PART A - Project summary

A.1 Project identification

Sub-programme		Central Baltic
Programme priority		P3 Well-connected region
Programme priority specific objective		3.1. Improved transport flows of people and goods
Project acronym		FinEstSmartMobility
Project title		Improving West Harbour - Old City Harbour mobility flows with smart solutions
Project number		359
Name of the lead partner organisation/original language		Helsingin kaupunki
Name of the lead partner organisation/English		City of Helsinki
Project duration 36 months 0 days	Start date	2016-09-01
	End date	2019-08-31

A.2 Project summary

Please give a short overview of the project and describe - the common challenge of the programme area you are jointly tackling in your project; - the main overall objective of the project and the expected change your project will make to the current situation; - the main outputs you will produce and who will benefit from them; - the approach you plan to take and why is cross-border/transnational approach needed - what is new/original about it - It has to be written in the style of a press release. (ComGroup) - Transnational added value â Why do you work in a transnational setting? (ComGroup)

Mobility is growing in Europe. The ferry connection between Helsinki West Harbour and Tallinn Old City Harbour is one of the busiest in the world with over 8 million annual passangers. The North Sea - Baltic TEN T Core corridor meets Scandinavian-Mediterranean TEN T core corridor at Helsinki, thus being a key node in the transport networks of northern Europe. City ports are a rising trend: cities are keeping and even moving passanger ports back into the centers of the cities. Yet, already the current traffic creates substantial congestion, noise and other negative externalities at both ports and at both cities. There has not been common mobility planning and there are no cross-border ITS solutions.

The project provides more fluent integration of different transport modes of this inter-city and cross-border traffic with planning and piloting of ICT-driven solutions, in order to reduce time in transportation for both passengers and cargo. The better flow reduces both time vehicles spend in port areas as well as the fluency of the traffic flow. This will also reduce CO2 emissions and noise. Also, lack of ITS has been described as one of main missing links for the North-Sea Baltic corridor. Cross-border approach is needed in order ensure end-to-end user-centric experience of the mobility as well as better planning: same or similar tools for the mobility users on both ports, tools for the ferry operators, urban planners, and data.

Project contributes directly to the Central Baltic programme indicators R3.3 and R3.1 by piloting smart solutions that will reduce the travel time. The project contributes to these targets also indirectly: by contributing to open data and open source enablers for further innovations, and by mobility planning (SUMP) that further enable and drive towards travel time reduction in the mobility.

By using procurement method the project creates market references for smart port solution provider companies.

Budget per Partner

STAGE 1 BUDGET PLANNING: CITY OF HELSINKI: 700.000€ (ERDF 525.000€) for coordination (300.000€) and procurement of pilots (400.000€). CITY OF TALLINN: 440.000€ (ERDF 374.000€) for procurement of pilots (200.000€) and expertise work on SUMP. CITY OF VANTAA: 200.000€ (ERDF 150.000€) for procurement of pilot. ESTONIAN ROAD ADMINISTRATION: 210.000€ (ERDF 178.500€) for SUMP planning and procurement of study and pilot. FORUM VIRIUM HELSINKI: 150.000€ (ERDF 112.500€) for open data harmonization and open source mobility navigator features, and living lab trials in Helsinki. ICT DEMOCENTER: 100.000€ (ERDF 85.000€) for living lab trials in Tallinn. Total budget 1.800.000€. Total ERDF reimbursement 1.425.000€. Associate partner Helsinki Region Transport Authority provides its expertise into the activities as described in their partner page, but do not apply for funding for their part.

A.3 Project budget summary

Programm Co Financing			Contribution					Total Budget
			Public Co Financing					
Funding Source	Amount	Co Financing Rate(%)	Autom Public Contrib	Other Public Contrib	Total Public Contrib	Private Contribution	Total Contribution	
ERDF	525000.00	0.00	0.00	0.00	0.00	0.00	0.00	525000.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total EU Funds	525000.00	0.00	0.00	0.00	0.00	0.00	0.00	525000.00
ERDF Equivalent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	525000.00	0.00	0.00	0.00	0.00	0.00	0.00	525000.00

Partner	Partner Abbreviation	Country	FUND	Co Financing Rate(%)	Of Total	Public Contribution	Private Contribution	Total Contribution	Total Eligible Budget	Partner Status
Helsingin kaupunki	HELSINKI	SUOMI / FINLAND	525000.00	75.00 %	100.00 %	0.00	0.00	0.00	700000.00	public
Tallinn Linn	TALLINN	EESTI	0.00	85.00 %	0.00 %	0.00	0.00	0.00	0.00	public
Maanteeamet	MAANTEEAMET	EESTI	0.00	85.00 %	0.00 %	0.00	0.00	0.00	0.00	public
MTÜ IKT Demokeskus	ICTDEMOCENTER	EESTI	0.00	85.00 %	0.00 %	0.00	0.00	0.00	0.00	public
Forum Virium Helsinki Oy	FORUMVIRIUM	SUOMI / FINLAND	0.00	75.00 %	0.00 %	0.00	0.00	0.00	0.00	public
Vantaan kaupunki	VANTAA	SUOMI / FINLAND	0.00	75.00 %	0.00 %	0.00	0.00	0.00	0.00	public
Sub Total For Partners Outside			0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Total			525000.00	0.00	0.00	0.00	0.00	0.00	700000.00	

PART B - Project partners

B.1 Project partner

Project partner 1

Partner Role In The Project	LP
Partner Name	Helsingin kaupunki
Partner Name Engl	City of Helsinki
Abbreviation	HELSINKI
Department	City Executive Office, Economic development division
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	PL 1 00099 Helsinki
Street Streetnumber	Pohjois-Esplanadi 11-13
Home Page	www.hel.fi
Proj Partner Assimilated	no
Vat Number	FI02012566
Recover Vat	no
Other National Identifying Number	
Type of Identifying Number	
Type of Partner	local public authority
Co Financing Source	ERDF
Co Financing%	75.00
Legal Representative Firstname	Marja-Leena
Legal Representative Lastname	Rinkineva
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Ulla
Contact Lastname	Tapaninen
Contact Email	ulla.tapaninen@hel.fi
Contact Telephone	+358505258131
Legal Status	public
Experiences	City of Helsinki is the local authority over mobility related issues in Helsinki. City of Helsinki (Economic Development division) coordinates the whole project. City of Helsinki (City Planning Department; West Harbour Project) will provide expertise for the harbour mobility planning for the pilots. Previous linked experiences of the Economic Development Division include the MERIT cluster project (Smart Maritime ICT Cluster), H-TTransPlan project (Central Baltic Interreg IVA) and Helsinki-Tallinn twin city collaboration in general. City of Helsinki also links possible NSB CoRe project proposal activities to the project. City of Helsinki executes the project pilot procurements as detailed in the activities plan. The pilot focuses are pilots A and B: In- and out-bound solutions for heavy good vehicles arriving to and leaving the ports (Pilots: See Chapter 2.1 below).
Benefit	
Other International Projects	

B.2 Project partner

Project partner 2

Partner Role In The Project	PP
Partner Name	Tallinn Linn
Partner Name Engl	City of Tallinn
Abbreviation	TALLINN
Department	Tallinn Transport Department
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE001, Põhja-Eesti
Postalcode City	10146 Tallinn
Street Streetnumber	Vabaduse väljak 10A
Home Page	www.tallinn.ee
Assimilated Partner	no
Vat Numberr	
Recover Vat	yes
Other National Identifying Number	
Type Of Identifying Number	
Type Of Partner	local public authority
Co Financing Source	ERDF
Co Financing%	85.00
Legal Representative Firstname	Taavi
Legal Representative Lastname	Aas
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Liivar
Contact Lastname	Luts
Contact Email	liivar.luts@tallinlv.ee
Contact Telephone	+372 6 404 700
Legal Status	public
Experiences	City of Tallinn is the local authority over mobility related issues in Tallinn and consequently partner in project pilots. City of Tallinn has previous experience with several EU projects of sustainable mobility, for example CIVITAS MIMOSA (European 7th RTD Framework Programme) and also projects related common Tallinn-Helsinki region, for instance H-TTransPlan (Central Baltic Interreg IVA programme) and Talsinkifix (EUSBSR Seed Money Facility). In the project it is responsible for procurement of the pilots and taking part in the SUMP planning. Tallinn pilot focuses are Smart Park & Ride and implementing intelligent traffic notification system (ITS) on the truck parking area in the beginning of Tallinn Ringroad (E265 , Väo intersection). The ITS pilot solution includes message information panel, free WIFI area, harbour routes time calculations for drivers. (Pilots, see chapter C2.1 below)
Benefit	
Other International Projects	

