	City of Reggio Emilia
Abbreviated name of organisation	CRE
Department / unit / division	Sustainable Mobility Department

B.1.2 Partner main address

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Reggio nell'Emilia (ITH53)
Street, House number, Postal code, City	Piazza Prampolini 1 42121 Reggio Emilia
Homepage	www.comune.re.it

Address of department / unit / division (if applicable)

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Reggio nell'Emilia (ITH53)
Street, House number, Postal code, City	Via Emilia San Pietro 12 42121 Reggio Emilia

B.1.3 Legal and financial information

Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.11
Co-financing rate (%)	80
VAT number (if applicable)	IT00145920351

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

Chief town of the Province and 4th city for number of inhabitants (171944 in 2017) in Emilia-Romagna Region, one of the most industrialized areas in Europe, Reggio Emilia is located on the main axis of the country's infrastructure, along the highway and railway linking Milan to Rome. Reggio Emilia is a people-friendly sized town and it is particularly renowned for the quality of its services, its excellent food and the industry. The Municipality's main fields of interest lays in local sustainable development and local adaption strategies to climate change, social innovation and intercultural dialogue, local action and policies to support SMEs competitiveness and internationalization, as well as urban regeneration and renewal. The city is located in one of the most polluted areas in Europe and consequently suffers from traffic congestion and air pollution. In order to solve these criticalities, in 2008 the City Council approved the Urban Mobility Plan (PUM), a document designed as the strategic plan for the development of urban mobility policies. Later, the City has adopted the Sustainable Urban Mobility Plan that include several measures aimed at discouraging private car use in favour of walking, cycling and public transport, and reduce congestion and emissions. One of the priorities for Reggio Emilia is to improve the sustainability of urban logistics. In general, the SUMP highlights the need to promote the last-mile delivery with full-electric vehicles, both e-vans and e-cargobikes. Currently, after the involvement in several EU projects about urban logistic, Reggio Emilia has taken forward the issue of urban freight delivery and aims to develop it further. Reggio Emilia is working to define some options for urban deliveries, such as the best locations, space and organizational requirements for microhubs dedicated to e-cargo bike for deliveries in the inner city. The interregional learning provided by GRETA will contribute in this direction.

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

B.1.6 Partner motivation, expertise and contribution

The Municipality of Reggio Emilia has been working for over a decade to find viable solutions to greening the freight urban distribution. The Municipality in the frame of GRETA project will be able to test a key measure included in the Sustainable Urban Mobility Plan – SUMP - the strategic plan to promote sustainable mobility adopted by the City Council in 2019. One of the objective of the SUMP is to reduce the impact of traffic congestion generated by the urban freight transport. According to this goal, the Municipality has just started a study that aims to define, with the support of local stakeholders and logistic operators, local and specific guidelines to build micro hubs dedicated to e-cargobike. Once this study will be completed – by the end of 2022 – the Municipality in the framework of GRETA project will have the chance to start a pilot phase. Since a location and basic requirements will be already identified, the project will offer the opportunity to focus on testing the implementation of a microhub, according to the results of the previous study and to learn from the other GRETA pilot actions. Within its pilot, the Municipality will a develop a technical project and carry out the works to make the infrastructure. The microhub will be probably located in an existing building owned by the Municipality. Afterwards, one or more logistic operators will be identified with a public procurement procedure to use the new infrastructure for the pilot phase. After the test phase, a scale-up strategy will be outlined, based on data collected. During the whole project the Municipality will continuously involve local stakeholders to ensure a fruitful collaboration. Moreover, the City will exchange problems and solutions with other project partners and will promote GRETA project results within nearby municipalities to define specific objective and measures in favour of low carbon infrastructure in the urban areas of the FUA.

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

Not applicable

B.1.7 Budget

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

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	196,040.00	80.00 %
Partner contribution	49,010.00	20.00 %
Partner total eligible budget	245,050.00	100.00 %

Origin of partner contribution				
Source of contribution	Legal status	Amount	% of total partner budget	
CRE	Public	0.00	0.00 %	
Ministry of Economy and Finance (MEF)/IGRUE - Italian National State Rotation fund by CIPESS deliberation 12/2021	Automatic Public	49,010.00	20.00 %	
Contribution				
Sub-total public contribution		0.00	0.00 %	
Sub-total automatic public contribution		49,010.00	20.00 %	
Total		0.00	0.00 %	
Total eligible budget		49,010.00	20.00 %	
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 3**B.1.1 Partner Identity**

Partner number	3
Partner role	PP
Name of the organisation in original language	Univerza v Mariboru
Name of the organisation in English	University of Maribor
Abbreviated name of organisation	UM
Department / unit / division	Faculty of Civil Engineering, Transportation Engineering and Architecture

B.1.2 Partner main address

Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Vzhodna Slovenija (SI03)
NUTS 3	Podravska (SI032)
Street, House number, Postal code, City	Slomškov trg 17 SI-2000 Maribor
Homepage	https://www.um.si

Address of department / unit / division (if applicable)

Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Vzhodna Slovenija (SI03)
NUTS 3	Podravska (SI032)
Street, House number, Postal code, City	Smetanova ulica 17 SI-2000 Maribor

B.1.3 Legal and financial information

Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	P.85.3
Co-financing rate (%)	80
VAT number (if applicable)	SI71674705

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

The University of Maribor (UM) is the 2nd largest public university in Slovenia with more than 15.000 students and about 1.000 academic staff. UM does not perform economic activities on the market. UM currently consists of 17 faculties, one of which is the Faculty of Civil Engineering, Transportation Engineering and Architecture. The Faculty carries out international, national and regional scientific and R&D projects and prepares studies and expert opinions for various institutions, companies and other clients. The R&D projects are mainly managed by the research centres and laboratories. The Transport Economics Centre (TEC), which is part of GRETA, is a research centre with focus on: transportation economics, logistics, transportation technologies, transport and environment, transport policy, traffic planning & development. UM has successful experiences in international collaborative research and territorial cooperation projects: SMACKER (2019-2022 CE), BAC (2014, 2015 – 2018, 2019-2022) Baltic-Adriatic Corridor study (EC), MELINDA (2018-2021) Mobility Ecosystem for Low-carbon and INnovative moDal shift in the Alps (ALPINE SPACE), MAHEPA (2017 - 2021) Modular Approach to Hybrid Electric Propulsion Architecture (H2020), SULPITER (2016 – 2019) (CE), E-GUTS (2017 – 2019) Electric, Electronic and Green Urban Transport Systems (DANUBE), ALPINNOCT (2016 – 2019) Alpine Innovation for Combined Transport (ALPINE SPACE) – BESTFACT (2012-2015) Best Practice Factory for Freight transport (FP7) – CO-EFFICIENT (2013-2015), Collaborative framework for energy efficient SME systems (MED), FUTUREMED (2012–2015) - Freight and passengers sUpporting infomobiliTy systems for a sUstainable impRovEment of the competitiveness of port-hinterland systems of the MED area (MED), TransNEW (2010-2011), Support for realising New Member and Associated States' potentials in transport research (FP7), Baltic-To- Balkan Network for Logistics Competence (FP7).

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

B.1.6 Partner motivation, expertise and contribution

The University of Maribor is responsible for leading WP1 "Understanding", using its experience from many years of research and project proposals in the field of urban freight transport and policy support. Another important task is the joint development of training materials for CE transport operators mainly related to business models and economic feasibility of the proposed solutions. UM will coordinate Freight Quality Partnership in Maribor (providing the necessary knowledge) and support Municipality of Maribor in the implementation of the pilot project (providing all studies necessary for the establishment and testing of a micro-urban consolidation centre).

UM develops advanced systems for the dynamic management of city logistics. Thanks to GRETA it examines in more detail the system of efficient and flexible delivery in case of implementing micro consolidation centre. UM will implement, verify and further develop methods for determining the optimal location and economic feasibility of micro urban consolidation centre for the case of Maribor.

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

Not applicable

B.1.7 Budget

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

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	202,000.00	80.00 %
Partner contribution	50,500.00	20.00 %
Partner total eligible budget	252,500.00	100.00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
UM	Public	50,500.00	20.00 %

Contribution

Sub-total public contribution	50,500.00	20.00 %
Sub-total automatic public contribution	0.00	0.00 %

Contribution				
Total	0.00	0.00 %		
Total eligible budget	50,500.00	20.00 %		
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			
C. State aid relevant activities (select from drop-down menu based on C.4 entries)				
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)				

B.1 Project partner 4**B.1.1 Partner Identity**

Partner number	4
Partner role	PP
Name of the organisation in original language	Mestna občina Maribor
Name of the organisation in English	Municipality of Maribor
Abbreviated name of organisation	MoM
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Vzhodna Slovenija (SI03)
NUTS 3	Podravska (SI032)
Street, House number, Postal code, City	Ulica heroja Staneta 1 2000 Maribor
Homepage	www.maribor.si

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.11
Co-financing rate (%)	80
VAT number (if applicable)	SI12709590
Other identifier number (if VAT number is not applicable)	

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative (not applicable - not to be filled in)	
B.1.5 Contact person	
Contact person	
Email	
Telephone	
B.1.6 Partner motivation, expertise and contribution	
<p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> <p>MoM is the 2nd largest city in Slovenia, with app.110000 inhabitants. MOM is a centre of eastern cohesion region and has good traffic connections and capacities (corridors X and III). MOM is responsible for local issues of public interest and tasks according to its temporary strategic directives. MOM actively participates in many EU-funded projects. Since 1995, MOM participated in over 80 projects with direct or indirect EU-funding (national, PHARE (1995-2004), Interreg (Central Europe, Alpine Space, Danube), 7th Framework Programme, Cross-border IPA (SI-AT or SI-HU). MOM is also member of ICC initiative and ICLEI and have contact to the SBRA in Brussels. MOM is also making its first steps into Smart City concept, mobility management and logistics management. Within the FP7 project UPSIDE city established the www.smartcitymaribor.si portal. The portal was set up as a site for good practices from local environment divided into four areas (smart mobility, smart environment and energy, smart living and urban planning, smart economy and cooperation) and contain elements of ICT or smart technologies. The portal allows users to download visual identity and use the Smart City Maribor brand to prepare their own or joint development projects, which should have at least indirect connection with ICT. The city's focus is on projects, among others, regarding sustainable mobility management in connection to the adopted strategic documents SUMP and SULP). MOM also adopted Municipal Environmental Protection Program and Energy Climate Concept. Both strategic documents are pursuing the main goal of reducing emissions which is the primary objective of this proposal and planned activities. MOM does not perform economic activities on the market.</p> <p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p> <p>MoM will act as a project partner and as a pilot implementation city. MOM will activate trasnational cooperation with the project partners and will tightly cooperate with the Slovenian knowledge project</p>	

B.1.6 Partner motivation, expertise and contribution

partner, University of Maribor (UM) in all WPs.

In 2019, as a result of SULPITER project, MOM has adopted SULP with action plan. According to the action plan MOM will cooperate with UM regarding the implementation of the pilot on the field of micro consolidation centre. MOM would also like to learn about good practices regarding relatively new topic of curb management.

As a basis for the small-scale pilot both partners UM and MOM will also tackle potential regulation barriers (municipal decrees) and propose recommendations of required standards to be changed. This could also be an interesting example and experience to share among other project partners. MOM will give all the necessary available data and manpower on disposal and will cooperate with UM. MOM will also cooperate with all other project partners on all necessary fields, activities and deliverables.

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

Not applicable

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	142,120.00	80.00 %
Partner contribution	35,530.00	20.00 %
Partner total eligible budget	177,650.00	100.00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
MoM	Public	35,530.00	20.00 %

Contribution

Sub-total public contribution	35,530.00	20.00 %
Sub-total automatic public contribution	0.00	0.00 %
Total	0.00	0.00 %

Contribution				
Total eligible budget	35,530.00	20.00 %		
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			
C. State aid relevant activities (select from drop-down menu based on C.4 entries)				
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)				

B.1 Project partner 5**B.1.1 Partner Identity**

Partner number	5
Partner role	PP
Name of the organisation in original language	Lukasiewicz – Poznański Instytut Technologiczny
Name of the organisation in English	Lukasiewicz – Poznan Institute of Technology
Abbreviated name of organisation	L-PIT
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Wielkopolskie (PL41)
NUTS 3	Miasto Poznań (PL415)
Street, House number, Postal code, City	Estkowskiego 6 61-755 Poznan
Homepage	https://pit.lukasiewicz.gov.pl/

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.13
Co-financing rate (%)	80
VAT number (if applicable)	PL7831822694
Other identifier number (if VAT number is not	

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative (not applicable - not to be filled in)	
B.1.5 Contact person	
Contact person	
Email	
Telephone	
B.1.6 Partner motivation, expertise and contribution	
<p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> <p>L-PIT was established on January 1, 2022 as a result of the merger of 5 institutes. It is an interdisciplinary, state-owned R&D unit carrying out a wide range of projects within 6 research centers. Among them the Centre of Logistics and Modern Technologies, widely acknowledged as Poland's centre of competence in logistics. Its area of development is perceived as both a subject of research as well as the field of practical application. The centre's main areas of competence embrace logistics and supply chain management including optimisation of logistics processes, transport management, distribution networks, hubs and warehouses, smart and city logistics and e-commerce logistics. Moreover, it develops solutions in the field of Internet of Things digitalising supply chains and introducing identification technologies RFID/barcodes as well as measuring electromagnetic compatibility of devices (e.g. vehicle charging stations). L-PIT is a core partner of EU Institute of Innovation and Technology (EIT) leading a contact point of EIT Urban Mobility RIS (Regional Innovation Scheme) Hub Poland stimulating the development of urban mobility innovations in the cities and a member of European Technology Platform in Logistics ALICE. The Institute has been involved in above 100 European research projects including urban mobility focused: Horizon Europe SPROUT, leading a pilot on IoT-enabled urban logistics - real time dynamic management of unloading operations including planning and booking" in the city of Kalisz, EIT "IoT enabled urban logistics smart reloading bays, responsible for validation of implementation of IoT solution for managing of parking of delivery trucks at loading bays. EIT EIT Urban mobility Hub – city logistics responsible for the development of a pre-feasibility study of urban consolidation hub as one of the solutions for last mile delivery. SULPITER contributed to the development and adoption of Sustainable Urban Logistics Plans (SULPs) in the City of Poznan.</p>	
<p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p>	

B.1.6 Partner motivation, expertise and contribution

Leader of Poznan Pilot that will increase the efficiency of SUMP in the city of Poznan in the area of goods delivery to retail and HoReCa points. This aim will be achieved through the practical implementation of mobile transhipment hubs to enable cargo consolidation and use of customized cargo bikes that will perform last mile deliveries.

Main tasks: 1) Analysis of the direction and structure of cargo flows dedicated to be covered by the pilot (taking into account the specifics of the project's business partners - suppliers/customers). 2) Verification of technical specifications of transhipment hubs and cargo bikes to match the flow structure (and frequency). 3) Identification of urban (or suburban) locations for transhipment hubs. 4) Development of a concept for the organization of cargo flow processes using the designed hardware and designated locations for hubs. 5) Practical implementation of the developed solution and monitoring of implementation. 6) Recommendations for Urban Mobility Policy

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

Not applicable

B.1.7 Budget

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

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	242,216.00	80.00 %
Partner contribution	60,554.00	20.00 %
Partner total eligible budget	302,770.00	100.00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
L-PIT	Public	6,055.40	2.00 %
Ministry of Science and Education	Public	54,498.60	18.00 %

Contribution

Sub-total public contribution	60,554.00	20.00 %
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Contribution				
Sub-total automatic public contribution	0.00	0.00 %		
Total	0.00	0.00 %		
Total eligible budget	60,554.00	20.00 %		
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			
C. State aid relevant activities (select from drop-down menu based on C.4 entries)				
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)				

B.1 Project partner 6**B.1.1 Partner Identity**

Partner number	6
Partner role	PP
Name of the organisation in original language	Miasto Poznań
Name of the organisation in English	City of Poznan
Abbreviated name of organisation	CoP
Department / unit / division	Office of Project Coordination and Urban Revitalization

B.1.2 Partner main address

Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Wielkopolskie (PL41)
NUTS 3	Miasto Poznań (PL415)
Street, House number, Postal code, City	Pl. Kolegiacki 17 61-841 Poznan
Homepage	https://poznan.pl/

Address of department / unit / division (if applicable)

Country (NUTS 0)	Polska (PL)
Region (NUTS 2)	Wielkopolskie (PL41)
NUTS 3	Miasto Poznań (PL415)
Street, House number, Postal code, City	Pl. Kolegiacki 17 61-841 Poznan

B.1.3 Legal and financial information

Type of partner	Local public authority
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.11
Co-financing rate (%)	80
VAT number (if applicable)	PL2090001440

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

City of Poznań is the local government unit that comprises the city of Poznań. The City is progressively trying to implement solutions to improve transportation fluidity and air quality of the city, which will positively affect the quality of life of its residents. As a municipal entity, we are responsible for our own tasks designated as a statutory obligation in the areas of transportation and mobility, among others. Acting on behalf of residents, the City strives to reduce traffic congestion, reduce air emissions, and improve traffic flow in the City. The City is committed to city logistics initiatives. To date, it has successfully implemented the Interreg Central Europe SULPiTER and EIT Urban Mobility projects. The results of these projects are a SULP for the City of Poznań and recommendations from the pilot of intelligent delivery bays. In local documents, the City has identified some options for urban freight transport to become greener and it aims to implement it gradually. The GRETA project will help to implement SULP and SUMP for the City of Poznań.

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

The City of Poznan will be involved in a pilot implementation and in the transnational learning and exchange with partners. The city will aim at increasing the efficiency of SUMP in the city of Poznan through the testing of implementation of mobile transshipment hubs to enable cargo consolidation and use of customized cargo bikes for last mile deliveries. The implementation of the developed solution will also solve the problems of cargo delivery from the perspective of the city in terms of curb management, city traffic control and urban space regulation. The main tasks in which the city will be involved are: analysis of cargo flows dedicated to be covered by the pilot, identification of urban (or suburban) locations for transshipment hubs, contribution to the development of a concept for the

B.1.6 Partner motivation, expertise and contribution

organization of cargo flows, monitoring of implementation, recommendations to the documents in force in the city, e.g. SUMP SULP, Stakeholder involvement.

