Step 2 INTERREG VB NWE Application Form

A. PROJECT OVERVIEW

Project identification

Project title	Smart Shared Green Mobility Hubs				
Project acronym	eHUBS Project Number NV			NWE 826	
Name of the Lead partner organisation in English	City of Amster	dam			
Project duration in months	36 months	Start date	11-Jan-2019	End date	10-Jan-2022
Programme priority	Priority Axis 2 l	_ow carbon			
Programme priority specific objective	SO4: To facilita transport syste	te the implemer ems to reduce G	ntation of transna HG emissions in	ational low-carbo NWE	n solutions in
Total budget ERDF					5 284 551.92
Total budget					8 807 586.58

Project summary

Please give a short description of the project in the four languages of the Programme: Issue:

- Which issue/challenge will the project address?
- Where will the project address it (territory)?

Change:

• What is the current trend in the field? How much will the project change the current situation (please quantify the objective in volume or value)?

Outputs:

• Which main outputs/pilots/investments will the project produce to achieve this change?

Long term effects:

• How and where does the project plan to sustain and roll-out its main outputs/pilots/investments after the end of the project?

DE



HERAUSFORDERUNG

Verkehrsbedingte Umweltverschmutzungen und zunehmende Urbanisierung in NWE erfordern neue Mobilitätslösungen als Alternative zum Privat-Pkw. Der Aufbau von eHUBS (physische Cluster mit E-Mobilitätsangeboten die geteilt nutzbar sind) kann einen entscheidenden Beitrag zum Mobilitätswandel und der Reduktion von PKW leisten. Während eHUBS technisch machbar sind, wird der Einsatz durch langsame Nutzeranpassung, verzögerte Stadtplanung und legislative Hürden behindert. Kritische Masse und Skalierbarkeit sind entscheidend und der Wissenstransfer ist absolut notwendig, um Barrieren für lokale Behörden zu beseitigen.

VERÄNDERUNG

Die Partnerstädte und -Regionen der 5 Länder werden eHUBS und anderen Städten den Weg ebnen. Entscheidend ist die strategische Positionierung der eHUBS an intermodalen Knotenpunkten. Parallel hierzu werden auch

Wohngebiete berücksichtigt, um die letzte Meile zum Zielort zu bewältigen. Hier wird jeder Projektpartner eigene Strategien entwickeln, die in der Gesamtheit aller Erfahrungen auf andere Städte übertragbar sein werden. Dies führt zu einer zusätzlichen CO ₂-Reduktion von 1.477 kg Tonnen pro Jahr am Projektende und 47.418 kg Tonnen CO ₂ pro Jahr 10 Jahre später (im Vergleich

zum Ausgangswert, inkl. Replikationsstädte).

ERGEBNISSE

- 92 eHUBS in 6 Pilotstädten mit insgesamt 2.395 LEVs und 672 EVs
- Implementierungs-Toolbox
- Zusammenarbeit mit 10 "Replikationsstädten"
- Information und Anreizprogramm zur Einbindung der Nutzer

AUSWIRKUNGEN

Die Ergebnisse und erzielten Veränderungen werden eine Vorbildfunktion in der gesamten NWE-Region ausüben und für andere Städte dank Übertragung von Best Practices nutzbar sein. Eine großtechnische Einführung wird eine signifikante Hebelwirkung hinsichtlich des der Verringerung von CO2-Emissionen in den Städten mit sich bringen und dafür Sorge tragen, dass der Markt für kommerzielle geteilte E-Mobilität wächst

EN

CHALLENGE

Congestion, pollution and growing urban population in NWE forces us to replace private cars by alternative mobility options. By providing a critical mass of eHUBS (physical cluster of shared electric mobility modes of transport) and make available shared mobility to the end-user, we kickstart the mobility transition. Private car use in cities will decrease. While eHUBS are technically feasible, deployment is hindered because of slow user adaptation, lagging urban planning and legislative/policy hurdles. Critical mass and scalability is key and knowledge transfer is absolutely necessary to remove barriers for local authorities.