Project partner 3

Partner Role In The Project	PP
Partner Name	Maanteeamet
Partner Name Engl	Estonian Road Administration
Abbreviation	MAANTEEAMET
Department	Construction and planning department
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE001, Põhja-Eesti
Postalcode City	10916 Tallinn
Street Streetnumber	Pärnu mnt 463a
Home Page	www.mnt.ee
Assimilated Partner	no
Vat Numberr	
Recover Vat	yes
Other National Identifying Number	70001490
Type Of Identifying Number	
Type Of Partner	national public authority
Co Financing Source	ERDF
Co Financing%	85.00
Legal Representative Firstname	Priit
Legal Representative Lastname	Sauk
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Kristjan
Contact Lastname	Duubas
Contact Email	kristjan.duubas@mnt.ee
Contact Telephone	+372 503 4639
Legal Status	public
Experiences	Estonian Road Administration is a government agency who performs the implementation of state policy and development programmes, management functions, state supervision, and applies the enforcement powers of the state in the field of road management, traffic safety, public transport and the environmental safety of vehicles. Estonian Road Administration is responsible for the SUMP planning in the project, and bringing in its experiences into the pilot planning in order to ensure that the pilot specifications are aligned to the national mobility planning and management in a best possible way. It will also compile a feasibility study with a pilot (Pilot E) on the Tallinn ringroad to improve the management of everyday commuting and international transit traffic flows with ITS solutions. Following solutions will be implemented: variable message signs (VMS) to inform about parking occupancy before reaching E265 pilot parking area. Truck parking area will be equipped with VMS sign to inform the drivers about traffic conditions and estimated travel and ferry times to Tallinn port. There will be a free traffic WIFI area to inform parking drivers and to make surveys about truck traffic information needs.
Benefit	
Other International Projects	

Project partner 4

Partner Role In The Project	PP
Partner Name	MTÜ IKT Demokeskus
Partner Name Engl	ICT Demo Center
Abbreviation	ICTDEMOCENTER
Department	
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE001, Põhja-Eesti
Postalcode City	11415 Tallinn
Street Streetnumber	ITL, Lõõtsa 6
Home Page	www.e-estonia.com, www.itl.ee
Assimilated Partner	no
Vat Numberr	
Recover Vat	yes
Other National Identifying Number	80273734
Type Of Identifying Number	
Type Of Partner	interest groups including NGOs
Co Financing Source	ERDF
Co Financing%	85.00
Legal Representative Firstname	Tiit
Legal Representative Lastname	Tammiste
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Ralf-Martin
Contact Lastname	Soe
Contact Email	ralf@itl.ee
Contact Telephone	+372 52 39 520
Legal Status	public
Experiences	The Estonian ICT Demo Center is a non-profit and non-governmental organisation dedicated to uniting companies in the information and communication technologies (ICT) sector. The DC was created by the Estonian Association of Information Technology and Telecommunications and is closely tied to it. The DC's role is to mobilize its member organizations for co-operation in specific areas. A significant number of member companies have expertise in developing Intelligent Transport Solutions which is one the main streams in the ICT Cluster business development unit. In the project it will execute the living lab trials/mini-pilots in Tallinn.
Benefit	
Other International Projects	

Project partner 5

Partner Role In The Project	PP
Partner Name	Forum Virium Helsinki Oy
Partner Name Engl	Forum Virium Helsinki Ltd
Abbreviation	FORUMVIRIUM
Department	
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	00180 Helsinki
Street Streetnumber	Unioninkatu 24
Home Page	www.forumvirium.fi
Assimilated Partner	no
Vat Numberr	FI2170029-2
Recover Vat	no
Other National Identifying Number	
Type Of Identifying Number	
Type Of Partner	other
Please Explain Other	Limited company fully owned by City of Helsinki (part of City of Helsinki Group)
Co Financing Source	ERDF
Co Financing%	75.00
Legal Representative Firstname	Jarmo
Legal Representative Lastname	Eskelinen
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Roope
Contact Lastname	Ritvos
Contact Email	roope.ritvos@forumvirium.fi
Contact Telephone	+358-40-4662161
Legal Status	public
Experiences	Responsible for Open Data and API Harmonization and planning. Previous experiences and working model from Helsinki Region Infoshare, 6Aika (national Open data programme), and EU CitySDK project. All of these project address data and API harmonization between the cities. Responsible for integration of cross-border public transport and ferry option features into the open source mobility navigator, that is developed by HSL and Finnish Transport Agency. That navigator will replace regional and national navigators in Finland in 2016. Responsible for living lab trials of the pilots and pilot concepts. Forum Virium has operated living labs and agile pilots in Smart Kalasatama District in Helsinki ("Kalasataman nopeiden kokeilujen ohjelma"; ERDF-funded agile piloting model). Living lab pilots will be taken together with ICT Democenter on the Estonian side. Forum Virium also provides linkage to FinEst TWINS Horizon2020 R&D project as background, and, should this project be funded, is able to use the smart solutions & open data as research&innovation background in the FinEst TWINS. FinEst TWINS is smart city center of excellence R&I programme between Forum Virium, Tallinn University of Technology, Aalto University and Estonian Ministry of Economic Affairs and Communications.
Benefit	
Other International Projects	

Project partner 6

Partner Role In The Project	PP
Partner Name	Vantaan kaupunki
Partner Name Engl	City of Vantaa
Abbreviation	VANTAA
Department	Business Development Services
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	01300 VANTAA
Street Streetnumber	Asematie 7
Home Page	www.vantaa.fi
Assimilated Partner	no
Vat Numberr	0124610-9
Recover Vat	no
Other National Identifying Number	
Type Of Identifying Number	
Type Of Partner	local public authority
Co Financing Source	ERDF
Co Financing%	75.00
Legal Representative Firstname	Jose
Legal Representative Lastname	Valanta
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Minna
Contact Lastname	Honkanen
Contact Email	minna.honkanen@vantaa.fi
Contact Telephone	+358-40-5615855
Legal Status	public
Experiences	Vantaa is the location of Helsinki Airport. The local authority, City of Vantaa has strong understanding of future needs concerning connectivity and transport interoperability solutions, to which this project links to. It has experiences in procurement of innovative services in ERDF-projects executed in Vantaa Innovation Institute ltd and currently in the Aviapolis City-project (ERDF). City of Vantaa is responsible for the pilot D: Smart traffic solution pilot in order to increase modal split of public transport for travelers from Estonia to Helsinki Airport with ferry connection. The focus is to improve linkage of mobility network between sea, air and public transport with e.g. bus-on-demand ordering features, integrated to existing navigators or journey planner applications, improved passenger information systems or one-ticket solutions. Integration of cross-border public transport and ferry options into the open source mobility navigator will lead to increased and easier use of public transport for various passenger groups. (Pilots, see chapter C2.1 below),
Benefit	
Other International Projects	

B.3 Project partner

Project partner 7

Partner Name	Helsingin seudun liikenne (HSL)
Partner Name Engl	Helsinki Region Transport Authority
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI1B, Helsinki-Uusimaa
Nuts Id3	FI1B1, Helsinki-Uusimaa
Postalcode City	00077 Helsinki
Street Streetnumber	PL 100 100
Legal Representative Firstname	Sini
Legal Representative Lastname	Puntanen
Legal Representative Email	
Legal Representative Telephone	
Contact Firstname	Tapani
Contact Lastname	Touru
Contact Email	tapani.touru@hsl.fi
Contact Telephone	+358 40 5042270
Partners Role	ASSOCIATE PARTNER. It participates in steering, knowledge exchange and sparring and brings in the Helsinki region transport plan (HLJ 2015) as background. It brings in experience needed to ensure the plans are best aligned to the needs of Helsinki region.
Benefit For Project	Helsinki Region Transport Authority has important role in passenger transportation chain between Helsinki and Tallinn.
Associated to partner	City of Helsinki

Project partner 8

Partner Name	Port of Tallinn
Partner Name Engl	Port of Tallinn
Nuts Id0	EE, EESTI
Nuts Id2	EE00, Eesti
Nuts Id3	EE008, Lõuna-Eesti
Postalcode City	
Street Streetnumber	
Partners Role	
Benefit For Project	
Associated to partner	City of Tallinn

Project partner 9

Partner Name	Helsingin Satama Oy
Partner Name Engl	Port of Helsinki
Nuts Id0	FI, SUOMI / FINLAND
Nuts Id2	FI19, Länsi-Suomi
Nuts Id3	FI197, Pirkanmaa
Postalcode City	
Street Streetnumber	
Partners Role	
Benefit For Project	
Associated to partner	City of Helsinki

PART C - Project description

C.1 Project relevance

C.1.1 What are the common territorial challenges that will be tackled by the project Please describe the relevance of your project for the programme area in terms of common challenges and/or joint assets addressed?