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

B.1.7 Budget

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

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	65,480.00	80.00 %
Partner contribution	16,370.00	20.00 %
Partner total eligible budget	81,850.00	100.00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
CoP	Public	4,092.50	5.00 %
Ministry of Finance through Ministry of Development Funds and Regional Policy	Public	12,277.50	15.00 %

Contribution

Sub-total public contribution	16,370.00	20.00 %
Sub-total automatic public contribution	0.00	0.00 %
Total	0.00	0.00 %
Total eligible budget	16,370.00	20.00 %

State Aid

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

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

1. Will the partner implement activities and/or offer goods/services for which a market exists?	No
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No

B. Does the partner and/or any third party receive a selective advantage within the project?

1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No
C. State aid relevant activities (select from drop-down menu based on C.4 entries)	
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)	

B.1 Project partner 7**B.1.1 Partner Identity**

Partner number	7
Partner role	PP
Name of the organisation in original language	ZAILOG SCARL
Name of the organisation in English	ZAILOG SCARL
Abbreviated name of organisation	ZAI
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Veneto (ITH3)
NUTS 3	Verona (ITH31)
Street, House number, Postal code, City	Via Sommacampagna 61 37137 Verona
Homepage	www.zailog.it

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	SME
Subtype of partner	Micro enterprise
Legal status	Private
Sector of activity at NACE group level	M.70.22
Co-financing rate (%)	80
VAT number (if applicable)	IT04407930231
Other identifier number (if VAT number is not available)	

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative (not applicable - not to be filled in)	
B.1.5 Contact person	
Contact person	
Email	
Telephone	
B.1.6 Partner motivation, expertise and contribution	
<p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> <p>ZAILOG was born in 2016 by the initiative of "Consorzio ZAI" and "Quadrante Servizi" in to build and stimulate R&D of innovative technologies and new business models in the fields of transport and logistics. These innovations will be then transferred to the companies located in the area of the Interporto Quadrante Europa of Verona. ZAI has 3 distinct&integrated functions among its core activities: 1) Executive agency of the shareholders in their activities within and outside Interporto Quadrante Europa, supporting the Executive Board in planning logistics and freight transport infrastructure, as well as for the implementation of the Council guidelines. 2) Development of new intermodal transport services, including the promotion of opportunities, the matching of supply and demand, the research for innovative technological and organizational solutions to promote modal shift and the reduction of the total road traffic. 3) Promotion and logistics expertise, such as logistics competence centers, acting as "development agent" of the territory, through marketing activities at international, national and local level, in order to spread the knowledge of the peculiarities of the local distribution resource. ZAI's mission is developed through National and Global Networking with particular reference to the European Union (Corridors Network Ten-T), relationships with infrastructure managers and international logistics chain operators; Strategic Marketing for Quadrante Europe by proposing Verona system at international level; Research and Development with particular reference to innovative solutions for transport and terminal management. ZAILOG does not perform any economic activity on the market. Over the years, ZAI has taken part and continues to participate to the main EU funding programmes: CEF, Horizon, INTERREG and LIFE. It is involved in new project proposals and in the management of several development innovation projects. ZAI does not perform any economic activity on the market.</p> <p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p>	

B.1.6 Partner motivation, expertise and contribution

Within GRETA, ZAILOG will actively contribute to all WPs and activities. Firstly, ZAILOG will contribute to the development of the strategy and action plans to improve Verona Sustainable Urban Mobility Plan (SUMP) with logistics solutions by applying a new curb management approach jointly with the other PPs. Then, ZAILOG will implement its pilot action jointly with the Municipality of Verona. More specifically, ZAILOG will closely cooperate with the Municipality of Verona to set up efficient curb management, solving many traffic issues like traffic jams and vehicles parked in double lane. In addition, within the pilot action, the use of green vehicles like cargo bikes will allow for a reduction of emissions and an overall decrease of pollution. The curb management plan will be designed following all these considerations with the aim to create "curb equity" with a consequent better use of the existing infrastructures and of the limited space available in the FUA. The municipalities operating in the Verona FUA agreed on this sustainable approach. In fact, they were involved in the drafting process of the Verona SUMP, finding an agreement on the steps to tackle these sensitive topics. All these aspects were studied from experts of the sector designated by the Municipality of Verona with the aim to add a deep analysis about the city logistics inside the SUMP. The definition of an authorization plan for the use of the limited space available in the Verona FUA is under evaluation. Finally, ZAILOG will develop solutions jointly with other PPs and commit to a long-lasting cooperation with them in the field of city logistics and in other domains. The involvement of stakeholders will be ensured in all project phases.

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

Not applicable

B.1.7 Budget

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

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	193,720.00	80.00 %
Partner contribution	48,430.00	20.00 %
Partner total eligible budget	242,150.00	100.00 %

Origin of partner contribution				
Source of contribution	Legal status	Amount	% of total partner budget	
ZAI	Private	0.00	0.00 %	
Ministry of Economy and Finance (MEF)/IGRUE - Italian National State Rotation fund by CIPESS deliberation 12/2021	Automatic Public	48,430.00	20.00 %	
Contribution				
Sub-total public contribution		0.00	0.00 %	
Sub-total automatic public contribution		48,430.00	20.00 %	
Total		0.00	0.00 %	
Total eligible budget		48,430.00	20.00 %	
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			

C. State aid relevant activities (select from drop-down menu based on C.4 entries)

D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)

B.1 Project partner 8**B.1.1 Partner Identity**

Partner number	8
Partner role	PP
Name of the organisation in original language	BKK Budapesti Közlekedési Központ Zártkörűen Működő Részvénnytársaság
Name of the organisation in English	BKK Centre for Budapest Transport
Abbreviated name of organisation	BKK
Department / unit / division	Mobility development

B.1.2 Partner main address

Country (NUTS 0)	Magyarország (HU)
Region (NUTS 2)	Budapest (HU11)
NUTS 3	Budapest (HU110)
Street, House number, Postal code, City	Rumbach Sebestyén utca 19-21 H-1075 Budapest
Homepage	https://bkk.hu/en/

Address of department / unit / division (if applicable)

Country (NUTS 0)	Magyarország (HU)
Region (NUTS 2)	Budapest (HU11)
NUTS 3	Budapest (HU110)
Street, House number, Postal code, City	Rumbach Sebestyén utca 19-21 H-1075 Budapest

B.1.3 Legal and financial information

Type of partner	Infrastructure and (public) service provider
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	0.84.13
Co-financing rate (%)	80
VAT number (if applicable)	HU17781372

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

BKK is the transport authority and integrated mobility manager of the City of Budapest. BKK is located between the local government and transport operators with Public Service Contract framework in the governance model. BKK is 100% owned by the Municipality of the City of Budapest. It is responsible for the management of all transport modes, development and implementation of Budapest Mobility Plan (BMT), which is Budapest's first SUMP-based transport development strategy; organizing public transport; determining routes, scheduling, traffic layouts; passenger information service; public bike sharing; making strategic decisions in connection to city-logistics and parking; authorizing taxis; strategic road network management; development of the extended infrastructure. BKK has been involved in many EU projects, es. LEAD(H2020)&LIFE HungAIRy. One key focus of the BKK in recent years has been the development of the BMT to modernise the mobility system in line with the EC SUMP and the city's climate resilience and adaptation plan. The SUMP includes freight and city logistics measures and sets up goals to ensure sustainable transport. To further deepen the focus on sustainable urban logistics and to develop and implement an integrated plan (derived and in line with the SUMP), Budapest needs to focus on public space management (on both sides of the curb) encouraging environment-friendly mobility solutions. BKK is actively participating research and innovation projects to develop and pilot innovative, new solutions in real life living-labs, test regulatory measures & new policies for all modes of local transport. GRETA project offers an opportunity to develop sustainable urban mobility and public space regulation, fully in line with the city's plans (building on previous projects SULPiTER), giving opportunity to better understand user and stakeholder needs, collect data on areas where it is currently a weak point, and test different curb management solutions in real life environment.

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

B.1.6 Partner motivation, expertise and contribution

BKK, as an integrated mobility manager is responsible for public space development and for making strategic decisions in connection to city logistics. This project can contribute to the development of city logistics and freight regulations. BKK will carry out a pilot activity related to curb management, so during the project, BKK's roles will be the following: to explore and contact all the possible stakeholders to be involved in the pilot action, assess the base situation of curbside management in Budapest, to develop curb management framework for Budapest in cooperation of the stakeholders (especially the Municipality of Budapest, the public road operator, districts, shared mobility operators) to prepare and operate demo activities based on the curb management, to evaluate the pilot results with the involvement of all stakeholders. Within GRETA, BKK will exchange experiences and jointly develop all activities.

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

Not applicable

B.1.7 Budget

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

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	204,984.00	80.00 %
Partner contribution	51,246.00	20.00 %
Partner total eligible budget	256,230.00	100.00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
BKK	Public	12,811.50	5.00 %
Public co-financing	Automatic Public	38,434.50	15.00 %

Contribution

Sub-total public contribution	12,811.50	5.00 %
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Contribution				
Sub-total automatic public contribution	38,434.50	15.00 %		
Total	0.00	0.00 %		
Total eligible budget	51,246.00	20.00 %		
State Aid				
B.1.9 State Aid information (Partner self-check)				
A. Is the partner involved in economic activities within the project?				
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No			
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No			
B. Does the partner and/or any third party receive a selective advantage within the project?				
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?	No			
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?	No			
C. State aid relevant activities (select from drop-down menu based on C.4 entries)				
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)				

B.1 Project partner 9**B.1.1 Partner Identity**

Partner number	9
Partner role	PP
Name of the organisation in original language	Central European Initiative – Executive Secretariat
Name of the organisation in English	Central European Initiative – Executive Secretariat
Abbreviated name of organisation	CEI
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Friuli-Venezia Giulia (ITH4)
NUTS 3	Trieste (ITH44)
Street, House number, Postal code, City	via Genova 9 34121 Trieste
Homepage	www.cei.int

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	International organisation, EEIG
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	U.99
Co-financing rate (%)	80
VAT number (if applicable)	
Other identifier number (if VAT number is not available)	90072050322

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

CEI is an intergovernmental regional forum established in 1989, that gathers 17 Member States in Central, Eastern and South-Eastern Europe. It is committed to supporting European integration of non-EU countries through cooperation between and among its Member States and with the European Union (EU), other interested public institutions or private and non-governmental organisations (NGOs), as well as international and regional organisations. In order to offer a solid contribution to European integration the CEI combines multilateral diplomacy and project management, both as donor and recipient, and serves as an institutional platform for political, economic, scientific, academic and cultural cooperation between those countries. According to its Plan of Action 2021-2023, its member countries gave it mandate to participate in activities as transport and innovation: contributing to sustainable transport systems and solutions, the development of the TEN T Core and Comprehensive Network; acting as a bridge between macro-regional strategies; strengthening an effective coordination and communication network to streamline other regional initiatives, national and regional priorities. CEI is a permanent stakeholder of the EUSALP Action Group 4 and is invited to attend EUSDR PA1b Steering Committee meetings as observer. CEI does not perform any economic activity. CEI has acted as Lead Partner in projects as - SEETAC (South East Europe Programme) - ACROSSEE (South East Europe Programme) - ADRIA A (Cross-Border Cooperation Programme Italy-Slovenia 2007-2013) - CERES - (Seventh Framework Programme) - Improving Cooperation in South-East Europe by Actions for Strengthening the Regional Cooperation Council (IPA Regional Programme) - COME-IN! (CE 2014-2020) – CONNECT2CE (CE 2014-2020), ADRIPASS (ADRION 2014-2020), NAMIRG (DG ECHO), CELEBio (Horizon 2020), SUMPORT (MED 2014-2020), Fortis (Interreg IT-SI, 2014-2020), and MIMOSA (Interreg IT-HR).

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

B.1.6 Partner motivation, expertise and contribution

Within GRETA project the CEI will be involved as experienced communication management, supporting in all internal and external communication and specifically in the dissemination of all relevant project activities. This will be done by drawing communication plans specifically tailored for each work package, that will contain concrete implementation and coordination steps for the relevant dissemination activities, in order for partners to reach key stakeholders, end users and general public. Additionally, within the activity 3.3, the CEI will be in charge of investigating synergies and opportunities for enhancing the collaboration between passenger and freight transport stakeholders. This will be mainly implemented through the promotion of synergies with already ongoing projects and initiatives with the aim to support constructive dialogue between the sectors of public transport and freight distribution. In line with this role, within D.3.2.3 the CEI will be in charge of organizing at least 3 workshops, while within D.3.3.5 CEI will draft a report focusing on identifying synergies and best practices to promote the setting up of innovative freight transport solutions based on the unused capacity of public transport and passengers services (cargo hitching). Additionally, in order to further promote project's vision and present the added value of project activities, by benefitting from its links with EUSALP AG4 and EUSDR PA1b, CEI will enable valuable contribution to the Macro-regional Strategies.

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

Since 2004, CEI has gathered rich experience related to projects participation, communication and management, with 44 projects finalised so far, of either cross-border or transnational nature. CEI-ES has a sound knowledge of EU project management and dissemination, having covered the role of Communication manager in various projects so far, with sound competence on using various dissemination tools as social media, websites, newsletters, online events to reach project's target audiences. CEI was in charge of communication activities in projects such as SULPITER (CE 2014-2020), Inter-Connect (ADRION 2014-2020), BLUE_BOOST (ADRION 2014-2020), 4helix+ (MED 2014-2020), etc. The CEI's experience encompasses both European Territorial Cooperation (Central Europe, South-East Europe, MED, Cross-Border Cooperation Programme Italy-Slovenia, Interreg IV C) and sectorial programmes directly managed by the European Commission (Intelligent Energy Europe, Seventh Framework Programme, IPA Regional Programme, Competitiveness and Innovation Programme, LEONARDO Life-Long Learning, TEN-T Programme). Moreover, the CEI also acts as a donor and has twenty years' experience in the management of its own funds and programmes, i.e. the CEI Know-how Exchange Programme, the CEI Technical Cooperation supported by the CEI Fund at the European Bank for Reconstruction and Development and the CEI Cooperation Fund.

B.1.7 Budget

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

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

B.1.8 Cofinancing			
Source	Amount	Percentage	
ERDF	215,112.00	80.00 %	
Partner contribution	53,778.00	20.00 %	
Partner total eligible budget	268,890.00	100.00 %	
Origin of partner contribution			
Source of contribution	Legal status	Amount	% of total partner budget
CEI	Public	0.00	0.00 %
Ministry of Economy and Finance (MEF)/IGRUE - Italian National State Rotation fund by CIPESS deliberation 12/2021	Automatic Public	53,778.00	20.00 %
Contribution			
Sub-total public contribution		0.00	0.00 %
Sub-total automatic public contribution		53,778.00	20.00 %
Total		0.00	0.00 %
Total eligible budget		53,778.00	20.00 %
State Aid			
B.1.9 State Aid information (Partner self-check)			
A. Is the partner involved in economic activities within the project?			
1. Will the partner implement activities and/or offer goods/services for which a market exists?	No		
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?	No		
B. Does the partner and/or any third party receive a selective advantage within the project?			
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it	No		

<p>B. Does the partner and/or any third party receive a selective advantage within the project?</p> <p>would not have received in the normal course of business, i.e. in the absence of funding granted through the project?</p>	
<p>2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?</p>	No
<p>C. State aid relevant activities (select from drop-down menu based on C.4 entries)</p>	
<p>D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project selection)</p>	

B.1 Project partner 10**B.1.1 Partner Identity**

Partner number	10
Partner role	PP
Name of the organisation in original language	European Network of Logistics Competence Centres
Name of the organisation in English	European Network of Logistics Competence Centres
Abbreviated name of organisation	OpEn
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Belgique/België (BE)
Region (NUTS 2)	Région de Bruxelles-Capitale/ Brussels Hoofdstedelijk Gewest (BE10)
NUTS 3	Arr. de Bruxelles-Capitale/Arr. Brussel-Hoofdstad (BE100)
Street, House number, Postal code, City	Avenue Louise 146 1050 Bruxelles
Homepage	https://www.openenlocc.net/

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	Business support organisation
Subtype of partner	
Legal status	Private
Sector of activity at NACE group level	S.94.99
Co-financing rate (%)	80
VAT number (if applicable)	

B.1.3 Legal and financial information

Other identifier number (if VAT number is not available, some other organisation identifier should be used)

Other identifier description (specification of the type of identifier)

registration number

PIC (from EC Participant Register), if available

B.1.4 Legal Representative

Legal representative (not applicable - not to be filled in)

B.1.5 Contact person

Contact person

Email

Telephone

B.1.6 Partner motivation, expertise and contribution

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

OE has been a European network for dialogue and cooperation on innovative regional transport issues between regions since 2006 where it was established as de facto association and as follow up of the Interreg Project ENLoCC. It became a formal association in 2019 representing 14 Logistics Competence Centers at regional level from all over Europe. OE by its statute non-commercial and non-market oriented. The objective of OE is to support regions to foster the regional approach in transport and logistics, by acting as knowledge service provider for the network's partners. It facilitates access to European initiatives and research programmes for its members, looking into solutions for regional transport, in the field of environment and intelligent transport systems, urban freight distribution including social and economic aspects of transport. OE events and publications create opportunities for its members to exchange experience and forge partnerships among themselves, with the industry and the research community, and to develop innovative solutions. It also provides decision makers with strategic information to improve regional transport, and it advocates the development of an adequate policy framework at the European level to achieve sustainable transport in regions. OE disseminates through the European Review of Regional Logistics, the journal used to promote the results of experiences and projects results, supports regions in implementing innovative solutions through focus groups seminars. Even if based in Brussels it acts at EU level, bringing value in the territorial areas of interest. OPEN ENLoCC was built from its main CEU partners ITL, ZAI, ILIM (now L-PIT), UM, WRS and Mowinet in Germany and the Carinthia region in Austria. Thanks to the initiative Friends of OPEN ENLoCC, the number of Central Europe Organizations involved is over 30. Moreover, OPEN ENLoCC is also member of the Scandria Alliance which brings together also other regions in the Central Europe area.