CHANGE

Partner cities from 5 countries will realize and promote eHUBS and pave the way for others to do the same. There will be eHUBS on strategic locations, connected to other modes (e.g. public transport), but also small eHUBS in living areas. The eHUBS implementation approach will differ per city to create an overall best practice that can easily be applied in other cities and regions. This will result in an additional 1,477 kg tons CO ₂ reduction p/y at the project end and 47,418 kg tons CO ₂ p/y 10 years

later (compared to baseline, incl. replication cities).

OUTPUTS

- Design and deployment/adaptation of 92 eHUBS in 6 pilot cities with in total 2,395 shared LEVs and 672 EVs
- Implementation toolkit for cities
- Active cooperation with 10 "replication cities"
- Community outreach programme to inform and engage users

LONG TERM EFFECTS

By kick starting the mobility transition in 6 pilot cities we will set an example for all of NWE. Other cities can benefit from applying the blueprint and copying best practices. A large-scale uptake will cause a leverage by significantly reducing CO ₂ emissi ons in the cities and creating a growing market for commercial shared e-mobility providers.

FR



DÉFIS

La pollution et la croissance de la population urbaine dans les pays ENO nous obligent à remplacer les voitures privées. En fournissant une masse critique de eHUBS (emplacements physiques équipés de bornes électriques et regroupant des modes de transports électriques partagés), et en mettant la mobilité partagée à disposition de l'utilisateur final, nous pouvons lancer la transition de la mobilité. Le développement des eHUBS est actuellement entravé par la lenteur de l'adaptation des utilisateurs, le retard dans la planification urbaine et les obstacles législatifs. Une masse critique est essentielle et un transfert de connaissances est nécessaire afin de supprimer les obstacles pour les autorités locales.

CHANGEMENT

Les villes partenaires réaliseront des eHUBS afin de montrer l'exemple à d'autres villes. Les eHUBS seront situés à des endroits stratégiques, connectés à d'autres modes de transport. Afin de pouvoir reproduire le modèle des eHUBS à d'autres villes, l'approche de mise en œuvre différera d'une ville à l'autre. Il en résultera une réduction de 1.477 kg tonnes de CO2 par an à la fin du projet, et 47.418 kg tonnes CO2 après 10 ans (y compris dans les villes de réplication).

RÉSULTATS

- Conception et déploiement de 92 eHUBS dans 6 villes avec au total 2,395 LEV et 672 EV partagés.
- Boîte à outils de mise en œuvre
- Coopération avec 10 "villes de réplication"
- Programme de sensibilisation pour informer et impliquer les utilisateurs

EFFETS

En lançant la transition de la mobilité, nous donnerons l'exemple à tous les villes ENO. D'autres pourront mettre à profit notre expérience en s'appropriant les bonnes pratiques dont la réussite aura été éprouvée. Le travail à grande échelle permet de créer un levier significatif en matière de réduction d'émission de CO2, mais également concernant le développement d'un marché solide pour les fournisseurs de véhicules partagés durables.

NL

UITDAGING

Congestie, vervuiling en groeiende steden in NWE dwingen ons privé-auto's te verwisselen voor deel-mobiliteit. Door te zorgen voor een kritieke massa van eHUBS (fysiek cluster van gedeelde elektrische mobiliteit met laadinfra) en elektrische deelmobiliteit aan te bieden, kunnen we deze transitie op gang brengen en zal het gebruik van de auto in steden afnemen. Hoewel eHUBS technisch mogelijk zijn, wordt de invoering ervan gehinderd door trage adaptatie van gebruikers, ruimtelijke ordening problematiek en beleid. Kritieke massa en schaalbaarheid zijn van belang en kennisoverdracht is noodzakelijk om belemmeringen voor steden weg te nemen.