There are 8,6 million travellers, 1,2 million private cars and 0,25 million trucks taking the mobility journey between Helsinki West Harbour and Tallinn Old City Harbour annually. The total mobility has been growing and has been projected to grow. Both cities have decided to keep the ports next to the city centers and are building new residential areas immediately next to the port sites. In both ports the amount of space reserved for truck parking is decreasing.

Already with the current traffic level to/from ports, the congestion, as well as noise and other negative externalities, is substantial. This affects both the travellers as well as local residents. For example, the tram to Helsinki West Harbour is nick-named "hate tram" in the media, and the peak driving times for first kilometer out from the port has been measured to be over 50 minutes.

However, this is sporadic in time. The rush hours of loading and un-loading the ferries and the interference of the port traffic with the daily commuting traffic create peak congestion events that escalate the problems. Better management of these interferences is possible with smart solutions, and with better mobility planning.

More so, the mobility users see the ferry leg of their journey just as one part of their trip and the modality changes at both ports as a single entity. Cross-border approach is needed to ensure smooth end-to-end user experience.

Lack of ITS (intelligent transport systems) has been listed as one of main missing links for the North-Sea Baltic corridor by EU in CEF. Digital data harmonization is needed for the emerging smart mobility innovations like Mobility-as-a-Service operators. European markets for digital services are scattered. Creating digital single market is one of the key objectives of the EC.

C.1.2 What is the projectâs approach in addressing these common challenges and/or joint assets and what is new about the approach the project takes? Please describe new solutions that will be developed during the project and/or existing solutions that will be adopted and implemented during the project lifetime and in what way the approach goes beyond existing practice in the sector/programme area/participating countries.

The project aims to create pragmatic improvements and enablers that directly enhance the mobility flows and have direct impact to mobility planning.

Smart mobility solutions - ICT-based solutions - are potential and cost-effective way to increase and improve the mobility flows. They are also a tool to integrate services on both ports and cities in order to enhance user experience, and use of sustainable options. The project aims to solve specific, highly visible mobility challenges with smart solution pilots. These have been pre-identified as issues that can contribute most to the improvement of mobility.

To ensure the pilots' quality from the user perspective, and the best exploitation of emerging technologies, the project engages the planners, mobility users and technology stakeholders in the process of co-designing the use cases: descriptions of journeys on 'how things should be', including 'living lab' mini-trials of emerging technologies.

The project then executes the pilots through a public procurement. The up-take of smart solutions will affect the real-life mobility journeys and travel time. Smart solution pilots will primarily be integrated features into existing user interfaces e.g. car navigators, route planners and ferry applications. This is accomplished with open data and open APIs.

To ensure better macro-region and cross-border mobility planning and management, the project creates a Tallinn Region mobility plan (SUMP) in a way that it will be harmonized with the Helsinki Region transport strategy and plans. This allows for planning and management of international aspects of the traffic as well as cross-border traffic between the regions. Issues like intensive goods and truck traffic through both cities and Estonian private car approaches to Helsinki-Vantaa airport (14% of Estonian ferry traffic) need to be addressed jointly.

C.1.3 Why is cross-border/transnational cooperation needed to achieve the projectâs objectives and result?Please explain why the project goals cannot be efficiently reached acting only on a national/regional/local level and/or describe what benefits the project partners/target groups/project area gain in taking a cross-border / transnational approach.

The mobility journeys between Helsinki and Tallinn are cross-border by nature. From the mobility users perspective transporting from Estonia to Finland (and vice versa) through the ferry leg creates one single journey due to closeness of the capital cities and large number of commuters.

Substantial share of the traffic in the macro-region consists of cross-border traffic between Helsinki and Tallinn. The traffic planning on one city/port directly affects the other. To enable optimal mobility planning and optimal solutions, common approach is needed, both for single services as well as for top-down planning.

The partnership structure is created naturally from the challenge addressed: public sector organisations responsible for the management and planning of up-take of smart solutions in the Tallinn Old City Harbour - Helsinki West Harbour connection.

Also, the project links to CEF TwinPort and CEF TwinPort2 projects' activities. These are collaboration projects with Port of Tallinn and Port of Helsinki. Representatives of both ports will participate in the steering board of this project. Port representatives have also been participating in the workshops in planning of this project.

The project also links to on-going smart city research and innovation planning in the FinEst TWINS Horizon2020 project, that will further provide research-oriented opportunities for the cross-border smart mobility solutions (www.smarttwincity.eu).

C.1.4 Please select all cooperation criteria that apply to your project and describe how you will fulfil them.Cooperation criteria Please select all that applies to your project

Cooperation criteria	**Description**
Joint Development	The proposal has been planned together with an expert group representing Helsinki City, Tallinn City, Port of Tallinn, Port of Helsinki, MKM and other stakeholders. There have been two joint planning workshops in Tallinn.
Joint Implementation	The planning and pilots are taken together by the cities and Estonian Road Administration and HSL. The other partners provide local innovation support for these activities. Also, Forum Virium and ICT Democenter execute the living lab trials together.
Joint Staffing	The project is managed by the lead partner on behalf of all project partners. Pilots address cross-border users and planning, and expert work will be done in collaboration in each.
Joint Financing	The project budget is balanced between the partnering countries. Also, the pilots address users cross-border, for example Vantaa budget focus is pilot primarily targeted to Estonian travellers.

C.2 Project focus

C.2.1 Project objectives, expected result and main outputs

Programme priority specific objective

Project main overall objective

What is the main overall objective of the project and how does it link to the programmeâs objective?Specify one project main objective and describe its contribution to the programme priority specific objective.
The project will improve the mobility flows arriving and leaving the Helsinki West Harbour and Tallinn Old City Harbour. It will optimize and smoothen the mobility journeys of people, public transport, private cars and trucks arriving and leaving the ports. It addresses both local and transit traffic. It does this by both implementing ICT solutions ('pilots') that improve the efficiency and enable smart management of mobility, and by creating a mobility plan that addresses the international mobility aspects. As the traffic is heavily congested at peak hours, coherent mobility management together with smart ICT solutions will lead to reduction of travel times, which contributes both to R3.1 Transport flows of people and R3.3 Transport flows of goods. The expected impacts to indicators are detailed below. The more fluent mobility flow and faster travel times will also lead to less CO2 emissions per person / per tonne, less noise and other emissions at residential areas next to the ports. Congestion escalates these negative externalities, for example repeated stops and starts of the trucks create more emissions than fluent driving. The smart solutions will also substantially contribute to successful management of the closure of the truck parking areas near the ports. From users perspective, the smart solutions will provide smooth integration of the different modalities, and easy to use information of the public transport options. This will further drive the modal shift towards public transport, easing the congestion by choosing sustainable transport modes. Lack of intelligent transport systems has been listed as one of main missing links for the North-Sea Baltic corridor by EU in CEF. The project aims to contribute to make that situation better. The open data and open source enablers will provide further possibilities for innovation in future. The project executes the pilots with a procurement. This creates market references for the solution providers.

Programme result

Select one programme result indicator your project will contribute to.
R3.3. Transport flows of goods

Project main result

What is are the projectâs main results and how does it they link to the programme result indicator? Specify your one or more projectâs main result and describe its their contribution to the programme result indicator.
The main outcome is better management of the mobility flows of goods and people. The pilots directly impact R3.3 and R3.1. Currently peak times measure 30-50 minutes drive time for the first kilometer in out-bound harbour traffic. Pilots reduce the congestion and speed up out-bound traffic by average of 20 minutes per trip. PILOT A: Just-in-time logistics for Heavy Good Vehicles, based on truck parking at the ring-roads and mobile application that directs them to boarding. This reduces the time-in-city with estimate of 15 minutes per truck. This is also a key tool to manage the closure of the truck parking at ports. PILOT B: Smart management out-bound traffic, with dynamic mobility management with signage and integration to navigators and possibly to smart traffic lights. This integrates the unloading traffic to city traffic better, improving also other traffic. PILOT C: Smart Park&Ride for ferry passengers with private cars to increase the use of public transport for the port entry/exit. This includes easy real-time information and ordering of the park&ride and public transport options. This reduces the amount of private cars to the ports by 10%. PILOT D: Smart traffic solution pilot in order to increase modal split of public transport for travelers from Estonia to Helsinki Airport with ferry connection. PILOT E: Feasibility study with a pilot on Tallinn ringroad to improve the management of both commuting and international transit traffic flows with ITS solutions. IN ADDITION TO PILOTS: Integration of cross-border public transport and ferry options into the open source mobility navigator will lead to increased and easier use of public transport for various passenger groups. Tallinn Region Mobility plan indirectly impacts R3.3 and R3.1. It contributes to better management of mobility, and is harmonized with Helsinki Region plan to create cross-border approach needed to ensure the optimization in macro-region level.