B.1.6 Partner motivation, expertise and contribution

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

Thanks to the profound knowledge of the CE area, OE will focus on exploitation of the results carried out in the GRETA project from all PPs. Thanks to the network of OE it will be possible to activate synergies with all the members and all the projects on the same topic. Moreover, OE is currently working on the concept of the regional collaborative logistics to overcome the problem of fragmentation of companies, especially relevant for the urban freight distribution, and promote data sharing and physical internet. Indeed, OE will be the responsible in A1.3 of a report dedicated to the specificity of the CE cities. Moreover, OE in A1.4 is also responsible of the activation of training courses (to be included in a Learning Management Systems), thanks to the experience carried out by all the members of the network. In WP2 OE will be responsible of the coordination of the Peer review in A2.3, while in WP3 will actively support the partnership in the development of the relevant roadmaps and strategies. OE aims to capitalize, communicate, share and exploit the results in the Central Europe area. Indeed, OE has a database of contacts which is relevant especially for the CE area. OE will directly follow all the project results to support the partners in the communication issues, but it will also develop specific deliverables from the technical point of view thanks to the competencies related to the regional competence centers. These activities are particularly in line with the statute of OE and most of them will be included also in a specific issue of the European Review of Regional Logistics, the quarterly journal of OE, distributed in English electronically to more than 2500 contacts via e-mail and using also the social media. OE is listed in the EU Transparency Register under ID 138828413651-57. OE has a wide experience also in engagement of stakeholders, development of position papers, design of training courses and creation of events, workshops and conferences.

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

Not applicable

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	135,400.00	80.00 %
Partner contribution	33,850.00	20.00 %
Partner total eligible budget	169,250.00	100.00 %

Origin of partner contribution			
Source of contribution	Legal status	Amount	% of total partner budget
OpEn	Private	33,850.00	20.00 %
Contribution			
Sub-total public contribution		0.00	0.00 %
Sub-total automatic public contribution		0.00	0.00 %
Total		33,850.00	20.00 %
Total eligible budget		33,850.00	20.00 %
State Aid			
B.1.9 State Aid information (Partner self-check)			
A. Is the partner involved in economic activities within the project?			
1. Will the partner implement activities and/or offer goods/services for which a market exists?		No	
2. Are there activities/goods/services that could have been undertaken by an operator with the view of making profit (even if this is not the partner's intention)?		No	
B. Does the partner and/or any third party receive a selective advantage within the project?			
1. Does the partner gain any benefits (or is relieved of any costs) from the economic activities mentioned under section A, which it would not have received in the normal course of business, i.e. in the absence of funding granted through the project?		No	
2. Does any economic operator (e.g. SMEs) that is outside the partnership (i.e. not listed as partner in the application form) receive an advantage through activities carried out by the partner within the project?		No	
C. State aid relevant activities (select from drop-down menu based on C.4 entries)			
D. Direct State aid regime as in Subsidy Contract (to be filled in ONLY after project			

selection)

B.1 Project partner 11**B.1.1 Partner Identity**

Partner number	11
Partner role	PP
Name of the organisation in original language	Technische Hochschule Wildau
Name of the organisation in English	Technical University of Applied Sciences Wildau
Abbreviated name of organisation	THWi
Department / unit / division	

B.1.2 Partner main address

Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Brandenburg (DE40)
NUTS 3	Dahme-Spreewald (DE406)
Street, House number, Postal code, City	Hochschulring 1 15745 Wildau Berlin
Homepage	www.th-wildau.de

Address of department / unit / division (if applicable)

Country (NUTS 0)	
Region (NUTS 2)	
NUTS 3	
Street, House number, Postal code, City	

B.1.3 Legal and financial information

Type of partner	Higher education and research organisations
Subtype of partner	
Legal status	Public
Sector of activity at NACE group level	P.85.3
Co-financing rate (%)	80
VAT number (if applicable)	DE138549391
Other identifier number (if VAT number is not available)	

B.1.3 Legal and financial information	
available, some other organisation identifier should be used)	
Other identifier description (specification of the type of identifier)	
PIC (from EC Participant Register), if available	
B.1.4 Legal Representative	
Legal representative (not applicable - not to be filled in)	
B.1.5 Contact person	
Contact person	
Email	
Telephone	
B.1.6 Partner motivation, expertise and contribution	
<p>Please describe the organisation's thematic competences and experiences relevant for the project. Please also describe what is the main business of the organisation and if the organisation is normally performing economic activities on the market.</p> <p>The Technical University of Applied Sciences Wildau is a public university sponsored by the State of Brandenburg and does not carry out any economic activities. The in-house department of the Transport Logistics Research Group conducts research in the fields of freight transport, macrologistics and electromobility and has extensive Interreg experience. As a lead partner in the projects InterGreen-Nodes (Interreg CE), FLAVIA (Interreg CE), KV-E-Chain (BMBF) or Logistik Ostdeutschland (Logistics East Germany), extensive management experience is drawn upon, including the organisation and implementation of thematic workshops and conferences. The practical character of these projects was also strongly based in an extensive network of companies, public authorities and other research institutions. The research group was a founding member of the LogisticsNEtwork Berlin-Brandenburg, with currently more than 40 high profile industry-companies, as members, but also the membership in local public networks for spatial- and transport planning, such as the Berlin-Brandenburg wide "Urban-Nodes-plattform" or the European-wide Scandria Alliance. Further involvement as project manager in funded projects has been in: Interreg: Scandria, Scandria2Act, SoNorA, INTERIM, ECO4Log, NetDePol - in the field of intermodal freight transport, spatial planning and IEEE: Smartset; Eurostars: DISBUS, Dislog - in the area of electromobility also in the use of the last mile; BMBF: Sustain SCM - in the field of biomass logistics. Furthermore, the research group has supported the introduction of the transeuropean block train and the single wagon train within the framework of earlier projects and conducted studies on this.</p> <p>What is the role and involvement (contribution and main activities) of your organisation in the project?</p> <p>THWi will contribute with its extensive experience in city logistics development. This will cover topics of Urban development and Spatial planning in the FUA of Berlin. And include topics such as Curbside</p>	

B.1.6 Partner motivation, expertise and contribution

Loading, the development of Micro Hubs for Cargobike transport (including economic and environmental assessments), the development of spaces for urban logistics and reactivation of rail infrastructure for use in supplying urban areas with goods. THWi will be responsible of WP3 related to the policy support towards a green urban freight transition in FUAs, and will contribute to all the methodological aspects of the project GRETA thanks to its competence in the field. THWi will act as a node between the project and two regional public authorities: The Joint Spatial Planning Department Berlin-Brandenburg and the City of Berlin. Thereby including and processing all relevant positions of the public authorities.

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

Not applicable

B.1.7 Budget

Partner budget options	Percentage
Other costs Flat Rate	40%

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

B.1.8 Cofinancing

Source	Amount	Percentage
ERDF	200,360.00	80.00 %
Partner contribution	50,090.00	20.00 %
Partner total eligible budget	250,450.00	100.00 %

Origin of partner contribution

Source of contribution	Legal status	Amount	% of total partner budget
THWi	Public	50,090.00	20.00 %

Contribution

Sub-total public contribution	50,090.00	20.00 %
Sub-total automatic public contribution	0.00	0.00 %
Total	0.00	0.00 %
Total eligible budget	50,090.00	20.00 %

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

B.2 Associated partners

Associated partner number	Status	Name of the organisation in original language	Associated to project partner
1	Active	Regione Emilia-Romagna - Direzione Generale cura del territorio e dell'ambiente	ITL
2	Active	Alliance for Logistics Innovation through Collaboration in Europe (ALICE)	ITL
3	Active	Regionalna razvojna agencija za Podravje - Maribor	MoM
4	Active	BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH	THWi
5	Active	Gemeinsame Landesplanungsabteilung Berlin-Brandenburg	THWi
6	Active	Senatsverwaltung für Umwelt, Mobilität, Verbraucher- und Klimaschutz	THWi
7	Active	Comune di Scandiano	CRE
8	Active	Consorzio Interuniversitario per l'Ottimizzazione e la Ricerca Operativa	CRE
9	Active	Comune di Verona	ZAI

Regione Emilia-Romagna - Direzione Generale cura del territorio e dell'ambiente A01

Partner number	LP1
Name of the organisation in original language	Regione Emilia-Romagna - Direzione Generale cura del territorio e dell'ambiente
Name of the organisation in English	Emilia-Romagna Region – General Directorate for Territorial and Environmental Care
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Bologna (ITH55)
Street, House number, Postal code, City	viale Aldo Moro 30 40127 Bologna
Legal representative (not applicable - not to be filled in)	

Regione Emilia-Romagna - Direzione Generale cura del territorio e dell'ambiente AO1

Contact person

Email

Telephone

Partner role

The Emilia-Romagna Region (RER) is the Regional Public Authority with administrative and territorial competence concerning mobility and transport. In its role of institutional body, it has policy, implementing & decision-making power concerning sustainable mobility and intermodal transport promotion. In particular the General Directorate for Territorial and Environmental Care is the technical department of the Regional Ministry of Territorial Programming, Infrastructural Material and Immaterial Networks, Mobility, Logistics and Transport, with several experiences on measures and policies to support freight and last mile delivery. Specifically, RER was one of the first Italian region to adopt an Integrated Regional Transport Plan (PRIT), recently updated with the Integrated Regional Transport Plan 2025 and the Sustainable Mobility Programme 2022-2025. With regards to the last mile deliveries, RER is committed to harmonize rules at regional level setting the same rules for UVARs and promoting technological solutions for the releasing of permits (capitalization of NOVELOG Project). RER was also involved in H2020 SUCCESS looking at several issues regarding last mile deliveries and consolidation. The involvement of the RER in GRETA will ensure the dialogue with key policies makers, other regional and local stakeholder working on these topics. In fact, RER will use its networks to communicate the key lessons learned, aiming at transferring the new approaches to the other Municipalities and Regions beyond the project. RER has the capacity to mainstream GRETA in its strategic planning. In GRETA the Region will also promote the participation of cities to the permanent working group in WP3, and the activation of synergies with ongoing initiatives coming out from the opportunities generated by the Next generation EU funds in the region.

Alliance for Logistics Innovation through Collaboration in Europe (ALICE) A02

Partner number	LP1
Name of the organisation in original language	Alliance for Logistics Innovation through Collaboration in Europe (ALICE)
Name of the organisation in English	Alliance for Logistics Innovation through Collaboration in Europe (ALICE)
Country (NUTS 0)	Belgique/België (BE)
Region (NUTS 2)	Région de Bruxelles-Capitale/ Brussels Hoofdstedelijk Gewest (BE10)
NUTS 3	Arr. de Bruxelles-Capitale/Arr. Brussel-Hoofdstad (BE100)
Street, House number, Postal code, City	Avenue Jacques Brel 38/0 1200 Brussels
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	GRETA will join ALICE Liaison Programme and its Knowledge Platform to share knowledge and engage with stakeholders through ALICE Thematic Group on Urban Logistics;. GRETA will also join events organised by ALICE (e.g. International Physical Internet Conference). Finally, GRETA will co-organise events with ALICE to disseminate project outcomes and for exploitation.

Regionalna razvojna agencija za Podravje - Maribor AO3	
Partner number	PP4
Name of the organisation in original language	Regionalna razvojna agencija za Podravje - Maribor
Name of the organisation in English	Regional Development Agency for Podravje - Maribor
Country (NUTS 0)	Slovenija (SI)
Region (NUTS 2)	Vzhodna Slovenija (SI03)
NUTS 3	Podravska (SI032)
Street, House number, Postal code, City	Pobreška cesta 20 2000 Maribor
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	As the central development agency in the Podravje region, the Regional Development Agency for the Podravje Region - Maribor, together with partner institutions, is the most important link for the development of the Municipality of Maribor and all other 40 municipalities in the region. Due to the function it performs, it provides service to municipalities in the field of regional development, project support, drawing European funds, networking, attracting investors, tourism development, sustainable mobility, smart specialization and support to the business environment. It will contribute to ensure that GRETA results and solutions are at FUA level.

BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH A04	
Partner number	PP11
Name of the organisation in original language	BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH
Name of the organisation in English	BEHALA – Berliner Hafen- und Lagerhausgesellschaft mbH
Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Berlin (DE30)
NUTS 3	Berlin (DE300)
Street, House number, Postal code, City	Am Köllnischen Park 3 10179 Berlin
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	BEHALA is the public (State of Berlin) owned operator of the Berlin ports and microhubs. It has always pursued highly innovative approaches in urban freight transport, reaching from the development of specialized heavy freight lighters, over the use of heavy electric trucks, to the development of a full-electric ship. BEHALA developed an urban cargobike hub in the project KOMODO and further elaborated on the results in the Interreg CE project InterGreen-Nodes. We thereby collected extensive experience in setting up, marketing and operating cargobike hubs. BEHALA will support the expansion of the pilot measures of cargobike hubs, the training concept, in order to transfer and expand on the existing integrated freight transport concept, as well as the modular solutions catalogue, by providing its expert opinion and experience, as well as data. BEHALA will also participate in discussions with the partners, ensuring the quality of project outputs and their alignment with realistic spatial planning goals.

Gemeinsame Landesplanungsabteilung Berlin-Brandenburg AO5

Partner number	PP11
Name of the organisation in original language	Gemeinsame Landesplanungsabteilung Berlin-Brandenburg
Name of the organisation in English	Joint Spatial Planning Department Berlin-Brandenburg
Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Brandenburg (DE40)
NUTS 3	Potsdam, Kreisfreie Stadt (DE404)
Street, House number, Postal code, City	Henning-von-Tresckow-Str. 2-8 14467 Potsdam
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	<p>The Joint Spatial Planning Department (JSPD) is responsible for spatial planning in both states, Berlin and Brandenburg. It is part of the Senate Department for the Environment, Urban, Mobility, Consumer Protection and Climate Action of Berlin and the Ministry of Infrastructure and State Planning of the State of Brandenburg. In this role the JSPD is unique to represent the functional urban area of Berlin, meaning the city and state of Berlin as well as its suburban areas, located in the State of Brandenburg. As the goods supply of Berlin heavily relies on commercial areas and freight villages in Brandenburg. And suburban areas also rely on goods transport from Berlin a strong interconnection between the state of Berlin and its surroundings in Brandenburg exist. Therefore, considering and planning of freight transport needs to be performed on the functional level of the urban area. The JSPD will support the expansion of the pilot measures of cargobike hubs, the training concept, in order to transfer and expand on the existing integrated freight transport concept, as well as the modular solutions catalogue, by providing its</p>

Gemeinsame Landesplanungsabteilung Berlin-Brandenburg AO5

expert opinion and experience. JSPD will also participate in discussions with the partners, ensuring the quality of project outputs and their alignment with realistic spatial planning goals.

Senatsverwaltung für Umwelt, Mobilität, Verbraucher- und Klimaschutz AO6	
Partner number	PP11
Name of the organisation in original language	Senatsverwaltung für Umwelt, Mobilität, Verbraucher- und Klimaschutz
Name of the organisation in English	Senate Department for the Environment, Urban Mobility, Consumer Protection and Climate Action
Country (NUTS 0)	Deutschland (DE)
Region (NUTS 2)	Berlin (DE30)
NUTS 3	Berlin (DE300)
Street, House number, Postal code, City	Am Köllnischen Park 3 10179 Berlin
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	<p>The Berlin Senate Department for the Environment, Mobility, Consumer and Climate Protection (Abbrv.: SenUMVK) is one of ten departments of the Berlin Senate with the functions of a state ministry and as such is the state authority responsible for the environment, transport, consumer protection and Climate protection policy in the German capital. The Senate Department is also the organization, that developed and is in charge of the "Integrated commercial transport concept" of the city of Berlin. In this function, the Senate Department will support GRETA activities for the expansion of the pilot measures of cargobike hubs, the training concept, in order to transfer and expand on the existing integrated freight transport concept, as well as the modular solutions catalogue, by providing its expert opinion and experience. The Senate Department will also participate in discussions with the partners, ensuring the quality of project outputs and ensure the transfer of knowledge and experience to the project partners.</p>

Comune di Scandiano A07

Partner number	PP2
Name of the organisation in original language	Comune di Scandiano
Name of the organisation in English	Municipality of Scandiano
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Reggio nell'Emilia (ITH53)
Street, House number, Postal code, City	Corso Vallisneri 6 42019 Scandiano
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	Scandiano is a municipality included in Reggio Emilia FUA with 25,663 inhabitants. It is the second municipality per number of inhabitants in the Province after the chief town Reggio Emilia. Its territory is characterized by a significant presence of PMIs working in the ceramic sector and it is interested by important logistic flows. The Municipality of Scandiano will be constantly informed about the implementation of the pilot action and will be invited to project local meeting. Its participation as associated partner will be crucial in the scale up strategy, since Scandiano could be a possible replicator of green logistic measures of GRETA project in Reggio Emilia FUA.

Consorzio Interuniversitario per l'Ottimizzazione e la Ricerca Operativa A08

Partner number	PP2
Name of the organisation in original language	Consorzio Interuniversitario per l'Ottimizzazione e la Ricerca Operativa
Name of the organisation in English	Interuniversity Consortium for Optimization and Operations Research
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Bologna (ITH55)
Street, House number, Postal code, City	viale Risorgimento 2 40133 Bologna
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	ICOOR will be involved as a local stakeholders from academia. Being an important research body, they can contribute to the local activities and promote results in the whole FUA. ICOOR will be involved, according to their availability, in local meetings and will be updated about the implementation of the project. Their participation can bring new views thanks to their strong experience in research and studies about transport related decision-making processes, strategies to improve mobility of people and goods and the assessment of innovation practices in mobility. Moreover, as a results of the synergies between other research bodies, associations, public authorities and the private sector, ICOOR can contribute to the dissemination of results project in other territories of the FUA.

Comune di Verona A09	
Partner number	PP7
Name of the organisation in original language	Comune di Verona
Name of the organisation in English	Municipality of Verona
Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Veneto (ITH3)
NUTS 3	Verona (ITH31)
Street, House number, Postal code, City	Piazza Bra 1 37121 Verona
Legal representative (not applicable - not to be filled in)	
Contact person	
Email	
Telephone	
Partner role	The Municipality of Verona will be involved in the testing of the pilot action of Verona FUA (D.2.3.5) carried out by PP ZAI. It is the public institution who has the administrative competence of the area and its involvement is crucial. The Municipality of Verona will approve the creation of a set of rules necessary for a proper curb management and will contribute in the FQP (A.2.2) and give inputs for A.1.2. In addition, he will release the permits to the carriers to operate inside the limited traffic zone of Verona as well as in the FUA.

C - Project description

C.1 Project overall objective

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

SO2.5: Greening urban mobility in central Europe

Project overall objective

Please define the overall objective of the project.