VERANDERING

De partnersteden uit 5 landen zullen eHUBS realiseren en andere steden ondersteunen. De eHUBS komen op strategische locaties, die verbonden zijn met andere vervoerswijzen (bv. ov), maar er komen ook kleine eHUBS in woongebieden. De implementatie van de eHUBS zal per stad verschillen zodat dit uiteindelijk ook in andere steden kan worden toegepast. Resultaat: extra CO $_2$ -reductie p/j van 1.477 kg ton CO $_2$ aan het einde van het project en 47.418 kg ton CO $_2$ p/j 10 jaar later (ten

opzichte van de baseline, incl. replicatiesteden).

UITKOMSTEN

- 92 eHUBS in 6 pilotsteden met in totaal 2.395 gedeelde LEV's en 672 EV's
- Implementatie toolkit
- Samenwerking met 10 replicatiesteden
- Stimuleringsprogramma om de gebruikers te informeren en te betrekken

LANGE TERMIJN

Door in 6 steden een impuls te geven aan de mobiliteitstransitie, geven we het goede voorbeeld aan NWE als geheel. Andere steden profiteren hier ook van door het toepassen van de blauwdruk en het kopiëren van de goede voorbeelden. Een grootschalig gebruik zal een hefboomeffect hebben en zal de CO₂-uitstoot in steden aanzienlijk verminderen en een groeiende

markt creëren voor commerciële elektrische deel mobiliteit aanbieders.

Workplan overview

WP	Туре	Title	Partner in charge	Total budget
WP LT	long term effects	Long term	Universiteit Antwerpen (pp 15)	1 285 653.03
WP M	management	Project management	Gemeente Amsterdam (lp)	739 968.86
WP T1	implementation	eHUBS pilot demonstrations	Stad Leuven (pp 10)	4 627 793.58
WP T2	implementation	Transport Modelling and Travel Behaviour Analysis	TU Delft (pp 11)	1 417 206.73
WP C	communication	Communication	Promotion of Operation Links with Integrated Services aisbl (POLIS) (pp 2)	736 964.38
Total				8 807 586.58

Project partners overview (LP and PP only)

Partner nr	Name of the organisation	Abbreviation	Total ERDF budget	Total budget	Country
1	Gemeente Amsterdam	AMS	717 378.00	1 195 630.00	NL
2	Promotion of Operation Links with Integrated Services aisbl (POLIS)	POLIS	71 155.65	118 592.76	BE
3	Taxistop asbl	Taxi	171 904.56	286 507.60	BE
4	Autodelen.net	Auton	174 789.00	291 315.00	BE
5	Bayern Innovativ GmbH	BI	104 482.18	174 136.97	DE
6	Cargoroo	CA	833 158.80	1 388 598.00	NL
7	URBEE (E-bike network Amsterdam BV)	URBEE	672 911.68	1 121 519.47	NL
8	Gemeente Nijmegen	NIJ	405 162.00	675 270.00	NL
9	Transport for Greater Manchester	TfGM	454 219.61	757 032.69	UK
10	Stad Leuven	LEU	516 721.81	861 203.03	BE
11	TU Delft	TUD	263 845.80	439 743.00	NL
12	University of Newcastle upon Tyne	UN	225 931.74	376 552.90	UK
13	Ville de Dreux	DR	177 779.95	296 299.92	FR
14	Stadt Kempten (Allgäu)	Kemp	308 336.40	513 894.00	DE
15	Universiteit Antwerpen	UAntwerp	186 774.74	311 291.24	BE
Sub-total	for partners inside		5 284 551.92	8 807 586.58	
Sub-total	for partners outside		0.00	0.00	
Total			5 284 551.92	8 807 586.58	

Project partners and subpartners overview (LP and PP only)