Project overall objectives

Which are the specific objectives the project will be working towards? Define max. 3 project specific objectives.

Title of specific objective	Please provide a short explanation on the defined specific objectives
Improved traffic flow	This objective includes solutions to optimize the traffic caused by arriving and leaving heavy goods vehicles in ports of Tallinn and Helsinki, and for Tallinn ring road.
Improved modal split between and inside cities of Tallinn and Helsinki	This objective includes solutions for park&ride in port of Tallinn, and overall solution to include Helsinki-Vantaa airport as integral part of traffic flow in Baltic region.
Sustanainable traffic management	This objective includes Tallinn SUMP.

Project main outputs Overview table on project outputs as defined in the work plan

Programme output indicators (s)	Programme output indicator targets	Project Target Sum	Measurment Unit	Project main output quantification (target)	Project main output number	Project main output (title)

C.2.2 Target groups

Target group/-s	Please further specify the target group/s (e.g., bilingual elementary schools, environmental experts, etc.).	Target value Please indicate the size of the target group you will reach.

C.2.3 Durability of project outputs and results

How does will the project ensure that project outputs and result/s have a lasting effect beyond project duration? Please describe concrete measures (including institutional structures, financial resources, etc.) taken during and after project implementation to ensure and/or strengthen the durability of the projectâs outputs and results. Explain how outputs will be further used once the project has been finalised and, ilf relevant, explain who will be responsible and/or who will be the owner of results and outputs.

The project needs to ensure that project outputs and results have a lasting effect beyond project duration. Describe concrete measures (including institutional structures, financial resources, etc.) taken during and after project implementation to ensure and/or strengthen the durability of the project outputs and results, possible continuation of activities etc. If relevant, explain who will be responsible and/or who will be the owner of results and outputs. Give a description of the transferability of the project results and outputs, i.e. how they can be used in a wider context, in other countries or circumstances.

C.2.4 Transferability of project outputs and results

How does will the project ensure that project outputs and results are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs and results to other organisations/regions/countries outside of the current partnership.

The main challenge when building better intermodality is the number of the organisations involved. The project involves different organisations and creates common understanding how the seamless travel can be achieved. The results of the project will be shared with Helsinki airport operator Finavia, other area stakeholders and transport operators. The knowledge from the pilot may be implemented in the future planning e.g. in the preparation of the Helsinki Region Transport System Plan HLJ 2015, Housing and Transport cooperation (MAL) and regional transport and land use planning. The concept of urban mobility plan ensures that positions of stakeholders and participants are considered in the process of developing the plan. Participating municipalities and the Road Administration take the commitment for achieving the goals due to the integrating nature of SUMP design. Additionally the approval of SUMP in the city councils of participating municipalities ensures that commitments are followed in the activities phase of the SUMP. As the SUMP design includes review phase after implementation, this will create new input for the next SUMP, which will also guarantee the continuity of the mobility planning in the Tallinn capital region. Here Tallinn will learn a lot from Helsinki region mobility plan process, where already second SUMP is approved for the capital region. The cross-border nature of FinEst SmartMobility project supports the replication of best practices and improves partnerships. Tallinn SUMP is going to be a role-model process for other Estonian cities and urban regions, as all of them have to start to prepare for the future European Commission transport infrastructure and mobility investments requirements (where an existing and high quality SUMP is a key element).

Overview information of the project activity plan
The pilots start with a one-year planning stage. This consists of expertise planning with mobility experts and authorities, detailed market analysis, and user-centric solutions/requirements planning with the real mobility users (public transport operators, private car travellers, truck drivers, truck companies). Also, small agile open innovation living lab trials to probe and validate new technology opportunities are part of the planning stage. After the planning stage, the pilots will be executed in implementation stage 2017-2018. Procurement with competitive dialogue procedure will be used as the tool to execute the pilots. The pilots will end with a transition period that will integrate the piloted solutions into the cites' normal operations. The Tallinn Region Mobility planning takes place parallel to the pilots. The preparation includes identifying the key stakeholders and partners, defining the development process and scope of plan, plan for stakeholder and citizens involvement, preparation of mobility survey. Mobility survey of Tallinn and its neighbouring municipalities' is held, which is followed by analysis of problems and opportunities and development of scenarios. Further, measures and their responsibilities and budgets will be identified and finally the plan will be adopted by Tallinn City Council and neighbouring municipalities. Assessment of impact will be made at the start of the project (baseline), during the pilots, and 5 years after the project ends (post-project activity).

C.3 Project context

C.3.1 How does the project contribute wider strategies and policies? Please describe the projectâs contribution to relevant strategies and policies; in particular, those concerning the project or programme area.

Indicate if the project contributes to a macro-regional strategy and describe in what way.	
Description	
EU Strategy for the Baltic Sea Region	EU Strategy for the Baltic Sea Region is addressed through several points. First and foremost, FinEst Smart Mobility reinforces cooperation across the Baltic Sea through enhancing the twin city and twin port concepts of Helsinki and Tallinn. In the project the two cities and their ports collaborate together to find solutions. To engage the full mobility chain, the city of Vantaa, where the Helsinki Airport is located, as well as the Estonian Transport Authority are included. The consortium is well equipped to work together and find the solutions needed. Connect the Region: The ports of Helsinki and Tallinn are transport bottlenecks, especially for heavy goods vehicles travelling across the Gulf of Finland. The ports on both sides are congested and have limited capacity for trucks to be parked beyond loading and unloading of the ferries. Improving the waiting and queuing possibilities through the introduction of either virtual or physical waiting areas can reduce the congestion in both cities. Increase Prosperity: Improving the mobility of people across the Gulf is also a priority. Both sides need a strategy to deal with private car owners travelling by ferry, and offer alternatives to parking in the port. Pilots run in the two cities will improve the possibility of people to travel across the Gulf, and improvements in the mobility chain from the Tallinn ring road all the way to Helsinki Airport, to both directions, has the potential to increase tourism in and between the two cities, enhance culture through improved connections, and increase creativity and innovation capabilities through opening the pilots to new and innovative solutions that can assist in bringing the cultures together across the Gulf.

C.3.2 Synergies

What are the synergies with other past or current EU and other -projects or EU-initiatives the project makes use of?

All partners have participated to several projects related to FinEstSmartMobility-project. Most relevat are

- Select4Cities, Horizon2020 project to procure Internet of Things laboratory for Helsinki, Copenhagen, Antwerp - focus on mobility (6M€, 2016-2020; FVH coordinates)
- FinEst TWINS, a Horizon project that developes Helsinki-TAllinn Smart Twin City research & innovation center (15M€ 2015-2022; FVH coordinates innovation aspects)
- ICT Cluster of Estonia (€ 0.5 m). Estonian ICT cluster is the main force to support ICT companies cooperation and development in Estonia with three focus areas: e-Industry, e-government solutions and Intelligent Transport Systems (ITS). The project "Estonian ICT Cluster" activities have been co-financed by the European Regional Development Fund. Estonian ICT Cluster participates also in Central Baltic Interreg project "ICT MetaCluster".
- City of Vantaa has experience in procurement of innovative services in ERDF-projects executed in Vantaa Innovation Institute ltd and currently in the Aviapolis City-project (ERDF).

Future relevance

- This project supports the objectives of the Finland's new air transport strategy commissioned by the Ministry of Transport and Communications. Developing the multimodality and connectivity of the Helsinki Airport and its surrounding area is part of the strategy implementation within Southern Finland. The project has synergies with City of Vantaa strategies, especially the land use planning of Aviapolis area.
- The Tallinn sustainable urban mobility plan (SUMP) is a pre-requisite for future transport infrastructure projects in the Tallinn capital region, as the European Union plans to demand SUMP-s for all future Cohesion Fund investment application. With SUMP the applicants prove that they have analysed the mobility needs of their region and have set the sustainable transport priorities for its transport investments.

C.3.3 Knowledge

How does the project make use of build on available knowledge?