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

GRETA's objective is to support the urban mobility transition in CE FUAs by jointly developing solutions and strategies with huge potential for decarbonisation of last mile, in line with the Green Deal & the Urban Mobility Package, abating congestion, pollution and nuisance. This objective will be achieved with the capitalisation of previous experiences, exploitation of synergies with ongoing initiatives, testing of innovative pilots, improvement of competences & knowledge among PPs and stakeholders.

C.2 Project relevance and context

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

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

GRETA's FUAs (Maribor, Reggio Emilia, Verona, Budapest, Poznan and as observer the Berlin Brandenburg area) represent typical European FUAs of today, with a mix of services concentrated in the city centre (such as universities, commercial activities, offices, restaurants), a peripheral area not included in the main decisions at FUA level, a road network that is not anymore compatible with the continuously growing population and with a general lack of public space which is requested by city users, restaurants and other mobility services.

Last mile delivery is directly responsible for negative impacts, and due to the Covid-19 crisis, the global supply chain of parcels distribution nearly doubled in volume, additionally generating inefficiencies in the peripheral areas. In turn, these problems generate a cascade-effect on liveability of cities and productivity of retailers and business, already affected by the economic crisis. Moreover, the New Green Deal, the Urban Mobility Package and recently the increase in energy cost, raised the bar asking to all EU FUAs a step forward in innovation, digitalization and reduction of emissions. SUMP and SULP approved must be updated according to the COVID19 crisis and to the new objectives set by the European Commission. This should be possible thanks to investments, but also capitalizing the already in place services and infrastructures (e.g.: TEN-T), promoting new business models of "Governance as a Service" and in general increasing the collaboration between Public Administrations and private operators.

GRETA's FUAs jointly recognised three main problems related to the urban deliveries which jeopardize the greening of the sector, and generate pollution, nuisance, noise and congestion:

- 1) lack of use of green zero emission (ZE) last mile vehicles;
- 2) conflicts between freight and private/public passenger vehicles, especially concerning the use of public spaces,
- 3) lack of knowledge and strategies for a flexible and shared use of the curb and in general of the public (but also private) space.

GRETA partners experience these problems at FUA level because of freight traffic affecting both the centre and surroundings, beyond administrative borders. Despite having SUMPs/SULPs, FUAs struggle to activate fitting measures (i.e. economically, environmentally and socially sustainable) while keeping their centres attractive and alive for residents and tourists. These are common challenges and needs to all CE FUAs: GRETA's PPs have therefore joined forces to develop concrete, sustainable and innovative last mile solutions, drawing from each other experiences and competences to address them, and engaging the city users.

GRETA creates the conditions to promote ZE logistics through the use of micro-hubs, transhipment, cargo bikes, light e-vehicles, and curb management strategies. Additionally, thanks to a strong exploitation activity, it also focuses on paving the way to innovative concepts such as regional collaborative logistics, physical internet and freight curb management. These topics aims to identify alternative collaborative and shared approaches to help the public and private sectors to comply with

the EU Green Deal targets. At the same time, GRETA facilitates the dialogue towards the acceptance of a business (and governance) as a service model, in which cities must equip themselves with a network of innovative services to guarantee seamless experiences for their users and with a mobility plan considering the different functions and priorities of the services. These services should be able to generate new revenue (for public administrations) from existing assets and encourage new integrated mobility models, and decision-making tools based on a smart approach in planning at FUA level.

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

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

GRETA supports the transition path towards innovative, effective, resilient, safe and green last mile transport. The approach is innovative as GRETA will create the conditions and business models to give financial, environmental and social sustainability to the solutions tested through the pilot activities. Moreover, GRETA will create and make available knowledge on methods, planning, freight transport solutions to public officers and private organizations. This approach will guarantee the correct use of the public space, and it will be supported by the involvement of stakeholders with the Freight Quality Partnership (based on the Quadruple Helix Framework). Thanks to the joint pilot actions, the huge training material and the experience of PPs involved, the results of GRETA will be included in a training course available also beyond the project's end.

In WP1 Hands-on lesson learning at European level will be primarily facilitated by a specific activity dedicated to the Capitalization of previous initiatives, which will support also the definition of new collaborative approaches in logistic sector at FUA and regional level. The capitalization process will allow to concentrate the efforts in the definition of new methods to make the urban deliveries green, avoiding costly duplication and overlap of activities.

To be more concrete, and focused on the territory, GRETA FUAs will conduct a joint analysis of territorial needs and gaps, supported by a strong transnational peer review activity which aims to identify joint solutions. Joint and transnational peer review workshops organized to support and monitor the pilot activities: this international approach will guarantee the complete transferability of solutions also in other contexts.

Important and innovative results will stem from joint work and co-development of pilot actions which are the first of their kind in the GRETA FUAs and neighbouring areas. The innovative pilot actions aim to promote smarter deliveries via micro-hubs which will cut undesired freight traffic and provide better, smarter and faster responses to delivery constraints, while the use of cleaner, smaller and EV vehicles will help to reduce local emissions, noise, accidents and footprint on the limited available public space during operations. The result will be improved liveability, sustainability and quality of logistics services in the urban environment as GRETA will also re-think the way urban space is used (curb management). Wherever possible, partners will utilise under-used existing properties and infrastructures of the city to minimize the impact of new infrastructures and minimize costs. The hubs are intended to become micro logistics centres, combining different alternative ways of organizing zero-emission delivery and collection, and serving areas around them up to 5km. At FUA Level reaching the hubs will produce traffic and emissions, so ways to reduce emissions and congestion will have to be considered, not only in the inner centre but also in the peripheral areas.

All the pilot actions can be considered as permanent or pop-up/ flexible measure resulting in immediate and tangible impacts. The services will be promoted by PAs during the project, but after its end the aim is to integrate them in the system. For this reason, GRETA will explore business plans and operational models to make them viable in the long term. GRETA will include a strong stakeholders engagement process, by leveraging a wide base of stakeholders and associated partners who will work together, through Freight Quality Partnerships and other local and transnational initiatives, to co-design and implement joint transnational solutions.

Finally, GRETA will also explore solutions and will define roadmaps for the flexible and collaborative use of already existent infrastructures and services, also with departments never involved in such planning activities like as the public transport operators.

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

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

GRETA will support the transition path towards effective, resilient, safe and sustainable last mile transport, through five pilot actions in Reggio Emilia (CRE has never participated to INTERREG Central Europe 2014-2020), Maribor, Poznan, Verona and Budapest (and additionally Berlin Brandenburg FUA as observer) that will demonstrate efficient, replicable, socially and environmentally acceptable innovative last mile delivery solutions. GRETA FUAs have long experience in EU-funded projects and recognise the value of transnational cooperation to identify the best approach, share and overcome problems arising from innovative measures, and improve their capacity building. Ultimately, the possibility to work together gives them the opportunity to learn from the most advanced experiences in the field, customise the approach for their territories and advance in their day-to-day practices while having as a reference a wider context. The exchange of experiences, and in particular the peer review workshops for the data gaps analysis or the pilot activities, will enable the efficient and appropriate implementation of pilot projects and the preparation of common best practices that can be introduced by different city authorities. The implementation of novel measures is not a risk-free activity because a lot of aspects need to be considered, so having a strong consortium and knowledge base behind is a huge opportunity for GRETA FUAs to minimise the risks connected to testing and delivering results.

Additionally, GRETA FUAs have indicated that their need of cooperation lies in having the possibility to share experiences with experts and to acquire knowledge as followers of each other's pilots. Also, thanks to the support of the interregional cooperation, they will exchange problems and solutions they have not yet considered related to the urban logistic and will share with other project partners solutions such as micro-hubs and cargo bikes, key actions to reduce the impact in terms of traffic congestion.

Moreover, the European Green Deal and the Urban Mobility Package set the conditions and rules to decarbonize the urban freight transport in cities by 2030. This ambitious target can be reached in very few years only thanks to the collaboration between CE cities and FUAs which are facing all together the same experiences.

The testing of micro hub implementation and the curb management, is mostly FUA-specific and does not guarantee the same impact in other FUAs. Implementation in several FUAs and the common results obtained will be the basis for general conclusions for pan-European city logistics. The collaboration will set also the conditions to allow non-GRETA cities, which accept to learn from the GRETA pilots, and then with a knowledge platform already plenty of material and experiences, to activate new pilots with regional or national funds, generating cascade-effects also beyond GRETA.

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

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

Target group	Specification
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Target group	Specification
Local public authority	<p>Local public authorities are the main beneficiaries of the GRETA results. First of all, thanks to the capacity building activity, which aims to increase the awareness of public officers. Secondly thanks to the Freight Quality Partnership, a permanent dialogue will be activated with other departments, other public administrations and private operators. Moreover, thanks to the pilot activities they will reduce the emissions caused by the urban deliveries according to the Green Deal. The development and update of SULPs will be another added value that local authorities will gain from GRETA. They will cover the institutional role of the project being part of the quadruple helix. Examples of the local public authorities are: Municipality of Scandiano (IT), Municipalities of VII., XI. XIII. XIV. Districts (Budapest), Municipality of the City of Budapest, Municipalities in the FUAs of Berlin Brandenburg, Maribor, and Verona.</p>
Regional public authority	<p>GRETA focuses on generating impacts at Functional Urban Area level, so Provinces and Regions are a vital part of it. Some of the GRETA FUAs' regional authorities are also included as associated partners such as the Emilia-Romagna region, Reggio Emilia Province, Regional Development Agency for Podravje – Maribor, Joint Spatial Planning Department Berlin-Brandenburg: for them for urban delivery is not directly within their sphere of competence but they will engage directly with the project.</p>
	<p>The GRETA and Regional PA of GRETA's and CE's FUAs will benefit from GRETA especially from the transferability potential at regional level. Indeed, if it is true that the same application does not guarantee the same impact in different FUAs, this could be easier in FUAs of the same region.</p> <p>Regions can also use the results of GRETA to better plan and suggest specific measures to the relevant cities. Indeed, the Regions may act as regional competence centres for the development and transferability of GRETA pilot actions.</p>
National public authority	<p>GRETA will involve the National Ministries (Economy, Infrastructures, Transport, Environment) of CE and of further EU countries involved in Macro-Regional Strategies. Their involvement is specifically related to the MRSs. National Public Authority staff can benefit from training courses developed in GRETA. UM and MoM will engage directly with their national authority.</p>
Sectoral agency	<p>GRETA will ensure the involvement of Economic Development, Logistics, Environmental Agencies promoting sustainable development and mobility at Functional Urban Area in Central Europe. This is possible thanks to the work done by the coordinator and with the support of the WP leaders and OE.</p>
Infrastructure and (public) service provider	<p>GRETA will face several aspects in which IT public providers, energy providers, public road operator and public transport operators are involved. In particular this target group is relevant for the topic and testing in the realm of curb management, in which it is necessary to involve all the users which may interact directly or indirectly with the public space.</p>

Target group	Specification
Interest groups including NGOs	<p>The main objective of GRETA is to decarbonise the last mile delivery. Environmental groups and labour unions advocate for the same reasons; therefore, GRETA will contribute to their cause, involving them also in specific meetings of the FQPs.</p>
Higher education and research organisations	<p>Two Universities are involved as Partner and more PPs are connected to several other partners (e.g.: ITL, ZAILOG and L-PIT). FQPs will involve them in the network of the PPs, academia and research institutions in general (e.g.: University of Modena and Reggio Emilia, University of Bologna, University of Verona). They are going to observe the development of the pilot actions and will be closely involved in the capacity building activities (A.1.4) and from the capitalisation of previous projects (A.1.3) to build further research and develop new solutions. In FQP according to the Quadruple Helix framework they represent academia.</p>
Education/training center and school	<p>GRETA will provide knowledge to professional schools thanks to the two parallel training courses which will be developed. This is particularly relevant for example in Emilia-Romagna, where several cities are adopting severe rules to avoid on-the-job training and to prepare in advance workers. This may increase safety for workers and citizen (e.g.: drivers must pay attention to cyclist and pedestrians, or loading unloading procedures, etc.). Thanks to the synergies with other projects (es. SUSMILE, Erasmus+) educational and training centres will be further involved.</p>
Enterprise, except SME	<p>Innovative pilot actions of GRETA (A.2.3) aim to develop new services that can be exploited by enterprise. Enterprises can also benefit from the capacity building provided by GRETA (D.2.2.3 and FQPs D.2.2.2) and specific training (D.1.4.3). Finally, the development of industry innovation and action plan (A.3.2) will provide enterprise with further insights, guidelines and operation business plans. This group includes transport companies, couriers, delivery services, service providers, electric power grid management company. Providers of hardware and technology solutions related to freight mobility efficiency: companies providing hardware (mobile transhipment hubs) and cargo bikes. Es. GreenGo carsharing, LIME, TIER scooter sharing, Hajtás Pajtás, ELEKTRO. Industrial liaison at European level is ensured by ALICE ETP, associated in GRETA.</p>
SME	<p>GRETA Innovative pilot actions (A.2.3) aim to develop new services that can be exploited by SME. In fact, SMEs are mostly targeted by GRETA because CE FUAs centres are populated by a lot of them. SMEs can benefit from the capacity building provided by GRETA (D.2.2.3 and FQPs D.2.2.2) and specific training (D.1.4.3). Finally, the development of industry innovation and action plan (A.3.2) will provide enterprise with further insights, guidelines and operation business plans. This group includes shop owners in city centres and retailers, Ho.Re.CA business, cargo bike delivery (often small business). SMEs can be also involved through the Industrial liaison ensured by ALICE ETP, associated in GRETA</p>

Target group	Specification
Business support organisation	Trade associations are the first contacts to be included in the Freight Quality Partnership, from a technical but also political level. The involvement of trade associations may ensure the possibility to have a real joint work done at FUA level. As an example, business support organizations are those which have relevant members among shopkeepers, transport operators, association of citizen.
EGTC	EGTC are not directly involved in GRETA. Nevertheless, also in their case, the benefit is related to the training material and the methodologies which will be made available during the project life. In particular, EGTC may benefit from GRETA for the impact these activities will have also at cross-border level.
General public	General public will be involved in the training activities (A.1.4), the analysis of the local context (A.1.2) and in all communication activities. They will benefit from the solutions developed by GRETA because the liveability of selected areas will improve. In the mid/long-term, GRETA can create more jobs thanks to the new solutions implemented and the innovative business models studied in the project. This has a positive effect in the general public generating more jobs which need specific competencies.
Hospitals and medical centres	They are not involved directly in GRETA's activity, but will benefit from the results of the project because their services will be less affected by the issues addressed by the project (congestion, noise, pollution).
Cross-border legal body	Not directly involved in GRETA's activity, but will benefit from improved cooperation among the FUAs.

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

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

Strategy	Contribution
European Green Deal Strategy	GRETA is compliant with the Green Deal, especially with the section 2.1.5. promoting actions to make last mile deliveries drastically less polluting through the creation of micro-hubs and the use of ICT tools for a smarter management of operations. GRETA will also pave the way for the automated transport where possible. Green fuels and electric mobility will be at the centre of the attention of the project, considering alternative green fuels for those transport services hard to abate.
Territorial Agenda 2030 Strategy	GRETA will be mainly focused on two aspects which are included in Territorial agenda 2030: the land consumption thanks to the specific pillar dedicated to the curb management, and the air quality, thanks to the attention given to the emissions generated by last mile deliveries in FUAs.

Strategy	Contribution
EU Strategy for the Danube Region Strategy	GRETA involves 2 FUAs of EUSDR: Maribor and Budapest and will contribute to several cross-cutting priorities. In particular: Priority Areas 1b (GRETA impact to the entire and global supply chain), 9 (thanks to the training activities) and 8 increasing the competitiveness of the companies in the last mile sector. Thanks to OPEN ENLoCC and its exploitation of results, synergies will be activated with the EUSDR strategy, raising the awareness to the last mile deliveries in FUAs.
EU Strategy for the Adriatic and Ionian Region Strategy	GRETA involves 3 FUAs of EUSAIR: Reggio Emilia, Verona, Maribor and will actively contribute to the Pillar "Priority Connecting the region" especially in Topic 2. Thanks to the OPEN ENLoCC exploitation of results, it will also possible to create synergies with the coordinators of the EUSAIR strategy, raising the awareness of the strategy to the last mile deliveries in FUAs.
EU Strategy for the Baltic Sea Region Strategy	GRETA involves two FUAs of EUSBSR: Poznan (including also L-PIT) in Poland and Berlin Brandenburg (Wildau) in Germany. As in the other MRSs GRETA can contribute to EUSBSR with cross-cutting topics related to the Policy Area (PA) 'Transport' and in particular to "Sub-objective: Good transport conditions" and "Priority Connect the region". Thanks to the OPEN ENLoCC exploitation of results, it will also possible to create synergies with the coordinators of the EUSBSR strategy, raising the awareness of the strategy to the last mile deliveries in FUAs.
Other Strategy	In relation with the United Nations Sustainable Development Goals (UN SDG), GRETA will answer also to the priority 11 of the Sustainable Development Goals set from the United Nations. In particular GRETA will contribute to the development of sustainable mobility in urban environments and the surrounding areas. Thanks to the cross-cutting nature of urban issues, GRETA can indirectly contribute to other priorities, not only linked to the environment but also to training and a better governance, but also SdG 9-13 and 15.
EU Strategy for the Alpine Region Strategy	GRETA involved CEI and Fua of Verona from EUSALP which will have a direct channel with the coordinators of the policy area related to the Mobility and Connectivity in particular with the objectives "Sustainable growth" and "Connectivity for all". Thanks to the OPEN ENLoCC exploitation of results, it will also possible to create synergies with the coordinators of the EUSALP strategy, raising the awareness of the strategy to the last mile deliveries in FUAs.
Other Strategy	Urban Mobility Package. In the Urban Mobility Package local authorities are called to provide a regulatory framework (e.g.: managing delivery spaces, UVAR) capable of ensuring that there is a positive business case for private operators to invest in new technologies and solutions. GRETA will have a specific activity in this field and the WP3 will deploy strategies related to the management of public spaces for cities. Moreover, GRETA will support the deployment of zero-emission solutions, technologies and vehicles for urban logistics, and through the FQP it will ensure the engagement of public and private stakeholders. GRETA will also support that SULPs and Logistics measures will be fully integrated in SUMPs in all FUAs and cities involved.

Strategy	Contribution
Other Strategy	GRETA is in line with the strategy "Fit for 55" as it prepares FUAs and Cities to the transition and in particular for the revision of the emissions in terms of CO2 and on the regulation for the land use. Thanks to GRETA, FUAs are able also to find new funds taking advantage from the next generation EU funds available until 2027.