Partner nr	Partner role	Name of organisation	Country	Total budget
1	LP	Gemeente Amsterdam	NL	1 195 630.00
	Subpartner 1	Amsterdam University of Applied Science		393 950.00
		Percentage of partner total budget: 0.33	Total	393 950.00
2	PP	Promotion of Operation Links with Integrated Services aisbl (POLIS)	BE	118 592.76
3	PP	Taxistop asbl	BE	286 507.60
4	PP	Autodelen.net	BE	291 315.00
5	PP	Bayern Innovativ GmbH	DE	174 136.97
6	PP	Cargoroo	NL	1 388 598.00
	Subpartner 1	Urban Arrow B.V.		209 156.00
		Percentage of partner total budget: 0.15	Total	209 156.00
7	PP	URBEE (E-bike network Amsterdam BV)	NL	1 121 519.47
8	PP	Gemeente Nijmegen	NL	675 270.00
	Subpartner 1	City of Arnhem		155 935.00
		Percentage of partner total budget: 0.23	Total	155 935.00
9	PP	Transport for Greater Manchester	UK	757 032.69
10	PP	Stad Leuven	BE	861 203.03
11	PP	TU Delft	NL	439 743.00
12	PP	University of Newcastle upon Tyne	UK	376 552.90
13	PP	Ville de Dreux	FR	296 299.92
14	PP	Stadt Kempten (Allgäu)	DE	513 894.00
15	PP	Universiteit Antwerpen	BE	311 291.24



Project map





B. PROJECT DESCRIPTION

Relevance

Context and territorial analysis

- What socio-economic issue / challenge in NWE is your project adressing?
- What are the current situation and trends in the sector / field adressed by your project?
- Why did you choose these territories to carry out your project ? Please explain why the need is really high in the areas / locations chosen.
- What can be the added value of territorial cooperation in North West Europe in this sector / field?

CHALLENGES

Transport represents almost 25% of EU's GHG emissions. 95% Of EU transport emissions come from cars, vans, trucks, and buses, circulating in and around cities. A shift to green transport is needed. Shared mobility leads to a decrease in car use. The OECD Lisbon study shows a model that replaces all private vehicles with shared ones. This leads to a large 62% decrease of CO ₂ emissions.

TRENDS Tech-developments in e-mobility, IoT and smartphones enable people to shift from private owned cars to shared mobility. eHUBS supports this: it is a physical cluster of shared electric mobility modes of transport. A transport hub based at a local level, where different shared green transport modes are clustered. Designed to enable and promote multimodal transport on a local level and tailored for different neighbourhoods and seamless connections to mass-transit public transport options. eHUBs vary in size and service level depending on the user needs: from 2 e-bikes at every corner street to a combination Light Electric Vehicles (LEV) and EV's, within a 10-minutes' walk. eHUBS enhance connectivity and contribute to more efficient use of vehicles and zero emission mobility.

Scalability is key. Without enough eHUBS and vehicles, (commercial) shared e-mobility solutions will not be profitable as this market is based on low margins with high volumes. It still lacks large-scale deployment because of:

- The complexity of travel behaviour: a variety of shared mobility is needed to meet the users' needs. eHUBS will combine
 different transport modes and ensure a recognizable, easy-to-find bespoke facility while efficiently using space and
 reducing costs for charging infrastructure. Travel choice is often not rational but based on habits and emotions. A holistic
 approach, which involves users throughout the project, ensures integration of information and (access to) services
 including behavioural campaigns, is therefore needed.
- A chicken and egg dilemma in built environments and governance structures: An increase of shared mobility will release
 valuable public space. However, to implement eHUBS, space should first be made available. This leads to resistance in
 the short-term, making it politically unattractive to realize and yet it is desirable if you consider long-term effect.
- A lack of knowledge of eHUBS: Shared mobility is limited to small, mostly unimodal, initiatives without a consistent
 monitoring and evaluation of effects and success-factors. Knowledge (ranging from the impacts and critical mass to
 topics like locations and procurement) is needed to enable governments to invest in eHUBS.
- A lack of integration of different services: The mobility modes in eHUBS depend on the integration in a larger offer of mobility. Developments like Mobility as a Service are promising but require collaboration and the sharing and harmonization of data. As one mode alone will not provide an attractive alternative to private car-ownership, this integration is essential. Experiences (e.g. in Würzburg) show that integration has a huge impact on the use of the offered alternatives.