The project exploits successful, real-life proven models developed in Fiksu Kalasatama (minipilot programme) and Code4Europe (kumppanikoodarit model). These interventions have been proven to be cost-effective ways to deliver real-life change and value into the innovation processes, and have been already validated with the ERDF regulations. The current initiatives in Estonia and Finland really need real cross-border demonstrators.

The needs and understanding of interoperability is currently built on different projects and development initiatives in Vantaa and Helsinki Metropolitan Area. In July 2015, the Rail Ring Line with connection to the Helsinki airport was opened. The airport is connected via two existing rail lines with Helsinki main train station. One of the five new railway stations is business and residential district called "Aviapolis" locating next to the airport. In the future the Helsinki airport and the Aviapolis area will be located at the junction of international, national and local traffic flows. The vision is to make sustainable forms of transport competitive and to create innovative mobility solutions.

Previous surveys from the beginning of 2000s showed that the modal split of transport modes in Tallinn was rather sensible around 30% of citizens drove a car, 30% used public transport and 30% walked and less than 10% were cycling. Yet when the surveys analysed the traffic on municipal borders of Tallinn, then more than 60% of travellers used personal cars. The Tallinn travel survey from November 2015 commissioned by Ministry of Economic Affairs and Communications showed that 63% of men and 41% of women in Tallinn use a car for their daily travel. Public transport usage has decreased to 16% for men and 29% for women.

C.4 Horizontal principles

Please indicate which type of contribution to horizontal principles applies to the project, and justify the choice.

Horizontal principles	Description of the contribution	Type of contribution
Sustainable development (environment)	Transportation is a significant source of pollution. The objective of this project is enhance use of public transportation, and to reduce traffic and queuing in all possible means. In practice this means advanced guiding systems for heavy goods vehicles to avoid traffic jams, and developing modal splits by for example smart park&ride solutions, the focus being integration of travels by land, sea and even air.	positive
Equal opportunity and non-discrimination		neutral
Equality between men and women		neutral
Information and communication technologies	Information and communication technologies open a new way to develop smart ways for traffic analysis and guidance. It enables not only effective on-line analysis of the traffic, but also communication and guidance methods to guide the people. Project includes development of smart sensor systems to understand the traffic situation, as well as communication methods (like mobile app and smart traffic lights or other on-street guidance) for drivers.	positive
Low-carbon economy	Pilot investments leading to lower CO2 emissions and more efficient transport flows via improved transport flows of people and goods. Project aims to solve challenges related to integration of different transport nodes so as to	positive

C.5 Work plan per work packages

Type: Preparation

WP Nr	Project Preparation	WP start date	WP end date	WP Budget
0	Preparation	2016-09	2016-09	

Partners Involvement	
City of Vantaa	PP
City of Tallinn	PP
Estonian Road Administration	PP
ICT Demo Center	PP
Forum Virium Helsinki Ltd	PP

Summary description and objective of the work package

Objective of this WP is to plan and prepare the project before the official starting day.
Outcomes of this work package are
- Detailed project plan
- Risk assessment
- Specification for pilot interfaces

All documents will updated every six months in project meeting.

Type: Management

WP Nr	WP title	WP start date	WP end date	WP Budget
1	Management	2016-09	2019-08	

Partners Involvement	
WP responsible partner	City of Helsinki
City of Tallinn	PP
City of Helsinki	LP
Estonian Road Administration	PP
Forum Virium Helsinki Ltd	PP
City of Vantaa	PP
ICT Demo Center	PP

Describe how the management on the strategic and operational level will be carried out in the project, specifically: -structure, responsibilities and procedures for the day-to-day management and co-ordination;-communication within the partnership;-reporting and evaluation procedures;-risk and quality management-Indicate whether the management is foreseen to be externalised

Objective of this WP is the management of the FinEstSmartMobility-project. WP is led by Helsinki city, and all partners contribute to the work package. Project will have meetings at least every six months. Meeting agenda includes at least updates for project plan, risk assessment, and interface specification made during the preparation phase. Day-to-day management and coordination is lead by Helsinki city. At the beginning of the project, a project internal communication plan is published. WP leaders are responsible for reporting and evaluation of their WP´s. Helsinki city, as project leader, is responsible for the communication and reporting of the whole project. In addition, Helsinki city is responsible for 1) Project administration and reporting, 2) Technical coordination of work packages, 3) Financial coordination among partners, and 4) Project meetings every six months time (except kick-off meeting, which is included to WP2) Day-to-day coordination is bought from external supplier. It includes project internal communication, like meetings and daily work for technical coordination between work packages.

Please describe activities and deliverables within the work package

Activity 1.1	Day-to-day management and coordination	01.09.2016	31.08.2019	0.00
Deliverable 1.1.1	Report of management activities during the project		0.00	31.08.2019
Activity 1.2	Project administration and reporting	01.09.2016	31.08.2019	0.00
Deliverable 1.2.1	Final project report		0.00	31.08.2019
Activity 1.3	Updates for project plan, risk assessment, and interface specification	01.09.2016	31.08.2019	0.00
Deliverable 1.3.1	Updated project plan, risk assessment, and interface specification		0.00	31.08.2019

Type: Investment

WP Nr	WP title	WP start date	WP end date	WP Budget
7	Traffic management optimization in ring road (pilot E)	2016-10	2019-05	

Partners Involvement	
WP responsible partner	Estonian Road Administration
City of Tallinn	PP
ICT Demo Center	PP
Estonian Road Administration	PP

Description and objective of the work package

Tallinn has started to build a ring road aroung the city, and it needs a traffic management. Links to other transport systems. Objective of this WP is to study and pilot suitable traffic management systems. This WP has strong synergies to other pilots build in this project. This WP is implemented in four phases.
1. Requirements and specification including "mini-pilots" or mock-ups to test the feasibility of different solutions. Phase ends when there is technical specification for the system.
2. Procurement of needed software and hardware. Second phase ends when there are procurement agreements for the main components of the system.
3. Piloting, including manufacturing, installation, and evaluation of the pilot.
4. Exploitation of the results.

Justification
Explain the need for investment to achieve project objectives and results. Describe clearly the cross-border relevance of the investment.Describe who is benefiting (e.g. partners, regions, end-users etc.) from this investment and in what way. In case of pilot investment, please clarify which problem it tackles, which findings you expect from it, how it can be replicated and how the experience coming from it will be used for the benefit of the programme area.
Location of the investment
Location of the physical investment Drop-down menu (NUTS-ID: EE008)
Risks associated with the investment
Description of the risks associated with the investment, go/no-go decisions, etc. (if any)
Investment documentation
Please list all technical requirements and permissions (e.g. building permits) required for the investment according to the respective national legislation. In case they are already available attach them to this application form, otherwise indicate when do you expect them to be available.
Ownership
Who owns the site where the investment is located? - Who will retain ownership of the investment at the end of the project? - Who will take care of maintenance of the investment? How will this be done?

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.

Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
7.1	Feasibility study of traffic management system for Tallinn ring road					
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2019-08

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other stakeholders) in the development of the project main outputs?	Heavy goods transportation, other users of Tallinn ring road
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	

Please describe activities and deliverables within the work package				
Activity 7.1	Requirements and specification for pilot E	01.10.2016	31.05.2017	0.00
Deliverable 7.1.1	Technical specification for the pilots E		0.00	31.05.2017
Activity 7.2	Procurement for pilot E	01.07.2017	31.12.2017	0.00
Deliverable 7.2.1	Procurement agreement(s) of the heavy good vehicle guidance services for pilot E		0.00	31.12.2017
Activity 7.3	Piloting (E)	31.01.2018	31.12.2018	0.00
Deliverable 7.3.1	Procurement agreement(s) of the heavy good vehicle guidance services for pilot E		0.00	31.12.2018
Activity 7.4	Exploitation	31.01.2019	31.05.2019	0.00
Deliverable 7.4.1	Exploitation plan for smart traffic management system		0.00	31.05.2019

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
2	Smart guidance for heavy good vehicles at port (pilots A and B)	2016-10	2019-05	

Partners Involvement	
WP responsible partner	City of Helsinki
City of Tallinn	PP
ICT Demo Center	PP
City of Helsinki	LP
Forum Virium Helsinki Ltd	PP

Summary description and objectives of the work package including explanation of how will partners be involved.