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

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
PRECINCT (Horizon 2020)	<p>PRECINCT (starts in Q4 2021) aims to connect private and public Critical Infrastructure (CI) stakeholders in a geographical area to a common cyber-physical security management approach which will yield a protected territory for citizens and infrastructures. Research and emerging solutions focus on the protection of individual CIs, however, the interrelationships between CIs has become more complex for example in smart cities and managing the impacts of cascading effects and enabling rapid recovery is becoming more pertinent and highly challenging. A system focusing on AI-based Complex Event Processing for reactive connectivity and integration will be developed. PP involved: ITL.</p> <p>The collaboration with PRECINCT is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.</p>
ZEROW (Horizon 2020 Green Deal)	<p>ZEROW (starts in Q1 2022) aims to demonstrate the applicability of systemic innovations in addressing current food system's FLW (Food Loss & Waste) lock-in effects and steer a just transition towards a near-zero FLW system. ZeroW provides significant impacts through the demonstration of innovations in nine real-life food chains, by employing a systemic innovation approach, to effectively address the multidimensional issue of FLW. Food transport is intended here as food deliveries, and it will be investigated also how to reduce FLW in urban freight. The collaboration with ZEROW is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL, thanks to the competence in both sectors, will guide the discussion to generate hints to be included in the strategies. PP involved: ITL.</p>

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
TRANSFORMER (Horizon Europe Green Deal)	<p>TRANSFORMER (Starts in Q3 2022). The ambition of the TRANSFORMER project is to design long-term systemic transformation frameworks for regions across Europe in order to accelerate the shift towards climate neutrality. At the onset of the project, a conceptual framework will be developed by mapping, defining, and categorising Transition Super-Labs (TSLs). Actual TSLs will be piloted in four regions: the Ruhr area, DE, Emilia Romagna, IT, Lower Silesia, PL and Western Macedonia, GR. The project will develop a roadmap blueprint, a toolkit (incl. Matchmaking mechanisms) and a knowledge hub, on the one hand to support the pilot regions but also to be applied by other regions across Europe. Moreover, an evaluation framework will be developed in order to evaluate the impact of TSLs in the TRANSFORMER pilot regions, as well as the respective tools and structures applied by the pilot regions. Project activities will be accompanied by comprehensive communication and dissemination activities, providing (intermediate) results of the project and the activities in the pilot TSLs, providing a Hub with information, and offering training and capacity building activities for various target groups and stakeholders. Finally, an Exploitation Plan will be prepared for a long-lasting impact of the project.</p> <p>Synergies are related to the green transition of the transport sector, including the urban freight at FUA level. PP involved: ITL.</p>

The collaboration with TRANSFORMER is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
Free4Lib (Horizon Europe)	<p>Free4Lib (Starts in Q3 2022). The negative environmental impacts results from the linear 'take, make, dispose' and dominant economic models of our time, traditionally adopted by decision-making of main stakeholders around mobility are changing thank to EV's irruption, but Lithium-Ion Batteries (LIBs) are not yet green enough to reduce mobility footprint to lowest levels. Thus, recycling has to be developed to achieve higher efficiencies and recovery rates to reintroduce Critical Raw Materials from End-of-Life (EOL) LIBs. Recycling technology is still at the lab-scale due to the complex structure of EOL LIBs. Currently, pyro-metallurgy is the most applied method in the industry. Although this process does not need pre-treatment, its energy-wasting, the equipment investment is large and it will cause serious pollution. In response to these problems, many companies have developed hydrometallurgical processes, that can recover Li and Al with low energy consumption. However, it requires pre-treatment, leaching, purification and other steps, and it could be a long way. FREE4LIB aims to develop at TRL 5-6 technologies to achieve 6 new sustainable and efficient processes to recycle EOL LIBs (dismantling, pre-treatment and 4 materials recovery processes) delivering innovative recycling solutions to reach highly efficient materials recovery (metal oxides, metals and polymers) improving the supply of secondary resources at EU level. Free4Lib could provide support to GRETA especially in the management of exhausted batteries for cargo bike and light EVs. PP involved: ITL.</p> <p>The collaboration with FREE4LIB is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.</p>

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
TRIBUTE (Interreg Adriion – 2021/2023)	<p>City transport is facing the challenges posed by the new technologies and by the undergoing socioeconomic and demographic changes, seeking for more efficient solutions and mobility services tailored to citizens' new travel behaviours and needs.</p> <p>TRIBUTE project aims at creating and testing integrated innovative tools and actions in the Adriatic-Ionian (AI) cities, by means of the creation and the implementation of eight living labs on sustainable urban mobility. These will be the mean to discuss transport policies and solutions (best practices), and to share views about the future needs following a participatory approach involving governmental institutions, businesses, researchers, and citizens (i.e. the quadruple helix). The results will converge into eight action plans and pilot actions including innovative and sustainable solutions ranging from innovative public transport and on-demand responsive services using electric vehicles, to "green" cycling routes network and integrated management systems of public transport and cars along highly congested corridors.</p> <p>In so doing, TRIBUTE will promote transnational cooperation between public authorities and their transport entities, allowing for the creation of a transnational strategy devoted to policymakers and planners towards new mobility agendas for sustainable, integrated, and inclusive transport system in the Adriatic-Ionian Region.</p> <p>PP involved: MoM</p> <p>The collaboration with TRIBUTE is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.</p>

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
SUSTANCE (Interreg Central 2021-2027 Europe proposal)	<p>SUSTANCE is a proposal aiming at improving passenger connectivity in CE, thanks to the implementation of pilot actions focused on train links and ICT solutions to support the peripheral areas. The use of space is becoming a problem also in the peripheral areas. The collaboration with GRETA proposal will ensure the maximization of the use of public space. Indeed, changes in consumer behaviour, new e-commerce and mobility services, instant deliveries, the COVID-19 pandemic, along with conventional on-street parking and bus stops are conflicting each other, causing curbside disorder and generating conflicts, environmental issues and inefficiencies. Such competition is growing at faster rate than the policies /regulations governing curbside accessibility and it must be observed and considered in the development of new mobility services, as they are all causing an increase of pressure on the transport system, due to the lack of available space.</p>
	<p>The collaboration will identify the possibility to have new solutions for public administrations for effective ways to digitally manage strategic spaces, and fairly balancing priorities for all competing interests of city curb side communities, including business and local mobility needs. On the other side, as the curb zone is located between streets and sidewalks, can be considered as the newest real estate, with potentials to generate revenue opportunities for cities and business.</p> <p>The collaboration with SUSTANCE projects is ensured thanks to the organization of periodic webinars and conferences (D.1.2.1; D.2.5.2) in which ITL, thanks to the competence in both sectors, will guide the discussion to generate hints to be included in the strategies. PP involved: ITL, CEI</p> <p>The collaboration with SUSTANCE is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL, thanks to the competence in both sectors, will guide the discussion to generate hints to be included in the strategies.</p>

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
URBANE (Horizon Europe)	<p>URBANE (starts in Q4 2022). URBANE brings together a multidisciplinary group of 41 partners from 12 different EU Member States, including 12 cities, industry leaders in logistics services, novel solution providers for shared, connected and automated operations and research experts to co- develop novel last mile delivery solutions combining green automated vehicles and shared space utilisation models. The project will support the transition path towards effective, resilient, safe and sustainable last mile transport, through four Lighthouse Living Labs</p> <p>(Helsinki, Bologna, Valladolid and Thessaloniki, that will demonstrate TRL7/8 efficient, replicable and socially acceptable innovative last mile delivery solutions (Wave 1 LLs), building on existing TRL>5 assets. Hands-on lesson learning at European level will be primarily facilitated by an Innovation Transferability Platform comprising Digital Twinning Tools, open models, smart contracts governed by blockchain technology and a data-driven Impact Assessment Radar that will enable the adaptation and replication of Wave 1 solutions in two Twinning LLs in Barcelona and Karlsruhe (Wave 2 LLs), demonstrating their own solutions within the course of the project. URBANE's commitment to upscaling is further strengthened by the engagement of six early adopters (Follower Cities) in innovations' adoption feasibility studies, thus stimulating the formulation of new LL communities across Europe. The approach employs social simulation tools to experiment with possible strategies. URBANE will provide evidence of the real introduction of the Physical Internet in urban deliveries for the first time. PP: ITL The collaboration with URBANE is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.</p>
Urban logistic in the city center	<p>To be completed by the end of 2022, funded by the Italian Ministry of Sustainable Mobility. Feasibility study to identify the most suitable type of micro-hub to promote cycle logistic in the city center. The study will be developed with the support of local stakeholders and logistic operators. The project will provide inputs for CRE's pilot action and the joint development of microhubs. PP: CRE</p>

Project or initiative (including funding instrument, if applicable)	Synergies foreseen
LEAD (Horizon 2020) 2020-2023	<p>LEAD (Low-Emission Adaptive last mile logistics supporting on demand economy through Digital Twins) will create Digital Twins of urban logistics networks in six TEN-T urban nodes (Madrid, The Hague, Lyon, Budapest, Oslo, Porto), to support experimentation and decision making with on-demand logistics operations in a public-private urban setting. City logistics solutions will be represented by a set of value case scenarios that address the requirements of the on-demand economy and the pressures caused by the increase of parcel deliveries while aligning competing interests and creating value for all different stakeholders. The long-term vision of LEAD is to design an Open PI-inspired framework for Smart City Logistics that incorporates the Digital Twins created in the project, thus setting the foundations for the development of large-scale city Digital Twins. PP: BKK The results of LEAD will be integrated in GRETA and ensured thanks to the participation of BKK. If compatible with the projects lifetime. The collaboration with LEAD is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.</p>
URSA MAJOR NEO funded by CEF programme	<p>The project promotes the dissemination of ICT services to enhance the freight traffic along the Scan-Med corridor, connecting the ports in north of Europe to the Italian nodes. PP: ZAI The collaboration with LEAD is ensured thanks to the organization of periodic webinars and workshops (A.3.3) in which ITL will guide the discussion to generate hints to be included in the strategies.</p>
VReF CoE SUFS	<p>GRETA will benefit from the global initiative Center of Excellence on Sustainable Urban Freight Systems, funded by the Volvo Research Foundation. The mission of CoE-SUFS is one of behaviour modification: to change the idea of urban freight systems from one driven by profit maximization to one that accounts for the externalities produced. The research team is led by the Department of Civil and Environmental Engineering of the Rensselaer Polytechnic Institute based in New York (USA) and ITL is Associate Research Centers. With the CoE-SUFS will be activate synergies in the development of methodologies and analysis of the results</p>
SUSMILE (ERASMUS +) 2021-2023	<p>During the COVID-19 crisis, VET (Vocational Education & Training) teachers and trainers have faced many challenges to continue teaching despite this disruptive situation. Distance learning measures have shown a lack of adapted means, training materials and tools across all VET qualifications. The ultimate goal of the SUSMILE project is to develop a MOOC (Massive Open Online Course) including e-learning modules, evolutive contents and a serious game, integrating high quality learning resources for VET providers to be able to train their students online on fresh, practical and innovative concepts related to sustainable last mile logistics. PP involved: ITL</p> <p>GRETA will activate synergies with SUSMILE and will involve the vocational and training centres to exchange results and to transfer GRETA's experiences.</p>

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

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

GRETA capitalises on previous experiences of past projects thanks to a dedicated activity (A.1.3) and builds on available knowledge from the direct involvement of PPs in relevant projects (listed below). At the beginning of the project, an analysis will be developed to update this list. In fact, there is much material from projects and initiatives that should be capitalized by GRETA to avoid possible duplication. GRETA will avoid to reinvent the wheel and will benefit from these experiences and will use the material for training courses development and to adapt methodologies considered suitable with GRETA PPs.

SULPiTER (Interreg CE 2016-2019). PPs: ITL, L-PIT, MoM, UM, CoP, CEI. SULPiTER was a city logistics project, focused on the development of 7 SULPs in the FUAs of Bologna, Rijeka, Maribor, Stuttgart, Brescia, Poznan and Budapest. An analytical tool for collection and elaboration of data was created, allowing FUAs to have deep insights on the freight phenomena in their areas. SULPiTER also developed extensive work on stakeholder involvement supporting the preparation and the governance of SULPs. GRETA takes up the legacy of SULPiTER, test the innovative measures in SULPs and capitalize all the training material, updating them if necessary.

RESOLVE (Interreg Europe 2016/2021) PPs: MoM, UM, CRE. The objective was to reduce carbon emissions created by retail related traffic in town and city centres while supporting jobs and growth in the local retail economy. The project created improved regional policies through innovative new projects and by improving governance so that the different stakeholders can agree common solutions. GRETA will benefit from the identification of good practices, past workshops and Regional Action Plans.

SUCCESS (H2020 2015-2018) PP: ITL. It aimed to explore, find and test green and efficient solutions regarding various issues in Construction Supply Chain and material freight logistics in urban areas. It assessed the impacts of Construction Consolidation Centres in urban contexts and paved the way for actually implementing them.

NOVELOG (H2020 2015-2018) PPs: ITL. It focused on the enabling of knowledge and understanding of freight distribution and service trips by providing guidance for implementing effective and sustainable policies and measures. This guidance supported the choice of the most optimal and applicable solutions for urban freight and service transport and will facilitate stakeholder collaboration and the development, field testing and transfer of best governance and business models.

TALKNET (2017-2020 Interreg CE) PP: ZAI. The project focused on the improvement of the coordination of stakeholders to foster the integration between ports/inland terminals and transport operators and enhance efficient and sustainable multimodal logistics nodes.

IoT enabled urban logistics smart reloading bays (2020) funding instrument European Institute of Innovation and Technology - EIT Urban Mobility, Regional Innovation Scheme (RIS). PP: CoP. The INDIMO project (H2020 2020-2022, PP: ITL) aims to help and improve the user's inclusion in the digital transport systems, thanks to training, increase of services and change of behaviour campaigns. INDIMO will also influence future policy by feeding project results into policy-making. The results will be taken up to ensure accessibility and inclusivity of GRETA solutions.

The SPROUT (Sustainable Policy Response to Urban mobility Transition, H2020). PP : L-PIT- project provides a new city-led innovative and data driven policy response to address the impacts of the emerging mobility patterns, digitally enabled operating & business models, and transport users' needs.

SMARTSET (EASME, 2013-2016) PP: THWi. jointly developed by 6 EU cities to develop new city logistics solutions and set up a business model foundation for these solutions. KPIs as well as business models from this project can be used to build upon in GRETA, especially regarding the use of Micro-hubs.

InterGreen-Nodes (Interreg CE 2014-2020). PP: ITL, THWi developed green last mile transport solutions from ports to their urban hinterland. Besides the demonstration of green transhipment and storage processes, urban transport was an important part of the project (e.g. cargo bike transport from micro-hubs, testing of heavy EV for last mile transport from intermodal terminals). Data and experiences can directly be transferred to GRETA.

URSA MAJOR NEO (CEF programme). PP: ZAI The project promotes the dissemination of ICT services to enhance the freight traffic along the Scan-Med corridor, connecting the ports in north of Europe to the Italian nodes.

LOGISTAR(H2020 programme).PP:ZAI The project aims to improve the competitiveness of the freight transport through the optimization of the digital logistics services.

FEDeRATED (CEF programme). PP:ZAI The project contributes to the creation of a federated network of platforms for the data sharing in the transport and logistics field.

C.3 Project partnership

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

The partnership is composed by a mix of local authorities, logistics nodes, research organizations, European networks, all with the aim to contribute to emission's cutting in urban mobility in CE. GRETA PPs complements each other thanks to their knowledge, competences, geographical relevance while being all committed to the approach and the project. This commitment is also shown through the involvement of several associated partners that will be active part of the activities. Thanks to its inter- and multi-disciplinarity, the GRETA partnership can ensure a successful completion of the project.

All PPs have the relevant institutional relevance and competence needed for the activities and deliverable for which they are responsible. The partnership is cross-sectorial, allowing for an integrated and fruitful approach to achieve the best results in the FUA involved. CRE, MoM, CoP & BKK are the main bodies responsible for the implementation of the measures in the Urban Mobility package, decarbonisation of their city and ultimately urban freight and last mile delivery measures. In addition to that, they will involve and reach out to relevant organisations to ensure the FUA approach and upscale GRETA's results. The Municipality of Verona as associated partner will allow ZAI to directly develop the local activities and represent its territorial stakeholders. ITL, UM, L-PIT and THWi are well-known research institutions with strong expertise on the topics of logistics and specifically last mile delivery. Their strong connection with the respective territories allows these PPs to perform transnational and transversal activities while having a precise idea of the context. CEI has joined the project as communication manager thanks to its long experience and its unique position as intergovernmental regional forum. OE represents the European Network of Logistics Competence Centres at regional level which has the role to exploit results for replication and involvement of other FUAS.

The structure of the partnership is clear, with local institutions which are part of the proposal or at least associated partners, technical partners and research organizations which support the authorities in the development of the activities to greening the last mile distribution in FUAs. All partners have a relevant experience in the development of EU Projects, especially Interreg, with teamwork methods and skills, demonstrated during the proposal phase.

C.4 Project work plan

WP number	Work package name
WP1	Understanding and analysis
WP2	Sustainable urban freight and logistics measures
WP3	Policy support towards a green urban freight transition in FUAs

C.4.1 Work package 1

Workpackage number

WP1

Work package title

Understanding and analysis

Objectives

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

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

Project specific objective

1)Jointly develop and Investigate freight delivery FUA's needs and gaps; 2) Capitalise previous projects and update results and data 3)improve competence and knowledge of PPs and target groups on sustainable freight and logistics measures

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

Communication objective(s) and target audience

1) Raise awareness and increase knowledge of thematic activities by setting up GRETA's communication channels and promotional material and providing updates2) disseminate deliverables and results using these channels 3) Attract stakeholders to join the project's activities (training) 4) support in the activation of synergies and liasons with other activities or projects. The main stakeholders in WP1 are public authorities, industry, enterprises, SMEs, sectoral agencies.