COOPERATION

eHUBS contribute to green mobility, but profitable large-scale deployment requires cooperation as the cities cannot solve this alone. The goal of the project is to demonstrate a green mobility transition with eHUBS and to provide a blueprint to apply the this in different situations and for different cities throughout NWE, so not only in the involved cities.

TERRITORIES CHOSEN

The pilot cities are selected having different aspects in their pilots: Population size and density, geographical (flat / hilly, concentrated / spread-out), private cars per household, modal split and level of inclination to use shared mobility. This differentiation will help us to understand the relevance as well as limitations of eHUBS.



Project scope

- What will be the project's specific focus within the sector / field?
- How is the project going beyond the existing situation and / or practices in the sector / field?
- What are the main outputs / pilots / investments envisaged?

Focus

This project demonstrates the added value of eHUBS in 6 cities in NWE and replicates the solution with a blueprint to 10 other cities. Detailed objectives:

1. Realize eHUBS in NWE

The partners realize the eHUBs (they make available space and charging infrastructure where needed), thereby removing the chicken and egg situation as described above in the section "trends". Together with the commercial shared e-mobility providers, they will operate the eHUBS with shared e-mobility solutions. This includes information and booking, but without creating an new "Mobility as a Service" platform as there are already sufficient solutions on the market. During the project, 92 eHUBS will be realized to ensure a critical mass that will truly enable people to shift to shared mobility. The hubs will differ per pilot city and even between hubs. All hubs will contain electric shared vehicles and charging infrastructure. eHUBS facilitate the emergence of shared mobility-service providers as they will invest in assets (vehicles) and services where space and infrastructure is made available.

2. Create and disseminate knowledge and experience

For the wider development of shared e-mobility in all of NWE, the development of knowledge, best practices and a blueprint for eHUBS is essential. One of the main focusses of the project is the development of these. The following topics will be covered:

- The criteria for successful eHUBS to help policy makers design and determine location of the hubs and to give insight in
 possible business cases.
- The effects of eHUBS on travel behaviour and CO ₂ reduction.
- Process of realizing hubs in complex existing built environments in collaboration with local stakeholders and user groups (incl. defining user requirements).
- The provision of actual (L)EV's in collaboration with market parties (including providing a regulatory/legal framework with a level playing field).
- Wide dissemination and active engagement of governments ensure the use of this knowledge and experience.

Beyond the existing

There are projects on shared e-mobility (e.g. Urbee) and even on small-scale hubs in newly built neighborhoods (e.g. Aspern-Seestadt in Vienna). Larger-scale shared mobility projects like Interreg NSR Share North projects focussing on the integration of shared mobility in the whole (public) transport network (e.g. Transit). However, a large-scale deployment of eHUBS with different vehicles (that are integrated in one system), within existing built environments is something that cannot be found anywhere, while this is necessary to remove the chicken-egg situation and drastically reduce CO ₂ transport emissions.

We will not start from scratch: existing projects and innovations will be used to make this project as efficient and effective as possible. We will build on current initiatives in the partner cities (e.g. Mobipoints in Flanders), on existing technologies (e.g. MaaS-platforms), on existing knowledge and best practice (e.g. from Share North) and contribute to existing policy-goals in cities. The innovation is not in the specific technologies, but in the combination of these technologies, the holistic approach, the scale of the project and the implications for the further deployment of eHUBS.