Annually more than 200 000 trucks are travelling through centers of Helsinki and Tallinn to and out the harbors of Old Harbor/Tallinn and West Harbor / Helsinki. Both ports are located in the centers of the cities, they are very busy and lack the extra parking places. The heavy good vehicles should arrive in ports just-in-time when they are loaded – not hours or even day before. Also the streets in and out of the port are narrow and easily congested. The heavy good vehicles should use the road network the best possible way to avoid unnecessary congestion. The objective of this WP is to optimize the flow of the arriving and leaving heavy good trucks in Helsinki West Harbor, and Tallinn Old Harbor. The final solution can be e.g. (but not limiting to) a mobile, or street-side applications needed for smart guidance of the heavy good vehicles. WP is implemented in four phases
1. Requirements and specification, including "mini-pilots" or mock-ups to test the feasibility of different solutions. Phase ends when there is a technical specification for both pilots. Pilot A includes arriving traffic in ports of Helsinki and Tallinn, and pilot B includes leaving traffic in both locations.
2. Procurement of needed software and hardware. Second phase ends when there are procurement agreements for the main components of the system. Both cities will make a separate procurements.
3. Piloting, including manufacturing, installation, and evaluation of the chosen solution.
4. Exploitation of the results, including lessons learnt, the next steps for using the solutions in Helsinki, and possibilities to replicate the solution to other environments.

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.						
Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
2.1	Optimized flow for the arriving and leaving heavy good trucks in ports of Helsinki and Tallinn	Project includes defining the requirements for the optimal solution for traffic guidance, procurement and piloting the solution, and the exploitation plan for coming years.				
			Number of ports with improved services	Number	$number.format('#0.00', $indicator.quantity)	2019-05

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	Outcome of this WP will benefit Helsinki and Tallinn citizens, since the harbors are in city area, and causing lots of traffic. It will also benefit transportation industry by reducing time needed for queuing, and be improved timing and time management.
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	Similar methods for optimizing the truck flow in city areas can be replicated to other smart cities.
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	ADD HERE TEXT!!!

Please describe activities and deliverables within the work package				
Activity 2.1	Requirements and specification for pilots A&B	01.10.2016	31.05.2017	0.00
Deliverable 2.1.1	Technical specification for the pilots A&B		0.00	31.05.2017
Activity 2.2	Procurement for pilots A&B	01.06.2017	31.12.2017	0.00
Deliverable 2.2.1	Procurement agreement(s) of the heavy good vehicle guidance services		0.00	31.12.2017
Activity 2.3	Piloting (A and B)	01.01.2018	31.12.2018	0.00
Deliverable 2.3.1	Report of the piloting activities of the heavy good vehicle guidance services (pilots A&B)		0.00	31.12.2018
Activity 2.4	Exploitation	31.01.2019	31.05.2019	0.00
Deliverable 2.4.1	Work plan of the exploitation activities of the heavy good vehicle guidance services		0.00	31.05.2019

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
3	Smart Park&Ride (pilot C)	2016-10	2019-05	

Partners Involvement	
WP responsible partner	City of Tallinn
City of Tallinn	PP
ICT Demo Center	PP

Summary description and objectives of the work package including explanation of how will partners be involved.

Objective of this WP extend the Smart Park&Ride service for ferry passengers with private cars to increase the use of public transport for the port entry/exit and reduce car usage in City Centre and near ports. WP results directly support the objectives of the EC to reduce car traffic and congestion in cities and also contribute to the efficient land use in harbours. Tallinn has 4 P&R sites and the city is planning to build two more parking sites. This provides a good opportunity to increase the number of Park&Ride users among ferry passengers. In addition, Tallinn has been already developing Smart Park&Ride system since 2014, which allows quite simply expand an existing system.
In WP should definitely participate City of Helsinki to find common solution for ferry passengers and cooperating in procurement. Also it is very important ICT-Democentre participation in Smart Park&Ride solution design stage.
WP Action Plan:
1. Goals mapping and setting task
2. Drafting the initial task and organizing procurement
3. Execution of works
4. Change in City legislation
5. Execution of Smart P&R for ferry passengers
6. Measuring the results
Main outcome of the WP is to reduce the amount of private cars to the ports by 10%.

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.						
Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
3.1	Main outcome of the WP is to reduce the amount of private cars to the ports by 10%.	Optimization of the the chain from moving vehicle to another will save time, cost, and frustration of all; not only passengers, but also transportation and common citizens.				
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2019-05

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	Travelers between Helsinki and Tallinn, Tallinn citizens and public transportation
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	Similar methods and solutions can be used also in other nodes needing the park&ride solutions.
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	ADD HERE TEXT!!!

Please describe activities and deliverables within the work package				
Activity 3.1	Requirements and specification for pilot C	01.10.2016	31.05.2017	0.00
Deliverable 3.1.1	Technical specification for the pilot C		0.00	31.05.2017
Activity 3.2	Procurement for pilot C	01.06.2017	31.12.2017	0.00
Deliverable 3.2.1	Procurement agreement(s) of the heavy good vehicle guidance services for pilot C		0.00	31.12.2017
Activity 3.3	Piloting (C)	01.01.2018	31.12.2018	0.00
Deliverable 3.3.1	Report of the piloting activities of the heavy good vehicle guidance services (pilot C)		0.00	31.12.2018
Activity 3.4	Exploitation	31.01.2019	31.05.2019	0.00
Deliverable 3.4.1	Exploitation plan for smart park&ride		0.00	31.05.2019

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
4	Modal split for public transport (pilot D)	2016-10	2019-05	

Partners Involvement	
WP responsible partner	City of Vantaa
City of Vantaa	PP
City of Tallinn	PP
Forum Virium Helsinki Ltd	PP
City of Helsinki	LP

Summary description and objectives of the work package including explanation of how will partners be involved.

Objective of this WP is to optimize the passenger flow including also Helsinki-Vantaa airport to the value chain. Like other WP´s, also this WP includes piloting activities. This WP is implemented in four phases.
1. Requirements and specification including "mini-pilots" or mock-ups to test the feasibility of different solutions. Phase ends when there is technical specification for the system.
2. Procurement of needed software and hardware. Second phase ends when there are procurement agreements for the main components of the system.
3. Piloting, including manufacturing, installation, and evaluation of the pilot.
4. Exploitation of the results.

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.

Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
4.1	Modal split in Helsinki-Vantaa airport	ADD TEXT HERE!!!				
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2019-05

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	Travelers from Estonia who are using Helsinki-Vantaa airport, or visiting Estonia.
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	ADD HERE TEXT!!!
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	ADD HERE TEXT!!!

Please describe activities and deliverables within the work package

Activity 4.1	Requirements and specification for pilot D	01.10.2016	01.05.2017	0.00
Deliverable 4.1.1	Technical specification for the pilots D		0.00	01.05.2017
Activity 4.2	Procurement for pilot D	01.06.2017	31.12.2017	0.00
Deliverable 4.2.1	Procurement agreement(s) of the heavy good vehicle guidance services for pilot C		0.00	31.12.2017
Activity 4.3	Piloting (D)	01.01.2018	31.12.2018	0.00
Deliverable 4.3.1	Report of the piloting activities of the heavy good vehicle guidance services (pilot D)		0.00	31.12.2018
Activity 4.4	Exploitation	31.01.2019	31.05.2019	0.00
Deliverable 4.4.1	Exploitation plan for modal split		0.00	31.05.2019

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
5	Transition	2016-09	2019-05	

Partners Involvement	
WP responsible partner	City of Tallinn
City of Tallinn	PP

Summary description and objectives of the work package including explanation of how will partners be involved.

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.						
Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
5.1						
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2019-08

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	
Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	

Please describe activities and deliverables within the work package				
Activity 5.1		01.09.2016	31.05.2019	0.00
Deliverable 5.1.1			0.00	31.05.2019

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
6	Tallinn SUMP	2016-09	2019-05	

Partners Involvement	
WP responsible partner	Estonian Road Administration
Estonian Road Administration	PP

Summary description and objectives of the work package including explanation of how will partners be involved.

The Tallinn sustainable urban mobility plan (SUMP) is a pre-requisite for future transport infrastructure projects in the Tallinn capital region, as the European Union plans to demand SUMP-s for all future Cohesion Fund investment application. With SUMP the applicants prove that they have analysed the mobility needs of their region and have set the sustainable transport priorities for its transport investments.
As the SUMP design includes review phase after implementation, this will create new input for the next SUMP, which will also guarantee the continuity of the mobility planning in the Tallinn capital region. Here Tallinn will learn a lot from Helsinki region mobility plan process, where already second SUMP is approved for the capital region. The cross-border nature of FinEst SmartMobility project supports the replication of best practices and improves partnerships.
Tallinn SUMP is going to be a role-model process for other Estonian cities and urban regions, as all of them have to start to prepare for the future European Commission transport infrastructure and mobility investments requirements (where an existing and high quality SUMP is a key element).
The concept of urban mobility plan ensures that positions of stakeholders and participants are considered in the process of developing the plan. Participating municipalities and the Road Administration take the commitment for achieving the goals due to the integrating nature of SUMP design. Additionally the approval of SUMP in the city councils of participating municipalities ensures that commitments are followed in the activities phase of the SUMP.