Activities

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

Activity 1.1

Title	Coordination of Work Package 1
Start period	Period 1, 1 - 6

Activity 1.1

End period	Period 6, 31 - 36
Description	<p>This activity is devoted to set the methodology of the entire work package to guide PPs, providing guidelines and indications on how to reach the outputs and results of the WP. It outlines the relationships between the activities and deliverables of WP1. It includes the objectives of the WP, a detailed gantt chart/timeplan, quality and risk management and monitoring of the activities (including meetings). It will also set out the communication strategy, the envisioned activities and their coordination. Specific reference to horizontal principles is going to be included. The work package coordination is discussed regularly during the PMGs according to the section C.7.1 of the Application form. Resp. UM</p>

Deliverables 1.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.1.1	Joint methodology for the implementation of the WP	<p>Methodological document including the scope, methodology, quality and risk management and results expected by the WP. It includes the communication plan for the implementation of the WP and planning for the internal and external activities.</p> <p>Resp. UM with contribution of CEI, ITL, THWi and L-PIT</p>	Period 1 , 1 - 6
D.1.1.2	Coordination and monitoring activities for the WP1	<p>The WP1 leader, in cooperation with the PMG will monitor the progress and quality of the WP's deliverables and outputs incl. communication activities. specific meetings will be dedicated to the risk management of the WP (in cooperation with the other WPs. Resp.: UM, in cooperation with PMG</p>	Period 6 , 31 - 36

Activity 1.2

Title	Jointly developed Territorial needs and gaps
Start period	Period 1, 1 - 6
End period	Period 3, 13 - 18
Description	<p>This activity has the goal to investigate the needs and challenges of each FUA concerning mobility and freight, and specifically seamless mobility solutions that enable the path to decarbonisation. A</p>

Activity 1.2	
	methodology will be produced to guide PPs in each specific activity, also outlining the relationships between the deliverables. The territorial needs and gaps will be one document including all FUAs contribution and overall conclusions for this activity. This will support also in WP2 and WP3 to identify the possibilities to scale up and to best implement the pilot activities. A.1.2 will also include transnational learning by means of joint transnational review workshops (all PPs will take part). Includes communication activities (news, press release etc.). Resp. UM.

Deliverables 1.2			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.2.1	Joint methodology for the territorial needs and gaps analysis (TNGA)	Report presenting the methodology for the identification of main restrictions and gaps at FUA level for seamless solutions to enable alternative zero and green urban logistics measures. ITL, THWi and UM contribute. Resp. L-PIT.	Period 1 , 1 - 6
D.1.2.2	Territorial needs and gaps carried out in all the GRETA FUAs	Joint report collating all identified needs and challenges, including common key topics and data for up scaling possibilities. Each FUA will outline the state of the art, previous initiatives, future and present challenges and main stakeholders and target groups. All PPs contribute. Resp. UM.	Period 2 , 7 - 12
D.1.2.3	Joint transnational review workshops on TNGAs with all FUAs (JTRW)	JTRWs aim to analyse and get insights on topics of transnational relevance for PPs and FUAs. All PPs and associated PPs contribute. At least 3 meetings will be organised, the final reports includes minutes and main topics and considerations. Resp. THWi	Period 3 , 13 - 18

Activity 1.3	
Title	Capitalization of previous projects and beyond
Start period	Period 1, 1 - 6

Activity 1.3

End period	Period 5, 25 - 30
Description	<p>GRETA will draw upon previous initiatives and projects to avoid to reinvent the wheel. This activity aims to capitalise previous projects activities, building on available knowledge, while expanding their results based on the current situation.</p> <p>SULPiTER and other relevant Interreg CE projects 2014-2020 and projects from the KEEP database will be examined and included. Furthermore, PPs exploit their previous experiences, incl. EU funded projects (e.g. H2020, Horizon Europe, CEF and other INTERREG) or national, regional, local initiatives. It includes the measures, scenarios, technologies and regulation at EU level. Update of the trends affecting FUA freight distribution (FFD). Deliverables will consider that in some FUAs the supply chain of distributive flows are including cross-border activities (especially for parcel), studying and supporting cooperation at cross-border level among the stakeholders. Includes communication activities. Resp. L-PIT, all PPs contribute.</p>

Deliverables 1.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.3.1	Take up and update of SULPiTER results and previous projects	Report about trends and scenarios, transport policies state of the art analysis, measures, business models and methodologies. Analysis, take up and update of projects on urban freight delivery decarbonization. Identification of relevant output and results. All PPs contribute. Resp. L-PIT.	Period 1 , 1 - 6
D.1.3.2	Conceptual paper on regional collaborative logistics in FUAs	The report will provide insights on innovative concepts based on the collaboration between different actors of the supply chain. The aim is to foster decarbonization of the FUAs freight transport thanks to the definition of new opportunities for the freight sector. All PPs contribute. Resp. OE	Period 5 , 25 - 30
D.1.3.3	Greening last-mile deliveries in FUA including analysis on distribution in FUAs	Scientific article carried out by ITL, University of Maribor and University of Wildau with the contribution of L-PIT, OE, and all the FUAs. It takes into consideration Covid19 trends and challenges. It will be disseminated also in scientific publications. Resp. THWi	Period 5 , 25 - 30

Deliverables 1.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.3.4	ICT and Innovative solutions to support the greening urban freight	This report analyses technological, ICT and innovative measures to optimise urban deliveries in FUAs and includes curb management and physical internet as opportunities to rethink the distributive flows and the urban space. All PPs contribute. Resp partner ITL	Period 4 , 19 - 24

Activity 1.4

Title	Capacity building strategy for innovative green urban logistics in central europe
Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36
Description	The activity aims to improve competence and knowledge of all PPs and associates, and the GRETA target groups. It draws upon the results of the needs and gaps identified in A.1.2. It is developed at transnational level for the exploitation of project results, including WP2 and WP3, and outputs to a wider areas. It takes into consideration the different needs of the target groups and the different local context, by providing two separated training paths for business and PAs. The training courses are firstly checked and peer reviewed by the research partners, and then hosted in a LMS and will be publicly available beyond the end of GRETA. Learning management tool is provided by OE and will be available in a digital version through a free enrolment. Resp. THWi, all PPs contribute

Deliverables 1.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.4.1	Coordination and development of training courses	Definition of the overall training path, topics based on FUAs needs and gaps. Transnational Open Trainings for the knowledge & competences of CE FUAs Authorities - Policy makers and private operators. Peer reviews by research partners. Resp. OE. All PPs contribute	Period 5 , 25 - 30

Deliverables 1.4

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.4.2	Jointly developed capacity building for CE FUAs policy makers	Training course are peer reviewed and made available with material developed and open for all, targeting PPs, Associates, Public Administrations and policy makers. Learning Management tool provided by OE. Resp. MoM, all partners contribute to the dissemination and wider reach of webinars.	Period 6 , 31 - 36
D.1.4.3	Jointly developed training material for CE FUAs transport operators and business	Training course are peer reviewed and made available with material developed for all, targeting enterprises, SMEs transport operators and business sector. Learning Management tool provided by OE. Resp. THWi, all partners contribute to the dissemination and wider reach of webinars.	Period 6 , 31 - 36
D.1.4.4	GRETA sustainable green urban logistics strategy	Thanks to the capitalization and liaison with previous and ongoing projects, GRETA aims to create synergies between partners and associated, to further explore innovative urban logistics in Central Europe also beyond the project closure. Resp. OpEn, contr. CEI and all PPs	Period 6 , 31 - 36
D.1.4.5	Capacity building strategy for innovative green urban logistics in Central Europe	Fed by all the activities carried out in WP1 (and from pilots in WP2), this strategy aims to contribute to the take up of knowledge created within GRETA. It will make all capacity building activities available and sustainable also beyond GRETA. Linked to O.1.3. Resp. ITL.	Period 5 , 25 - 30

Outputs

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

Output number 1.1

Output title	GRETA supporting cooperation across borders
Programme output indicator	RC0120_2.5: Projects supporting cooperation across borders to develop urban-rural linkages
Measurement unit	projects
Output target value	1.00
Delivery period	Period 6, 31 - 36
Output description	GRETA adopts a FUAs perspective and involves the

Output number 1.1	entire FUAs of Verona, Maribor, Reggio Emilia, Poznan and Budapest. Berlin is observer. Starting from the territorial analysis (A1.2) and the FQP (A2.2) GRETA will enable a stron cooperation between cities and peripheral areas. In A1.3 GRETA will pay attention to the entire supply chains, and it will consider also the cross-border implications of solutions adopted.
Output number 1.2	
Output title	Establishment of Cooperation in GRETA for a sustainable green urban logistics strategy in Central Europe
Programme output indicator	RC087_2.5: Organisations cooperating across borders
Measurement unit	organisations
Output target value	20.00
Delivery period	Period 1, 1 - 6
Output description	Counting the number of organisations formally cooperating in GRETA. It will be reached with the signature of a Memorandum of Understanding by all involved organisations. Cooperation aims to influence the European Commission agenda on the GRETA topics.
Output number 1.3	
Output title	Capacity building strategy for innovative green urban logistics in Central Europe
Programme output indicator	RC083_2.5: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1.00
Delivery period	Period 6, 31 - 36
Output description	Fed by all the activities carried out in WP1 (and from pilots in WP2), this strategy aims to contribute to the take up of knowledge created within GRETA. It will make all capacity building activities available and sustainable also beyond GRETA. Linked to D.1.4.5.

Investments

C.4.1 Work package 2

Workpackage number

WP2

Work package title

Sustainable urban freight and logistics measures

Objectives

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

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

Project specific objective

1) test sustainable urban freight pilot actions in 5 FUAs, 2) Activate Freight Quality partnerships in FUAs and promote stakeholder engagement 3) monitor the pilot actions and carry out sustainability and social assessment

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

Communication objective(s) and target audience

1) test sustainable urban freight pilot actions in 5 FUAs, 2) Activate Freight Quality partnerships in FUAs and promote stakeholder engagement 3) monitor the pilot actions and carry out sustainability and social assessment

Activities

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

Activity 2.1

Title	Coordination of Work Package 2
Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36

Activity 2.1

Description	This activity is devoted to set the methodology of the entire work package to guide PPs, providing guidelines and indications on how to reach the outputs and results of the WP. It outlines the relationships between the activities and deliverables of WP2. It includes the objectives of the WP, a detailed gantt chart/timeplan, quality and risk management and monitoring of the activities (including meetings). It will also set out the communication strategy, the envisioned activities and their coordination. Specific reference to horizontal principles is going to be included. The work package coordination is discussed regularly during the PMGs according to the section C.7.1 of the Application form. Resp. ITL
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Deliverables 2.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.1.1	Joint methodology for the implementation of the WP	Methodological document including the scope, methodology, quality and risk management and results expected by the WP. It includes the communication plan for the implementation of the WP and planning for the internal and external activities. Resp. ITL with the contribution of CEI and L-PIT.	Period 1 , 1 - 6
D.2.1.2	Videos and infographics	In order to exploit and communicate better the findings and concepts of WP2, one or more videos are dedicated to the pilot actions and FUAs. Infographics are created to better explain to target groups the impacts of the output of the WP. Resp. CEI. All partners contribute.	Period 6 , 31 - 36
D.2.1.3	Coordination and monitoring activities for the WP2	The WP2 leader, in cooperation with the PMG will monitor the progress and quality of the WP's deliverables and outputs incl. communication activities. specific meetings will be dedicated to the risk management of the WP (in cooperation with the other WPs. Resp.: ITL, in cooperation with PMG	Period 6 , 31 - 36

Activity 2.2

Title	Freight quality partnership fostering a Multi-actor Collaboration
Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36

Activity 2.2

Description	<p>This activity is devoted to the establishment and implementation of Freight Quality Partnerships (FQP) working groups established in each FUA with the relevant stakeholders to co-develop the GRETA activities, pilots and solutions. The aim is to engage and involve stakeholders the jointly developed pilot actions and urban freight issues, as well as decarbonisation. Based on the capitalisation of SULPiTER, other EU projects results, and the Quadruple Helix framework (involvement of business, users, policymakers and academia). At transnational level, capacity-building hybrid workshops are organised to share the results and operation of the pilots with PPs, associates and stakeholders. They will be performed in each FUA to share technical details and operations. communication activities are included. Resp. ITL, all PPs contribute</p>
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Deliverables 2.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.2.1	Methodology for the creation of a FQP and FQP establishment	Capitalization of SULPiTER methodology adapted for GRETA, establishment of working groups FQP in each FUA. Resp. ITL, all partners provide evidence of FQP activation	Period 1 , 1 - 6
D.2.2.2	Collaborative and innovative FQP in all FUAs	In each FUA, FQP are regularly held to discuss the local implementation activities, involve stakeholders, disseminate results and outputs, gaining long-term acceptance. Resp. ITL, all partners contribute.	Period 6 , 31 - 36
D.2.2.3	Hybrid joint implementation workshops	To display the results of each pilot and share technical implementation. They will be performed in hybrid mode or back to back with project meetings. Press release included, for each workshop journalists and policymakers will also be invited. Resp. CEI, all FUAs contribute.	Period 6 , 31 - 36

Activity 2.3

Title	Jointly developed Pilot activities
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Activity 2.3

Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36
Description	<p>This activity is dedicated to test innovative delivery methods and business models leveraging green automated and connected mobility and tools supporting automated logistics operations, building on the results of previous projects. GRETA will demonstrate cost-efficient, zero-emission modes of last mile transport for urban and peri-urban deliveries. Moreover, the project will include roadmaps and strategies to demonstrate how the use of cleaner modes for last mile transport vehicles in combination with innovative tools such as dynamic e-routing, parcel lockers, and micro consolidation centres can increase the sustainability from an economical and environmental point of view. This approach will have a vision at urban level and at peri-urban level. The pilots in Reggio Emilia and the one in Budapest are supported by small-scale investments (Budapest is not exceeding the threshold to be considered an investment). Communication activities are included. Resp. L-PIT</p>

Deliverables 2.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.3.1	Methodology of the pilot actions including data collection	Methodology outlining the expected results of the activity, guiding partners in the implementation and reporting of the pilot actions. It includes meetings for the monitoring and coordination of the activities, and data to be collected in each pilot action. Resp. THWi.	Period 1 , 1 - 6
D.2.3.2	Pilot action in FUAs: Reggio Emilia	Report outlining the steps, technical specifications, data&results concerning the testing of an open microhub located near the city centre with e-cargo bikes to serve the shops in the LEZ. It is line with CRE SUMP. The pilot actions is jointly developed with MoM and CoP. Resp.CRE	Period 5 , 25 - 30
D.2.3.3	Pilot action in FUAs: Maribor	Report outlining the steps, technical specifications, data&results concerning the testing of a micro consolidation centre with ZE vehicles for sustainable and flexible last mile delivery in Maribor, in line with UM SUMP and SULP. The pilot actions is jointly developed with ZAI, CRE and UM. Resp. MoM	Period 5 , 25 - 30

Deliverables 2.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.3.4	Pilot action in FUAs: Poznan	Report outlining the steps, technical specifications, data&results concerning the testing of mobile transhippment hub for last mile delivery in Poznan supported by ICT, in line with SUMP. The pilot actions is jointly developed with CoP, CRE and L-PIT. Resp. CoP	Period 5 , 25 - 30
D.2.3.5	Pilot action in FUAs: Verona	Report outlining the steps, technical specifications, data&results concerning the testing of a curb management system to coordinate the flow of freight. Definition of regulations&new system for accessibility. Jointly developed with BKK, CRE and Municipality of Verona (associated partner). Resp. ZAI	Period 5 , 25 - 30
D.2.3.6	Pilot action in FUAs: Budapest	Report outlining the steps, technical specifications, data&results concerning the testing of curb management framework to optimise the use of space. It reallocate public spaces and provide a complex solution for differentiated usage of road. Jointly developed with CRE and Verona. Resp. BKK	Period 5 , 25 - 30
D.2.3.7	Peer review workshops on pilot actions	Partners regularly meet to mutually learn and consult each other on problems and solutions related to the pilot activities. It further strengthens transnational cooperation. Associated PPs are invited to contribute. Resp. OE, all partners contribute. 1 per semester	Period 5 , 25 - 30

Activity 2.4

Title	Monitoring and assessment of Pilot Actions
Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36
Description	Horizontal principles, including sustainable development, environmental and social issues will be taken into account in every activity of GRETA. This specific activity aims to ensure overall consistency in project and environmental sustainability by design approach. Specifically, it will ensure that pilot activities are sustainable solutions contributing towards decarbonisation in a life cycle perspective and considering all steps for the implementation of the solutions. The activity

Activity 2.4	
	includes environmental and social assessment based on the methodology provided by THWi and using the data collected by pilot activities. Resp. ITL

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.4.1	Methodology for the impact assessment and the monitoring	It provides the standards and methodologies to follow to estimate the environmental and social impact of solutions generated by GRETA. Resp. THWi	Period 2 , 7 - 12
D.2.4.2	Environmental and social impact assessment of GRETA pilot actions and solutions	Estimation of the environmental savings of the GRETA solutions and pilot actions, including environmental or social indicators based on carbon footprint assessment principles. Social assessment is carried out whenever relevant for the pilot action. Resp. ITL, all PP contribute.	Period 6 , 31 - 36

Activity 2.5	
Title	Solutions for a sustainable urban freight at in Central Europe
Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36
Description	Each GRETA solution have a thematic orientation that is reflected with the corresponding deliverable. In this action, the pilots developed in A.2.3 and assessed in A.2.4 are reshaped and generalized in order to be considered as solutions to be transferred, upscaled and identified in the detail. Each solution is developed jointly from partners of at least 2 Countries.