Outputs

- Modelling and intervention tool for large, medium, and small cities taking into account user needs for eHUBS. This feeds
 into the blueprint that will be used to speed up the wider uptake of eHUBS in more NWE-cities.
- 92 eHUBS in use by regular users in 6 cities, calibrated to optimise use based on transport model insights and mixed interventions packages. Also there will be a eHUBS "brand" that will be recognized by inhabitants and SME's in the participating cities as a focus point where you can find shared mobility suppliers.



Cooperation intensity

Cooperation criteria	
Joint development (mandatory)	All partners have actively contributed with their specific knowledge (spatial, legal, commercial, monitoring, network) to co-create this project. They all actively contributed to the WP descriptions and participated in the consortium meetings.
Joint implementation and evaluation (mandatory)	Partners fine-tuned the diversity of pilots, the complementary knowledge of cities, universities, network organisations + commercial shared mobility providers. Only together the desired impact will be realised. The LP coordinates.
Joint staffing (mandatory)	Partner roles were detailed in stage 2, and partners are ready to assign staff accordingly. The LP Project Manager will coordinate eHUBS. Exchange is key to realise ambitions. All partners provide staff to do the work.
Joint financing (mandatory)	The LP distributes, administers & reports on funds, granted from the project's single budget to the partners according to the agreed activities they perform in the execution of the project. A preliminary (detailed) budget in stage 1 has already been made.
Joint communication	A communication strategy (a.o. for the replication cities) will be drafted and implemented by partners. This is key to reach target groups + create enough shared mobility use. The communication manager coordinates this with the project manager + partners
Joint decision-making	All partners are involved in decision making & designing the project (meetings, calls, emails). This process will continue in the implementation stage & will be outlined in the partnership agreement. A steering committee will hold meetings every 6 months.
Exchange of knowledge / experience	Exchange and accessibility of knowledge is crucial (esp. for pilots + implementation toolkit) in and after the project and will be the joint responsibility of all partners. Where possible, we will use web-based tools to share. Demo site visits are planned
Joint enabling of long-term effects	Based on the implementation toolkit and the involvement of "replication cities" the project will work on promoting the eHUBS concept accross NWE. The pilots will show that shared e-mobility will result in behavioural change with scalability.

Objective, baseline and expected result / long-term effects

Programme priority specific objective (SO)

Programme priority specific objective the project will contribute to.

SO4: To facilitate the implementation of transnational low-carbon solutions in transport systems to reduce GHG emissions in NWE

Project objective

Please define precisely the focus of the project and what it aims to achieve (what, for whom, where)

eHUBS will demonstrate that shared mobility for families, commuters, tourists and businesses contributes to less congestion & CO2 and behavioural change. In 6 cities in NWE with different population density, transport systems and approaches the added value of shared mobility hubs will be demonstrated. It will create a critical mass of shared mobility options of LEVs (e-bike, e-cargo, e-scooter) and EVs (e-cars). eHUBS will also focus on replication by providing a blueprint to observer cities.

Project baseline

Please describe and quantify the project's baseline (current situation).

10 eHUBS in 6 pilot cities 1,150 shared LEVs with 5.700 regular users 465 shared EVs with 14,183 regular users 3,202 KG tons CO2 per year reduced by shared e-mobility (less private car kilometres and greener modes like LEV's and EV's)



Please quantify (in value and/or volume) the estimated net change on the territory

• When the project ends

92 eHUBS in 6 pilot cities 2,395 shared LEVs with 11,871 regular users 672 shared EVs with 20,496 regular users 4,679 KG tons CO2 per year reduced by shared e-mobility (1,477 KG tons CO2 more than baseline) (less private car kilometres and greener modes like LEV's and EV's)

• 5 years after the project ends (long-term effects)

452 eHUBS in 6 pilot cities and 5 replication cities 6,550 shared LEVs with 32,464 regular users 2,225 shared EVs with 67,863 regular users 15,394 KG tons CO2 per year reduced by shared e-mobility in cities (12,192 KG tons more than baseline)

• 10 years after the project ends (long-term effects)