Please describe project main outputs that will be delivered based on the activities carried out in this work package. For each project main output a programme output indicator should be chosen. Please note that they need to have the same measurement unit.

Project main output		**Describe your project main output**	**Choose a programme indicator to which the project main output will contribute**	**Measurement unit**	**Quantify your distribution**	**Delivery Date**
6.1	SUMP for Tallinn area					
			Number of developed and improved transport corridors and nodes	Number	$number.format('#0.00', $indicator.quantity)	2019-08

Target groups per main outputs	
Who will use the main outputs	
How will you involve target groups (and other shareholders) in the development of the project main outputs?	

Durability and transferability of main outputs	
How will the project main outputs be further used once the project has been finalised? Please describe concrete measures (including eg institutional structures, financial sources etc) taken during and after project implementation to ensure the durability of the project main outputs. If relevant, please explain who will be responsible and/or the owner of the output. NB. Take note of rules governing ownership of outputs linked to investments (items of infrastructure) in line with Art 71 CPR.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	

Please describe activities and deliverables within the work package

Activity 6.1	SUMP	01.09.2016	31.05.2019	0.00
Deliverable 6.1.1	SUMP		0.00	31.05.2019

Type: Communication

WP Nr	WP title	WP start date	WP end date	WP Budget
8	Communication	2016-09	2019-05	

Partners Involvement	
WP responsible partner	City of Helsinki
City of Vantaa	PP
ICT Demo Center	PP
Forum Virium Helsinki Ltd	PP
Estonian Road Administration	PP
City of Tallinn	PP
City of Helsinki	LP

Summary description and objectives of the workpackage including explanation of how will partners be involved of activities carried out and contribution of each partner.

Objective of this work package is the external communication of the project. Key audiences are
- Common citizens and users of ports in Tallinn and Helsinki
- Other smart cities as peers
- Media and investors
- Transport industry

Means for communicaton are e.g. project website, press releases, and public events. In the beginning of the project, a detailed communication strategy is published, and will be updated in project meetings every six months.

Project specific objectives	**Communication objectives - What can communications do to reach a specific project objective?**	**Approach/Tactics - How do you plan to reach the communication objective?**
Improved traffic flow		
Improved modal split between and inside cities of Tallinn and Helsinki		
Sustanainable traffic management		

Please describe activities and deliverables within the work package

Activity 8.1		01.09.2016	31.05.2019	0.00
Deliverable 8.1.1	Communication strategy		0.00	31.05.2019
Activity 8.2		01.09.2016	31.05.2019	0.00
Activity 8.3		01.09.2016	31.05.2019	0.00

C.5.1 Periods

Period Number	Duration (month)	Start Date	End Date	Reporting Date
0	null	2016-09-01	2016-09-01	
1	1	2016-09-01	2017-02-28	2017-02-28
2	1	2017-03-01	2017-08-31	2017-08-31
3	1	2017-09-01	2018-02-28	2018-02-28
4	1	2018-03-01	2018-08-31	2018-08-31
5	1	2018-09-01	2019-02-28	2019-02-28
6	1	2019-03-01	2019-08-31	2019-08-31

C.6 Activities outside the Union part of the programme area

If applicable, please list activities to be carried out outside (the Union part of) the programme area. Describe how these activities will benefit the programme area.What is the added value of activities to be carried out outside (the Union part of) programme area? If applicable, please list the relevant activities and describe how they will benefit the programme area.

Total budget of activities to be carried out outside (the Union part of) the programme area (indicative)	0.00

	(indicative)	0.00
	% of total (indicative)	0,00

C.7 Indicative time plan

section removed

PART D - Project Budget

D.1 Project budget per co-financing source (fund) - breakdown per partner

Partner		Programme Co-financing			Contribution			Total Elig
Partner Abbreviation	Country	ERDF	ERDF Co-Financing(percent)	Percentage of Total ERDF	Public Contribution	Private Contribution	Total Contribution	
HELSINKI	SUOMI / FINLAND	525.000,00	75,00 %	100,00 %	0,00	0,00	0,00	700.
TALLINN	EESTI	0,00	85,00 %	0,00 %	0,00	0,00	0,00	
MAANTEEAMET	EESTI	0,00	85,00 %	0,00 %	0,00	0,00	0,00	
ICTDEMOCENTER	EESTI	0,00	85,00 %	0,00 %	0,00	0,00	0,00	
FORUMVIRIUM	SUOMI / FINLAND	0,00	75,00 %	0,00 %	0,00	0,00	0,00	
VANTAA	SUOMI / FINLAND	0,00	75,00 %	0,00 %	0,00	0,00	0,00	
Sub-total For Partners Inside		525.000,00	--	100,00 %	0,00	0,00	0,00	700.
Sub-total For Partners Outside		0,00	--	0,00 %	0,00	0,00	0,00	
Total		525.000,00	--	100,00 %	0,00	0,00	0,00	700.

D.2 Project budget - overview per partner/ per budget line

Partner Abbreviation	Co-financing Source	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Total Budget	Net Revenue	Total Eli
HELSINKI	ERDF	210.000,00	0,00	10.000,00	480.000,00	0,00	0,00	700.000,00	0,00	700.
TALLINN	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
MAANTEEAMET	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
ICTDEMOCENTER	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
FORUMVIRIUM	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
VANTAA	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Total		210.000,00	0,00	10.000,00	480.000,00	0,00	0,00	700.000,00	0,00	700.
Percentage Of Total Budget		30,00 %	0,00 %	1,43 %	68,57 %	0,00 %	0,00 %	100,00 %	0,00 % Of Total Budget	100,0 Total E

Co-financing Source	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Sum Financed Budget	Decreasing Net Revenue	Total Fina Budge
ERDF	157.500,00	0,00	7.500,00	360.000,00	0,00	0,00	525.000,00	0,00	525.

D.3 Project budget - overview per partner/ per period

Partner Abbreviation	Co-financing Source	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Total Budget	Net Revenue	Total El
HELSINKI	ERDF	10.000,00	55.000,00	55.000,00	255.000,00	215.000,00	55.000,00	55.000,00	700.000,00	0,00	700.
TALLINN	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
MAANTEEAMET	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
ICTDEMOCENTER	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
FORUMVIRIUM	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
VANTAA	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Total		10.000,00	55.000,00	55.000,00	255.000,00	215.000,00	55.000,00	55.000,00	700.000,00	0,00	700.
Percentage Of Total Budget		1,43 %	7,86 %	7,86 %	36,43 %	30,71 %	7,86 %	7,86 %	100,00 %	0,00 % Of Total Budget	100,0 Total E

Co-financing Source	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Total Finan Budget
ERDF	7.500,00	41.250,00	41.250,00	191.250,00	161.250,00	41.250,00	41.250,00	525.

D.4 Project budget - overview per partner/ per WP

Partner Abbreviation	Co-financing Source	WP P	WP M	WP T1	WP T2	WP T3	WP T4	WP T5	WP I1	WP C	Total Budget	Net Revenue	To Elig
HELSINKI	ERDF	10.000,00	300.000,00	360.000,00	0,00	0,00	0,00	0,00	0,00	30.000,00	700.000,00	0,00	700.
TALLINN	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
MAANTEEAMET	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
ICTDEMOCENTER	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
FORUMVIRIUM	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
VANTAA	ERDF	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
Total		10.000,00	300.000,00	360.000,00	0,00	0,00	0,00	0,00	0,00	30.000,00	700.000,00	0,00	700.
Percentage Of Total Budget		1,43 %	42,86 %	51,43 %	0,00 %	0,00 %	0,00 %	0,00 %	0,00 %	4,29 %	100,00 %	0.00 % Of Total Budget	100.0

Co-financing Source	WP P	WP M	WP T1	WP T2	WP T3	WP T4	WP T5	WP I1	WP C	Total Fin Budg
ERDF	7.500,00	225.000,00	270.000,00	0,00	0,00	0,00	0,00	0,00	22.500,00	525.