Deliverables 2.5

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.5.1	Methodology for the identification of GRETA solutions	It provides a methodology to identify and report solutions from the pilots carried out in A.2.3 and assessed in A.2.4. Moreover, the methodology will help in the alignment of the contents with the expected results from O.2.2. Resp. PP3-UM	Period 1 , 1 - 6
D.2.5.2	Micro-hub, e-cargo bikes and innovative governance model	The solution, linked to D.2.3.2, includes actions needed for the take up and up-scale. Jointly developed with MoM and CoP. Resp.CRE	Period 6 , 31 - 36
D.2.5.3	Micro consolidation centre served by green and ZEV	The solution, linked to D.2.3.3, includes actions needed for the take up and up-scale. Jointly developed with ZAI, CRE and UM. Resp. MoM	Period 6 , 31 - 36
D.2.5.4	Transhipment hub for last mile delivery	The solution, linked to D.2.3.4, includes actions needed for the take up and up-scale. Jointly developed with CoP, CRE and L-PIT. Resp. CoP	Period 6 , 31 - 36
D.2.5.5	Curb management framework for regulations and accessibility	The solution, linked to D.2.3.5, includes actions needed for the take up and up-scale. Jointly developed with BKK, CRE and Municipality of Verona (associated partner). Resp. ZAI	Period 6 , 31 - 36
D.2.5.6	Curb management to differentiate road usage and optimise use of space	The solution, linked to D.2.3.6, includes actions needed for the take up and up-scale. Jointly developed with CRE and Verona. Resp. BKK	Period 6 , 31 - 36

Outputs

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

Output number 2.1

Output title	Jointly developed sustainable urban freight and logistics pilot actions
Programme output indicator	RC084_2.5: Pilot actions developed jointly and implemented in projects

Output number 2.1	
Measurement unit	pilot actions
Output target value	5.00
Delivery period	Period 6, 31 - 36
Output description	GRETA will develop and implement 5 pilot actions for the decarbonisation of last mile deliveries, jointly developed by at least two participating countries, as outlined in A.2.3 and peer reviewed. The pilot actions will concern solutions to make last mile distribution green. They will also consider the strategy to develop a curb management and in general the space management in cities and FUAs. Pilot actions will be jointly developed and implemented in GRETA
Output number 2.2	
Output title	Optimizing Urban Logistics in GRETA: Jointly Developed Solutions for Effective Curb Management & urban freight in Functional Urban Areas
Programme output indicator	RC0116_2.5: Jointly developed solutions
Measurement unit	solutions
Output target value	5.00
Delivery period	Period 6, 31 - 36
Output description	Solutions are developed jointly and peer reviewed thanks to the involved partners as outlined in a.2.4 and specific reports are available in A.2.5. The solutions will be 1) micro-hub with e-cargo bikes 2) micro consolidation centre served by green and ZEV 3) transhipment hub for last mile delivery 4) curb management framework for regulations and accessibility 5) curb management to differentiate road usage and optimise use of space. Solutions include at least 2 partners from different countries.

Investments

Investment 2.1

Title

Pilot investment 1 - Reggio Emilia Micro hub

Delivery period

Period 5, 25 - 30

Justification

Please provide a description of the investment and explain to which pilot action it contributes and why it is needed.

The SUMP adopted by CRE in 2019 identifies two synergetic measures for urban freight distribution: the creation of a new low emission zone covering almost all the city center and the introduction of a new consolidation system to improve urban logistic and promote the use of electric vehicles and cargo bikes. These needs have significantly increased in the pandemic period when the number of deliveries surged due to e-commerce. The aim of consolidation will be to lower pollutant emissions and preserve the commercial vocation of the city center. D.2.3.2 in GRETA (Pilot action in FUAs: Reggio Emilia) has the objective to test innovative open microhubs that can serve the shops located in the city centres with ZEV (i.e. cargo bikes). The investment is needed to realise the micro hub project in a space/infrastructure owned by CRE and specifically the works related to the creation of spaces according to the identified needs of the logistics and transport operators that will utilise the micro-hub. CRE on this topic. A study - funded by the Italian Ministry for Sustainable Mobility – will soon identify the first guidelines for the implementation of cyclistic in Reggio Emilia and identify the location of where consolidation could occur. By the beginning of GRETA project, the City of Reggio Emilia will have already chosen a location fulfilling the identified requirements for the microhub based on these results. The investment will be therefore based on the results of this first study. The investment works will concern the creation of spaces adapting pre-existing public infrastructures according to the needs of local logistic operators that will utilize the micro-hub. The solution will also investigate possible integrations with innovative deliveries made with drones or automated vehicles thanks to the synergies with Horizon Europe projects like as DISCO, TRACE and URBANE. CRE will also work on a governance model aiming to attract users and operators in a unique community.

Please describe the transnational relevance of the investment. Please clarify how the pilot investment can be replicated and upscaled, and how the experience coming from it will be used for the benefit of the programme area.

Within the partnership the transnational relevance will be ensured by the joint development of the pilot actions tested and under the responsibility of CRE (D.2.3.2) with UM and CoP which displays similar contexts. This way, it will be possible for Maribor and Poznan FUA to learn from the experience of Reggio Emilia and replicate it. Since these FUAs are all implementing pilot actions looking at consolidation, transhipment and microhubs, they can closely observe the investment made in CRE.

Further replication and upscaling is going to be fostered thanks to the FQP (D.2.2.2) made of other cities in the FUA and beyond and the province. Within the FUA, the Municipality of Scandiano (Associated PP) is affected by similar problems and by closely taking part in the pilot. Outside of the Reggio Emilia FUA, the results of the investment will be integrated in the GRETA Transferability Platform (D.3.3.3) as a practical example of the costs needed for micro consolidation centers. In terms of innovation, the solution will take into consideration future perspectives thanks to the cooperation with LP1 ITL and the liaison with Horizon Europe Projects currently ongoing, especially related to data sharing, drones and autonomous driving applications. Moreover, also the ALICE (A02) will provide inputs to be explored during the project implementation.

Please describe who is benefiting (e.g. partners, regions, target groups, etc.) from this investment, and in what way.

A number of stakeholders will benefit from the investment, i.e. the adaption of public spaces for the purpose of the pilot action. The investment, being of public nature, will be available to all operators.

Province of Reggio Emilia (the organization responsible for the whole FUA), other Departments of the Municipality (in particular the Department of Commerce and Property) and other local Municipalities will be able to see how public infrastructures can be adapted for the purpose of consolidation and contribute to the replication.

CNA Commercio, Confcommercio and Confesercenti (3 trade and commerce unions representing traders and retailers) will benefit by a fitting infrastructure for their associated, which could exploit it for their own business. Specifically, logistic operators will be able to use the investment in the future in an open way to carry out consolidation as a microhub.

Location of the investment

Country (NUTS 0)	Italia (IT)
Region (NUTS 2)	Emilia-Romagna (ITH5)
NUTS 3	Reggio nell'Emilia (ITH53)
Street House number, Postal code, City	,

Environmental sustainability and risks associated to the investment

Please specify possible positive or negative environmental effects related to the investment. In case of environmental risks, please describe the mitigation and monitoring measures foreseen. For investments in infrastructure with an expected lifespan of at least five years, please describe the expected impacts of climate change and how their assessment and climate resilience will be ensured. Please describe other risks associated with the investment, go/no-go decisions, etc. (if any).

The environmental sustainability and risks associated to this investment are being assessed thanks to a specific and currently ongoing project already funded by the Italian Ministry of Sustainable Mobility (to be completed by the end of 2022). Specific information regarding environmental sustainability and risk associated to the investment will be available at the start of GRETA.

Technical and legal requirements

If applicable, inform on permissions (e.g. building permits) required for the investment according to the respective national legislation and if these are already available.

The technical and legal requirement are being assessed thanks to a specific and currently ongoing project already funded by the Italian Ministry of Sustainable Mobility (to be completed by the end of 2022). It includes a feasibility study to identify the most suitable type of micro-hub to promote cycle logistic in the city center. Specific information of technical and legal requirement will be available at the start of GRETA.

Ownership

Please indicate which project partner is in charge of the investment. Please also specify who owns the site where the investment is located?

CRE is in charge of the investment. The location of the investment is not yet known, but the site will also be under CRE's ownership.

Who will retain ownership of the investment after the end of the project? Who will take care of the maintenance of the investment? How will this be done?

CRE will retain the ownership of the investment after the project's end and will take care of its maintenance. Upon the succesfull completion of the testing carried out in GRETA and using GRETA's results on business and operational model, CRE may subcontract its maintenance with its own funding.

If this is an infrastructure investment, will it be exploited commercially and/or its use will not be publicly available for free?

CRE will not commercially exploit the infrastructure but will find the options to make it available for the purposes of decarbosing last mile delivery and open to all operators.

C.4.1 Work package 3

Workpackage number

WP3

Work package title

Policy support towards a green urban freight transition in FUAs

Objectives

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

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

Project specific objective

Stimulate the wider uptake, transferring and upscaling of GRETA results through industry innovation and action plans, ongoing projects' synergies, and Macro Regional Strategies and the GRETA Transferability Platform

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

Communication objective(s) and target audience

1) Raise awareness on thematic activities, communicate the results through the production of a final publication and the organisation of a final conference 2) Support in the upscaling, transferring and uptaking of results with target groups (specifically PAs, SMEs, enterprises, academia) 3) Ensure that all project's material and results is publicly available and disseminated to all target groups

Activities

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

Activity 3.1

Title

Coordination of Work Package 3

Start period

Period 1, 1 - 6

Activity 3.1

End period	Period 6, 31 - 36
Description	<p>This activity is devoted to set the methodology of the entire work package to guide PPs, providing guidelines and indications on how to reach the outputs and results of the WP. It outlines the relationships between the activities and deliverables of WP3. It includes the objectives of the WP, a detailed gantt chart/timeplan, quality and risk management and monitoring of the activities (including meetings). It will also set out the communication strategy, the envisioned activities and their coordination. Specific reference to horizontal principles is going to be included. Resp. The work package coordination is discussed regularly during the PMGs according to the section C.7.1 of the Application form. THWi</p>

Deliverables 3.1

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.1.1	Joint methodology for the implementation of the WP	<p>Methodological document including the scope, methodology, quality and risk management and results expected by the WP. It includes the communication plan for the implementation of the WP and planning for the internal and external activities.</p> <p>Resp. THWi</p>	Period 1 , 1 - 6
D.3.1.2	Coordination and monitoring activities for the WP3	<p>The WP3 leader, in cooperation with the PMG will monitor the progress and quality of the WP's deliverables and outputs incl. communication activities. Specific meetings will be dedicated to the risk management of the WP (in cooperation with the other WPs. Resp.: THWi, in cooperation with PMG</p>	Period 6 , 31 - 36

Activity 3.2

Title	Industry innovation and action plan
Start period	Period 3, 13 - 18
End period	Period 6, 31 - 36
Description	<p>This activity's goal is to bring innovation beyond the lifespan of GRETA to ensure long lasting results. It defines business and operational model and plans that the Institutions and industry can take up to</p>

Activity 3.2	
	greening freight in FUAs. Additionally, it exploits the experience of the project to define curb management and estate opportunity for freight. D. 1.2.1 is verified by industry, ensuring long-term social and business acceptance and economic sustainability, extending beyond the lifespan of the project. A.3.2 also identifies further opportunities for PA in curb management and how to exploit them. Resp. THWi.

Deliverables 3.2			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.2.1	Innovative Business Models to stimulate wider adoption of GRETA solutions	Report outlining the business models to incentivise commercial partnerships, leading to substantiated Business and operational Plans. Shared with associated partners and FQPs and based on the pilot action results. Resp. THWi. All PPs contribute.	Period 6 , 31 - 36
D.3.2.2	New real estate opportunities for PA and operators: curb management applied to freight distribution	It aims to re-think the current freight model present in towns, city centres and FUAs for PA and private operators. The report aims also to share the knowledge developed by GRETA in the topic of curb management for the uptake. Resp. L-PIT. CRE, BKK and ZAI contribute.	Period 6 , 31 - 36

Activity 3.3	
Title	Upscaling, transferring and synergies with external experiences
Start period	Period 1, 1 - 6
End period	Period 6, 31 - 36
Description	This activity is dedicated to establish a fruitful cooperation with other ongoing projects and to jointly exploit results and good practices. Synergies will be activated with EU-funded projects and beyond (es. H2020, Horizon Europe and other INTERREG projects) in D.3.3.1. Members from identified projects will be invited to join a permanent table and the GRETA initiatives. Collaboration with other projects will foster upscaling and transferring of results. Synergies with other projects will produce

Activity 3.3	
	opportunities such as joint workshops, events or publications (D.3.3.2 and D.3.3.5). Tools and events will be developed, Transferability Platform (D.3.3.3), final conference and publication, contribution to Macro Regional Strategies to mainstream the results of GRETA. It includes a liaison activity with ALICE ETP. Resp. CEI, all PPs contribute

Deliverables 3.3			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.3.1	Permanent working group with external projects	It aims to activate and maintain synergies with other projects and build on available knowledge. An open working group will be established and maintained, meeting at least once per semester. Members of the external projects will be invited to the GRETA initiatives Resp. ITL. All PPs contribute.	Period 6 , 31 - 36
D.3.3.2	Synergies, opportunities and threats for a collaboration between passenger and freight transport	Taking advantage from the experience on transport, this deliverable aims to develop synergies with already ongoing projects through e.g. workshops &events. Projects will develop initiatives with the aim to make synergies between public transport and freight distribution. Resp. CEI, all PPs contribute.	Period 6 , 31 - 36
D.3.3.3	GRETA Transferability Platform	Joint developed tool for decarbonization of freight distribution in FUAs. It aims to aid PAs to selfassess own situation for uptaking and transferring GRETA and other innovative last-mile delivery solutions. Based on the results of GRETA, capitalisation and synergies. Resp. ITL. All PPs contribute.	Period 6 , 31 - 36
D.3.3.4	Wider long-term durability contribution incl. Macro Regional Strategies	Final publication including of all long term results and outputs of GRETA. Organisation of final conference. Contribution targeting Macro Regional Strategies, Green Deal and Urban mobility package. Resp. CEI, BKK, ITL and L-PIT contribute	Period 6 , 31 - 36
D.3.3.5	Innovative solutions to promote synergies between passenger transport and freight transport	This report will focus on identifying synergies and best practices to promote the setting up of innovative freight transport solutions based on the unused capacity of public transport and passengers services (cargo hitching). It exploits synergies with other projects. Resp. CEI	Period 3 , 13 - 18

Deliverables 3.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.3.6	Boosting Urban Logistics: Improving Curb Management and Micro-Hubs for Cargo Bikes in Central Europe	Aiming to improve urban logistics by implementing effective curb management & establishing micro-hubs for cargo bikes, increasing sustainability of goods delivery, reducing traffic & emissions in FUAs considering the mixed use of public spaces. Transnationally developed Resp. ITL, all contribute	Period 6 , 31 - 36
D.3.3.7	GRETA Transnational network	Formal agreement to continue the collaboration also beyond GRETA. Thanks to the networking activities of OPEN ENLoCC it will be also possible to capitalize this cooperation through the selection of new funding opportunities. Resp. OPEN ENLoCC, all contribute	Period 6 , 31 - 36
D.3.3.8	Reggio Emilia FUA action plan	This Local Action plan is dedicated to the concrete steps to be adopted to create a Micro-hub, e-cargo bikes and innovative governance model in the Reggio Emilia-FUA. Resp.CRE	Period 6 , 31 - 36
D.3.3.9	Maribor FUA action plan	This Local Action plan is dedicated to the concrete steps to be adopted to create a Micro consolidation centre served by green and ZEV in the Maribor FUA. Resp. MoM	Period 6 , 31 - 36
D.3.3.10	Poznan FUA action plan	This Local Action plan is dedicated to the concrete steps to be adopted to create a Transhipment hub for last mile delivery in the Poznan FUA. Resp. CoP	Period 6 , 31 - 36
D.3.3.11	Verona FUA action plan	This Local Action plan is dedicated to the concrete steps to be adopted to create a Curb management framework for regulations and accessibility in the Verona FUA. Resp.ZAI	Period 6 , 31 - 36
D.3.3.12	Budapest FUA action plan	This Local Action plan is dedicated to the concrete steps to be adopted to deploy a Curb management model to differentiate road usage and optimise use of space in the Budapest FUA. Resp.BKK	Period 6 , 31 - 36

Outputs

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

Output number 3.1**Output title**

Boosting Urban Logistics: Improving Curb Management and Micro-Hubs for Cargo Bikes in

Output number 3.1	
	Central Europe
Programme output indicator	RC083_2.5: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1.00
Delivery period	Period 6, 31 - 36
Output description	The strategy aims to influence the urban agenda of the European Commission on urban logistics, in the medium and long term in line with the Green Deal and Urban mobility package objectives. The strategy will also make a step forward to better define how a better curb management and the use of micro-hubs in logistics, can make Central Europe greener.