1,460 eHUBS in 6 pilot cities +10 replication cities 20,725 shared LEVs, 296,304 regular users 7,325 shared EVs with 223,413 regular users 50,619 KG tons CO2 per year reduced by shared e-mobility in pilot cities and 10 rep cities (47,418 more)

Project sub-objectives					
Define max. 3 smaller targets which need t	o be hit to achieve the general objective				
Title of sub-objective	Please provide a short explanation of the defined sub-objectives and indicate to which work packages they will lead.				
1. Providing insights into transport models for large, medium-sized and small cities taking into account eHUBS and investigate user needs in eHUBS	Understanding travel behaviours and attitudes based on transport models (also soft psychological) will provide cities and commercial mobility providers, with insights to better serve the needs of the users of eHUBS and the barriers of non-users. Thus to identify what facilities are needed at which locations based on user needs and nudging techniques for non-users. This sub-objective relates to WP Modelling. Outputs feed into WP Implementation and WP LTE.				
2. Demonstrating the added value and user acceptance of 92 eHUBS in 6 cities with different geography, demographics, target groups and transport connections	Proving that in different environments and scales, shared e-mobility with enough vehicles serves user needs leading to more favourable attitude towards shared e-mobility, resulting in a modal shift to greener transport modes. Through the range of cities and variety in pilots we will create a blueprint which will have a high applicability and usability throughout NWE, taking into consideration the different user groups and cultures. The user opinion (pilots in 6 cities) feeds into the other WPs.				
3. Increasing eHUBS deployment in the involved cities to expand the eHUBS network and, delivering a lasting legacy through implementation in other cities in NWE	Making use of the main output of the WP Pilots and the WP Modelling, the blueprint will be applied to help cities and commercial e-mobility providers, to further implement eHUBS in the participating cities and to recruit and implement the concept in other cities. An open transport format and data warehouse standard to ensure integration with local MaaS providers, is part of this objective. A prototype of a modular eHUB will be provided to feed into WP LTE.				



Overview table on project outputs as defined in the work plan					
	Project	Main output	S		
Programme output indicators	contributio n to Programm e output indicator	Nr	Title	Target	Relevance
4.01. Number of implemented low carbon solutions in transport	1.00	T1.1.1	92 eHUBS in use with almost 2,400 LEV's with regular users in 6 cities, designed to optimise use based on transport model insights and mixed interventions packages.	1.00	
CO26. No. of enterprises co-operating with research institutions	3.00	T2.1.1	Models and intervention tool for large, medium, and small cities taking into account user requirements for eHUBS. The models will provide an understanding of the trip characteristics and travel behavior of target users.	3.00	
CO34. Estimated annual decrease of GHG	1 477.00	T1.1.2	92 eHUBS in use with almost 2,400 LEV's with regular users in 6 cities, designed to optimise use based on transport model insights and mixed interventions packages.	1 477.00	

Policy context

How does the project fit EU, national and regional strategies and policies?

The EC aims to ensure a smooth transition towards safe, clean, connected and automated (Mobility Package) mobility system. The EC's objective is to enhance mobility, while at the same time reducing congestion, accidents and pollution in European cities. Kick starting this mobility transition with eHUBS strongly contributes to these goals. Moreover, eHUBS addresses the theme of smart, green and integrated transport (Horizon 2020) and is a step towards a Shared-Use-City (OECD). eHUBS offer only EVs and nudges people to use other green transport modes with shared assets, decreasing congestion and air pollution. Hence, we can also link the project to the upcoming EU conference on Sustainable Urban Mobility Plans in Groningen, following up on this years' multimodality theme (2018).