D.5 Project budget - overview per WP/ per period

WP Number	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Total Budget	Net Revenue	Total Elig
WP P	0,00	0,00	10.000,00	0,00	0,00	0,00	10.000,00	0,00	10.
WP M	180.000,00	0,00	0,00	120.000,00	0,00	0,00	300.000,00	0,00	300.
WP T1	0,00	0,00	0,00	360.000,00	0,00	0,00	360.000,00	0,00	360.
WP T2	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T3	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T4	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T5	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP I1	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP C	30.000,00	0,00	0,00	0,00	0,00	0,00	30.000,00	0,00	30.
Total	210.000,00	0,00	10.000,00	480.000,00	0,00	0,00	700.000,00	0,00	700.
Percentage Of Total Budget	30,00 %	0,00 %	1,43 %	68,57 %	0,00 %	0,00 %	100,00 %	0,00 % Of Total Budget	100,00 % O E

Co-financing Source	Staff costs	Office and administration	Travel and accomodation	External expertise and services	Equipment	Infrastructure & works	Sum Financed Budget	Decreasing Net Revenue	Total Fina Budge
ERDF	157.500,00	0,00	7.500,00	360.000,00	0,00	0,00	525.000,00	0,00	525.

D.6 Project budget - overview per WP/ per budget line

WP Number	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Total Budget	Net Revenue	Total Eli
WP P	10.000,00	0,00	0,00	0,00	0,00	0,00	0,00	10.000,00	0,00	10.
WP M	0,00	50.000,00	50.000,00	50.000,00	50.000,00	50.000,00	50.000,00	300.000,00	0,00	300.
WP T1	0,00	0,00	0,00	200.000,00	160.000,00	0,00	0,00	360.000,00	0,00	360.
WP T2	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T3	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T4	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP T5	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP I1	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	
WP C	0,00	5.000,00	5.000,00	5.000,00	5.000,00	5.000,00	5.000,00	30.000,00	0,00	30.

Co-financing Source	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Total Finan Budget
ERDF	7.500,00	41.250,00	41.250,00	191.250,00	161.250,00	41.250,00	41.250,00	525.
Total EU Funds	7.500,00	41.250,00	41.250,00	191.250,00	161.250,00	41.250,00	41.250,00	525.
ERDF Equivalent	0,00	0,00	0,00	0,00	0,00	0,00	0,00	

D.7 In-kind contribution

Partner Abbreviation	Amount
HELSINKI	0,00
TALLINN	0,00
MAANTEEAMET	0,00
ICTDEMOCENTER	0,00
FORUMVIRIUM	0,00
VANTAA	0,00
Total	0,00
Percentage Of Total Budget	0,00 %

Co-financing Source	Amount
ERDF	0,00
Total E U Funds	0,00

PART E - Partner Budget

Name of partner organisation	**Helsingin kaupunki**
Partner ID	**1**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**525000.00**	**75.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**700000.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Helsingin kaupunki	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**175000.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Staff costs	**Description**			**Unit type**	**WP0**			
	Staff function	**Type of staff**	**Comments**		**Period**	**No. of units**	**Price per unit**	**Total**
	Project manager	---	---	---	Period0	1.00	0.00	0.00
Sub-total								0.00
Period0								0.00
Period1								0.00
Period2								0.00
Period3								0.00
Period4								0.00
Period5								0.00

Period6		0.00
TOTAL		0.00

Staff costs	Description			Unit type	WP1			
	Staff function	Type of staff	Comments		Period	No. of units	Price per unit	Total
	Project manager	---	---	---	Period1	1.00	0.00	30000.00
					Period2	1.00	0.00	30000.00
					Period3	1.00	0.00	30000.00
					Period4	1.00	0.00	30000.00
					Period5	1.00	0.00	30000.00
					Period6	1.00	0.00	30000.00
Sub-total								180000.00
Period0								0.00
Period1								30000.00
Period2								30000.00
Period3								30000.00
Period4								30000.00
Period5								30000.00
Period6								30000.00
TOTAL								180000.00

Staff costs	Description			Unit type	WP8			
	Staff function	Type of staff	Comments		Period	No. of units	Price per unit	Total
	Project manager	---	---	---	Period1	1.00	0.00	5000.00
					Period2	1.00	0.00	5000.00
					Period3	1.00	0.00	5000.00
					Period4	1.00	0.00	5000.00
					Period5	1.00	0.00	5000.00
					Period6	1.00	0.00	5000.00
Sub-total								30000.00
Period0								0.00
Period1								5000.00
Period2								5000.00
Period3								5000.00
Period4								5000.00
Period5								5000.00
Period6								5000.00
TOTAL								30000.00

Office and administration

Office and administration costs - real costs

Are you using the flat rate for administration costs?						no
Travel and accomodation	**Description**	**Unit type**	**WP0**			
			Period	**No. of units**	**Price per unit**	**Total**
	Preparation	---	Period0	1.00	0.00	10000.00
Sub-total						10000.00
Period0						10000.00
Period1						0.00
Period2						0.00
Period3						0.00
Period4						0.00
Period5						0.00
Period6						0.00
TOTAL						10000.00

External expertise and services	Description	Unit type	WP0			
			Period	**No. of units**	**Price per unit**	**Total**
	Project coordination services	---	Period0	1.00	0.00	0.00
Sub-total						0.00
Period0						0.00
Period1						0.00
Period2						0.00
Period3						0.00
Period4						0.00
Period5						0.00
Period6						0.00
TOTAL						0.00

External expertise and services	Description	Unit type	WP1			
			Period	**No. of units**	**Price per unit**	**Total**
	Project coordination services	---	Period1	1.00	0.00	20000.00
			Period2	1.00	0.00	20000.00
			Period3	1.00	0.00	20000.00
			Period4	1.00	0.00	20000.00
			Period5	1.00	0.00	20000.00
			Period6	1.00	0.00	20000.00
Sub-total						120000.00
Period0						0.00
Period1						20000.00
Period2						20000.00
Period3						20000.00
Period4						20000.00
Period5						20000.00
Period6						20000.00

TOTAL		120000.00

External expertise and services	Description	Unit type	WP2			
			Period	No. of units	Price per unit	Total
	Piloting and procurement	---	Period1	1.00	0.00	0.00
			Period2	1.00	0.00	0.00
			Period3	1.00	0.00	200000.00
			Period4	1.00	0.00	160000.00
			Period5	1.00	0.00	0.00
			Period6	1.00	0.00	0.00
Sub-total						360000.00
Period0						0.00
Period1						0.00
Period2						0.00
Period3						200000.00
Period4						160000.00
Period5						0.00
Period6						0.00
TOTAL						360000.00

Name of partner organisation	**Tallinn Linn**
Partner ID	**2**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**85.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Tallinn Linn	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Maanteeamet**
Partner ID	**3**
Legal status	**public**
Type of partner	**national public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**85.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Maanteeamet	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**MTÜ IKT Demokeskus**
Partner ID	**4**
Legal status	**public**
Type of partner	**interest groups including NGOs**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**85.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
MTÜ IKT Demokeskus	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Forum Virium Helsinki Oy**
Partner ID	**5**
Legal status	**public**
Type of partner	**other**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**75.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Forum Virium Helsinki Oy	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Vantaan kaupunki**
Partner ID	**6**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**75.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Vantaan kaupunki	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Helsingin seudun liikenne (HSL)**
Partner ID	**7**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**0.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Helsingin seudun liikenne (HSL)	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Port of Tallinn**
Partner ID	**8**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**0.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Port of Tallinn	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**

Name of partner organisation	**Helsingin Satama Oy**
Partner ID	**9**
Legal status	**public**
Type of partner	**local public authority**
Co-financing source	**ERDF**
Outside (the Union part of) the programme area	**yes**

E.1 Partner budget		
	Amount	**Co-financing Rate**
Programme co-financing	**0.00**	**0.00**
Partner contribution	**0.00**	
PARTNER TOTAL ELIGIBLE BUDGET	**0.00**	

E.2 Origin of partner contribution (indicative)			
Source of contribution	**Legal status**	**% of total partner contribution**	**Amount**
Helsingin Satama Oy	public	0.00	0.00
sub-total public contribution		0.00	0.00
sub-total private contribution		0.00	0.00
Total		100,00 %	0.00
Partner Total Target Value			**0.00**

E.3 In-kind contribution	
Is there any in-kind contribution included in the project budget for this partner?	**no**

E.4 Partner budget - breakdown per budget line (indicative)	
Staff costs	
Are you using the flat rate for staff costs?	**no**

Office and administration

Office and administration costs - real costs	
Are you using the flat rate for administration costs?	**no**