Investments

C.5 Project results

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

Result 1

Programme result indicator	RCR104_2.5: Solutions taken up or up-scaled by organisations
Measurement unit	solutions
Baseline	0.00
Target value	5.00
Result description	<p>GRETA will develop 5 solutions derived from the jointly developed pilot actions, as described in RCO 84 and RCO116. These solutions will be transferred within 3 months after the projects' end to other organisations making use of the wide network created by the transnational cooperation, the Freight Quality partnerships and the synergies with ongoing EU-funded projects or other initiatives. GRETA involved each FUA and the associates to guarantee that the solutions can live beyond GRETA's timescale. The activities in WP3 will facilitate the uptake and scaling up of the solutions thanks to specific guidelines, tools and other contributions. The upscale or uptake of the solutions will be documented as evidence (action plan and letters of commitment).</p>

Result 2

Programme result indicator	RCR79_2.5: Joint strategies and action plans taken up by organisations
Measurement unit	joint strategy/action plan
Baseline	0.00
Target value	2.00
Result description	<p>It concerns jointly developed strategies and actions plans adopted within 3 months after the project completion. It includes strategies and action plans that are adopted and implemented by organisations</p>

Result 2	that directly participate in GRETA or associates or other relevant organisations identified during the project's lifetime. The uptake or joint strategy will be documented. Strategies and roadmaps are adopted also at FUA level in PPs through A3.3. It aims to include the results of the project in the planning documents of the FUAs involved. The strategies will be supported by specific partners which act at transnational level like as Open ENLoCC and CEI. The same strategies and action plans can be then exploited also out from the partnership to include the cross-border perspective. The result is directly linked to the Output "Co-developed strategies and action plans"
Result 3	<p>Programme result indicator RCR84_2.5: Organisations cooperating across borders after project completion</p> <p>Measurement unit organisations</p> <p>Baseline 0.00</p> <p>Target value 20.00</p> <p>Result description The result is linked to the RC087 "Establishment of Cooperation in GRETA among PPs" and it is formalized with a joint agreement (A3.3). Moreover, PPs and associated will be part of a permanent working group, acting transnationally and aiming to be a reference point at CE level on the topic of last mile deliveries decarbonization and to further expands on the results of GRETA. The permanent working group will be open to external projects (from A3.3) and will be a space where PPs and invited organizations can interact exchanging information and experiences. The Liaison activity with ALICE ETP will include the industry sector, while OE will focused on the engagement of FUAs in CE and Europe. The permanent group will produce evidence of its establishment and will foster the management of the knowledge on the topics addressed by the project.</p>

C.6 Time plan

	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	After End
WP1 Understanding and analysis							
A1.1 Coordination of Work Package 1	D1.1.1					D1.1.2	
A1.2 Jointly developed Territorial needs...	D1.2.1	D1.2.2	D1.2.3				
A1.3 Capitalization of previous projects...	D1.3.1			D1.3.4	D1.3.3		
					D1.3.2		
A1.4 Capacity building strategy for inno...					D1.4.1	D1.4.2	
					D1.4.5	D1.4.3	
						D1.4.4	
RC0120_2.5						O1.1	
RC083_2.5						O1.3	
RC087_2.5	O1.2						
WP2 Sustainable urban freight and logistics ...							
A2.1 Coordination of Work Package 2	D2.1.1				D2.1.2		
					D2.1.3		
A2.2 Freight quality partnership fosteri...	D2.2.1				D2.2.2		
					D2.2.3		
A2.3 Jointly developed Pilot activities	D2.3.1			D2.3.2			
				D2.3.3			
				D2.3.7			
				D2.3.4			
				D2.3.5			
				D2.3.6			

A2.4 Monitoring and assessment of Pilot...	D2.4.1	D2.4.2	
A2.5 Solutions for a sustainable urban f...	D2.5.1	D2.5.5 D2.5.3 D2.5.6 D2.5.2 D2.5.4	
RCO116_2.5		O2.2	
RCO84_2.5		O2.1	
WP3 Policy support towards a green urban fre...			
A3.1 Coordination of Work Package 3	D3.1.1	D3.1.2	
A3.2 Industry innovation and action plan		D3.2.1 D3.2.2	
A3.3 Upscaling, transferring and synergies	D3.3.5	D3.3.4 D3.3.1 D3.3.3 D3.3.2 D3.3.6 D3.3.7 D3.3.8 D3.3.10 D3.3.11 D3.3.9 D3.3.12	
RCO83_2.5		O3.1	

C.7 Project management and communication

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

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

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

The management of GRETA is ensured by the daily work of the Lead Partner (LP), in close cooperation with all the Partners (PPs) and in particular with the WP and activity Leaders. It is based on the LP principle and, at the same time, on deep transnational cooperation among PPs, ensuring contractual obligations. Each partner, starting from the proposal phase, identify 3 key figures: Project manager (PM), Financial Manager (FM) and Communication Manager (CM) which are defined as the main point of reference to the LP. Moreover, to guarantee a smooth management of the project two levels are defined: the first dedicated to closely monitor the project implementation with the definition of a Project Management Group (PMG) composed by Lead Partner, WP Leaders and leaders of specific activities and deliverables. The PMG further guarantees of verification of absence of discrepancies between the technical and the financial progresses of GRETA, and in the identification of risks to be reported to the LP. The PMG will meet 3 times per year (monthly starting from the third period). The second dedicated responsible for strategic decisions and major changes, the Steering Committee (SC), composed by one representative per partner and chaired by the LP, it ensures operational decisions, planning and validation of technical and financial-contractual-administrative issues, monitoring the project also in terms of value for money, the definition of recovery actions, project changes. The SC meets twice a year (or more to deal with exceptional issues). Procedures for the SC meetings are established at the beginning of the project. The LP proactively manages financial issues through the appointed Project Financial Manager. Ad hoc tools will be created to plan & monitor financial progress, while the overall quality of the Management will be defined in the Internal Manual of Project Management (IMPM) that will be validated at the GRETA kick-off meeting, defining rules and procedures for the project implementation. The Risk Management Plan (RMP) is a dedicated chapter of the IMPM, that aims to define the strategy to manage project-related risks in each Work Package and on the technical, financial, administrative and communication implementation, including 4 elements (Risk Identification, Risk Assessment, Risk Response / Mitigation, Risk Monitoring & Control). The internal communication, coordination, and decision-making will be managed through monthly web calls among partners, organized by the LP.

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

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

The Project Management Group (PMG), will oversee quality assurance. A particular focus will be on monitoring review activities built into the work plan and submitting quality review reports annually.

The project will adopt a Quality Management System (QMS), that will be described in the Internal Manual of Project Management (IMPM) and approved by the SC during the GRETA kick-off meeting.

LP performs the project quality control and evaluation based on the QMS and the Interreg CENTRAL EUROPE Implementation Manual indications, ensuring the value for money and the adequacy in quality and quantity to the realized project deliverables and outputs listed in the approved application form. LP also communicates the results of the monitoring and evaluation activities to the PPs, so to promote the establishment of a virtuous improvement cycle based on the feedback/follow-up flow.

The monitoring and evaluation of the project implementation include technical and financial aspects. It is useful to identify potential risks and problems, deviations, and modifications. The QMS will set up a set of tools aiming at a) quality plan and procedures defining quality standards for reports, quality reviews, peer reviews, control, deliverables, outputs monitoring, and reporting activities b) quality assurance monitoring to ensure that the project deliverables meet the defined quality and deliverable standards, and c) a strict link to the risk management plan which will oversee the implementation of the project plan and the required reporting to be performed by all partners in each project work package, addressing both the project's operational risks and technical barriers/risks. Finally, the activity A2.2 Freight quality partnership aims at engaging and involving stakeholders in the jointly developed pilot actions, providing also an external contribution by stakeholders to the overall project quality system. Moreover, the jointly developed deliverables will take advantage from the peer reviews to guarantee the quality of deliverables and outputs.

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

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

Communication activities will be defined in a planning document including the communication and exploitation strategy of GRETA.

GRETA's communication objectives are: 1) to raise awareness about all the thematic activities; 2) To increase knowledge about the project, disseminate, and provide regular updates on the activities and the results achieved by the project; 3) to contribute to the capitalisation of achieved project outputs and results, and their roll out into broader policies and strategies at CE level 4) To influence stakeholders' behaviour and contribute to their change of mindset and attitude to increase cooperation and acceptance of the project activities 5) to support in the activation of synergies with already ongoing initiatives or projects, to avoid to reinvent the wheel and create added values for the FUAs involved; 6) to activate liaison activities with the industrial sector, to truly implement and make the GRETA measures attainable. Communication is an essential because it will shape GRETA's identity and the way the project is perceived. It will efficaciously communicate the project activities and results to the target groups and support in the capitalisation, exploitation, take up and dissemination of the results and outputs. Communication will be embedded in all thematic activities, and outlined in each work package methodology and it is part of the quadruple helix approach, in synergy with the thematic activities.

GRETA Communication activities are carried out by CEI, Communication manager (CM) and OE, responsible for the exploitation of the results. The two partners will work in synergy and in complementarity. The CM is in charge of communication objectives, but all PPs will actively contribute. The CM will ensure all provisions of the CE Programme are met (e.g. Project information on beneficiary websites & social media channel/site, posters displayed at all PPs premises and branding and visibility requirements). The CM will provide templates to ensure consistent identity.

GRETA's CM will set up social media profiles and customise the website (sem.1). Channels and will be regularly updated with relevant and targeted news. Newsletters will summarise and provide additional information (1 per semester). Communication tools will be produced: project poster, brochure and roll-up (Period1), attractive infographics dedicated to the implementation activities (Periods 5-6), sustainable promotional material (Period 1). Communication will support in creating and finding opportunities to disseminate and capitalise results, output and activities thanks to physical and online events, conferences and activation of synergies with other projects (A.3.3). Press releases will complement for every relevant event (WP2 and WP3). Hybrid joint implementation workshops (WP2) and the final conference will be especially important events: involvement of press and stakeholders/associated partners will ensure coverage and visibility. Finally, GRETA's results will be published in scientific and non-scientific articles in relevant publications and magazines (A.1.3), including a special issue of the European Review of Regional Logistics, the journal of OPEN ENLoCC.

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

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

The reporting procedure of GRETA follows the rules and the deadlines according to the indication given by the Interreg Central Europe JS through its Programme Manual and JEMS platform. A dedicated chapter of the Internal Manual of Project Management (IMPM), validated at the GRETA kick-off meeting, sets rules and deadlines for reporting. The LP asks each PP to use an internal simplified quarterly technical & financial report tool, to have a constantly updated clear picture of the technical and financial performance of each PP. At the end of each project semester, PPs will draft their financial and activity reports and send them to the LP. Afterward, LP will timely check that the expenditure of each PP corresponds to the foreseen activities and agreed time plan and allows PPs to submit the Partner report to their FLCs. The idea is to be ready for timely submission of the Joint Progress Reports at the end of each semester of the project, thanks to the constant update provided by the partners. Moreover, a tool for monitoring the financial performance of PPs was already prepared by the LP in the proposal phase and it will be updated taking into account the flexibility rules as set in the updated version of the Programme Manual and according to the needs of the partnership. The tool will allow the LP to constantly monitor the financial progress of the project, minimizing the risk of de-commitment of funds due to the delay in reporting. Furthermore – according to past experiences in managing Interreg projects - the key element for a smooth reporting procedure is the strict cooperation of PM, FM & CM of each PP with the LP team (appointed Project coordinator and financial manager), together with the appointed Project Communication Manager, in the preparation of each report. Finally, LP will ensure the timely submission of payment requests after each period and perform the transfer of ERDF funds to partners as soon as received from the Programme.

C.7.5 Cooperation criteria

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

Cooperation criteria	Description	
Joint development	Yes	GRETA was built thanks to a joint initiative born during the definition of a "Friends of OPEN ENLoCC" meeting, specific online workshops to create opportunities to collaborate. GRETA methodologies, learning actions, capacities building & pilot actions development are built on a joint transnational dialogue integrating needs, ideas, priorities & actions of PPs. Moreover, the team of partners completes all the needed competencies & experiences to jointly and seamlessly work together.
Joint implementation	Yes	All partners will strictly follow the project workplan which was jointly agreed during the proposal preparation. PPs are coordinated by the LP in implementing activities, producing deliverables & outputs jointly, cooperating in integrating technical works into a transnational implementation process & cooperation framework.
Joint staffing	Yes	ITL is a LP with experience in managing several Interreg and Horizon projects. Most of GRETA partners already successfully cooperated and are still cooperating in several transnational projects. The LP team (technical, managerial, communication, and financial) works for the benefit of the whole partnership. The WP Leaders ensure a further technical connection between the LP and the PPs. An adequate level of management and project governance will be ensured, avoiding duplication of tasks and functions.
Joint financing	Yes	The budget is prepared with a bottom-up approach, according to the actions of each partner to be performed and managed transparently, ensuring the value for money of the activities. Although the LP is the responsible to report to the Programme Bodies, the shares of the budget of PPs are integrated into joint activities and outputs/deliverables with a clear division of roles and cooperation mechanisms. The lump sum compensation for preparation and contracting will be shared among partners, in case of approval.

C.7.6 Horizontal principles

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

Horizontal principles	Type of contribution	Description of the contribution
Sustainable development and environment protection	positive effects	<p>GRETA complies with the UN SDG 11 linked to the sustainable transport, COP26 and more in concrete also with the EU Green Deal thanks to the approach to reduce the emissions in last mile deliveries in FUAs. PPs will produce a estimation to their contribution to sustainable development and environmental protection. In fact, GRETA includes a specific activity (A.2.4) dedicated to the quantification of environmental impacts of the pilot actions, aiming to guarantee that the proposed solutions can truly decarbonise last mile logistics and deliveries with a life-cycle approach.</p> <p>Furthermore, GRETA will adopt a sustainability by design approach for all activities. Internally, environmental good practices will be applied for the minimisation of travel (e.g. whenever possible they will be online), implementation activities and in all communication activities (e.g. creation of events and sustainable promotional material which minimises the impact on the environment). Whenever possible, this effort will be certified (e.g. FSC certified paper) and suppliers will be chosen upon guarantee of their compliance.</p>
Equal opportunities and non-discrimination	positive effects	<p>GRETA guarantees equal opportunities and non-discrimination, both internally and externally. With specific reference to the pilot activities, big effort is going to be placed on ensuring that the tested measures are open to all target groups and non-discriminatory, as well as ensuring equity for all. GRETA includes a specific activity (A.2.4) dedicated to the quantification and assessment of social impacts of the pilot actions, aiming to guarantee that the proposed solutions respect equal opportunities, non-discrimination and equality between men and women.</p>
Equality between men and women	positive effects	<p>GRETA guarantees equality between men and women, both internally and externally, throughout the entire project. With specific reference to the pilot activities, big effort will be made to ensure that the tested measures respect the principles of gender equality before, during and after the testing activities. GRETA includes a specific activity (A.2.4) dedicated to the quantification and assessment of social impacts of the pilot actions, aiming to guarantee that the proposed solutions respect gender equality principles.</p>

C.8 Long-term effects and durability

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

C.8.1 Ownership/durability

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

GRETA aspires to empower citizens and stakeholders, stimulate their active engagement, and increase ownership of results in greening the last mile deliveries by including local communities in co-designing innovative solutions in FUAs with the use of surveys monitoring consumer behaviours, needs and values. This is done from the beginning of the project in WP1 during the needs and gaps analysis and it continues during the implementation in WP2 during the pilots and in WP3 in the definition of strategies. The Freight Quality Partnership is fundamental to achieve this result as it will be the collector of initiatives and the window on the FUAs. Communication will also play a pivotal role.

GRETA is made of partners which have the institutional role and competence in the FUA, or the institution associated (e.g. ZAI and the Municipality of Verona). Moreover, the activities were already discussed with the planning departments of the institutions in the proposal phase, to include all the necessary steps and activities for a successful development of the activities.

Business models will be defined in WP3: they are intended as innovative models to guarantee the financial sustainability of solutions identified. Business models are specific for each type of action (e.g., for each type of micro-hub) and they will be also in line with the capacity of FUAs to invest in the following years (linked to the needs and gaps analysis in WP1).

GRETA aims to support FUAs in the definition or update of the SULPs, which being a planning document valid up to 10 years, it is clearly linked to the political sustainability.

Moreover, on the one hand thanks to the active involvement as partner of OPEN ENLoCC and CEI, and on the other hand thanks to the associated partner ALICE, it will be possible to exploit the results of the project to guarantee the durability of all the outputs.

C.8.2 Lasting effects

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

GRETA will support the FUAs to develop or update their own SULP, which is by definition a long-term planning document, to concretely answer to the greening of last mile deliveries in FUAs. This was a specific need identified directly from the institutions of FUAs involved during the proposal preparation.

Deliverables and outputs will be available through the project website, PPs websites and online public events will be recorded and made available through the main video platforms (e.g. YouTube). GRETA has different activities and outputs to ensure that results will be made available and used by relevant target groups beyond the project's lifetime. To increase the opportunities, liaison activity between ALICE, OE and GRETA will be activated, aiming at make the results of the project sustainable also beyond its end.

D.2.4.2 "Environmental and social impact assessment of GRETA pilot actions and solutions" aims to ensure that the environmental and social impacts of GRETA solutions are positive and have lasting effects.

D.3.2.1 "Innovative Business Models to stimulate wider adoption of GRETA solutions" aims to ensure that the business and operational model of the pilot actions can be replicated and have a lasting effect on the territory with concrete indications for the target groups of the project (especially those interested in a commercial exploitation).

D.3.3.3 GRETA Transferability Platform: It will be available for all target groups beyond the project's lifetime and will allow PAs to self-assess their situation and take up GRETA solutions. The tool will be available and will be accessible for all target groups, even those with little to no experience of GRETA. Training (D.1.4.2, Jointly developed capacity building for CE FUAs policy makers and D.1.4.3, Jointly developed training material for CE FUAs transport operators and business) will include the knowledge and legacy that the project will create, both for the industry and PAs. It will be available for free to all the FUAs which will make request to enrol, via the Learning Management Systems available on the OE portal. This system, made of a mix of interactive and online training sessions, is particularly suitable to keep results and knowledge durable.

The activities and output of WP3 are dedicated to uptake and scaleup of project results, but specifically D.3.3.4 will include the contribution to the Macro Regional Strategies so that GRETA results can be included.

C.8.3 Transferability

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

One of the core activities of GRETA is ensuring that outputs and deliverables are transferred to relevant organisations, and especially at FUA's level, also to other territories beyond the partnership in a transparent way. Considering that greening the last mile deliveries is an issue not only for the GRETA FUAs, but for the whole Europe (see the EU Green Deal), GRETA will share all the methodologies and results in the public section of the official web site, to allow transparency on how the results were achieved and can be transferred. A specific partner is dedicated to the exploitation and transferability of the results: the European Network of Logistics Competence Centres (OE). OE will make full use of its members, social media, newsletters and of the European Review of Regional Logistics (the quarterly journal of the network) to inform all the relevant stakeholders in Europe and specially in Central Europe, with the aim to increase the level and reach of transferrable results. A special issue of the journal will focus on the pilot actions developed in GRETA. The possibility to host the training courses in OE's Learning Management System (already acquired) will make it possible to additionally enroll all the contacts, associated and friends of OE. The OE's Network is based in Bruxelles, but it has a important number of contacts and members in Central Europe, making it relevant for the intervention area. The mainstreaming is ensured thanks to the relevant contacts with the FUAs, with the European Commission and the synergies activated with the already ongoing Horizon Europe projects (e.g.: URBANE).

Thanks to A.2.2, Freight quality partnership fostering a Multi-actor Collaboration, each FUA will activate a constant dialogue with associated partners and stakeholders regarding the activities of GRETA. This will ensure that all relevant target groups are involved, activated and the implementation of the pilot action proceeds smoothly and with participation from stakeholders. Stakeholders will also be stimulated to adapt the solutions in their own territory. The FUA relevance is essential in the approach of the pilot actions, so other Municipalities (involved in the FQPs) can exploit the results of GRETA and will be stimulated to do so.

Building on existing solutions and with the aim to capitalize past experiences, GRETA will be primarily transferred beyond the partnership and the FQPs thanks to the definition of the GRETA Transferability Platform (WP3) comprising all the most recent solutions in decarbonization and flexible use of public spaces, enabling the adaptation and replication of pilot actions in FUAs. GRETA's commitment to upscaling is further strengthened by the synergies activated with several Horizon and ETC projects on different topics, thanks to which it is possible to stimulate innovative solutions for greening the delivery of goods in FUAs and activate planning activities. At the same time flexible or pop-up measures for the short term can be activated.

Communication activities will also be essential to contribute to the dissemination, transferability and upscaling of outputs and deliverables through conferences and events organised by third parties. Also, report and articles will be published on relevant publications contributing to their transferability to a wider (scientific) community.