Furthermore, key policies and strategies at national level are focused on reducing air and noise pollution, road safety and promoting sustainable urban mobility (e.g. Road to Zero, Policy Agenda Smart Mobility, National Climate Protection Initiative, NSL, FAST Vision, Green Deal). Cities and regions in NWE want to stimulate use of clean fuels, develop new transport concepts, encourage shared mobility services, pursue improved connectivity and seamless mobility within and between rural and urban areas (e.g. City Deal, MaaS Programme, Future Electromobility Initiative, Leuven 2030, Made to Move, Mobility Concept 2030, Mobility Actions Plans). Deploying eHUBS provides opportunity for everyone to contribute strongly to these goals and strategies by offering shared electric mobility transport modes.

More specifically, eHUBS is essential to achieve the above policy goals, given that projects will share best practices across different urban areas in NWE, developing blueprints for small, medium and large urban areas. This is done to ensure swift implementation of eHUBS elsewhere in NWE. eHUBS not only allign with policies and strategies, but also play a significant role in realising them.



Which past or current EU and other projects or initiatives does the project make use of? Please describe the experiences/lessons learned the project draws on, and other available knowledge the project capitalies on.

- ELECTRIC TRAVELING: Produced information on how to define optimal locations in a network. TU Delft looked at the strategic location of charging stations in urban networks to promote (or hinder) uptake of electric mobility in European cities.
- Sharegio (Interreg DE-NL): Identified the criteria for successful uptake in a study of 40 EVs and 40 e-bikes (only for civil servants)
- Interreg North sea region Share North: Conceptualised mobihubs inspired by the city of Bremen and installed in Norway and Flanders.
- SWITCH : Developed a handbook for cities on how to design behaviour changing campaigns and embrace alternative
 modes of transport based on a study of personalised travel planning process at points of change in their life to modify
 their travel behaviour by substituting short car trips with active travel choices such as walking and cycling.
- SEGMENT: Persuading people to change their behaviour and adopt more energy efficient forms of transport (life change trigger points). Lessons learned: Each campaign has to tailored accordingly, no need for expensive surveys, Life-change moments are an effective trigger for segmented marketing.
- Interreg E-Tour Allgäu: Generated knowledge and experience investigating among other modes of electric mobility modes in a mostly rural region.
- Electromobility Connects: Bavaria-Saxony: and several others led by Bayern Innovativ in areas relating to electric (shared) mobility. These, among others: ERAD, ZEMO, e-MOTICON, FAST TRACK FOR e-BIKES. Findings have led to concrete innovative activities and projects.
- Cycling in the City: evaluated the NCC cycle training attendance data.
- COMPASS4D, C-ITS Corridor, C-Mobile a.o.: Priorities measures for EV's and methods of assessing the network efficiency and environmental impacts evaluation of the performance of C-ITS measures, including the Energy-Efficient Intersection Service (EEIS).

Please indicate whi	Please indicate which contribution to horizontal principles the project applies, and justify the choice				
Horizontal principles	Туре	Description			
Sustainable development (environment)	positive	eHUBS positively contributes to sustainable development and the overall environment in cities. eHUBS offer only clean (electric), shared modes of transport. eHUBS and its users therefore aspire to produce zero CO2 emissions, reduce toxic as well as noise pollution. Also, private ownership of, mostly polluting, vehicles is discouraged, since cheaper and cleaner shared modes of transport are made available and accessible.			
Equal opportunity and non-discrimination	positive	eHUBS also positively contribute to equal opportunities and non-discrimination. Owning a car is usually only for those who can afford it, as well as taking a taxi or nowadays even public transport. eHUBS offer affordable modes of transport, varying from e-bikes to e-cars, for the public to use providing equal opportunity to be mobile using the eHUBS services, regardless of wealth, race, age or nationality.			
Equality between men and women	neutral	eHUBS is gender neutral making substantial positive contribution to equality between men and women. Naturally, eHUBS are for every human being, regardless of their gender. eHUBS provide modes of transport 24/7, offering an affordable solution, potentially considered a safer option as women and sometimes men do not always feel safe walking around the city at night.			

Horizontal principles



Project risk

Please note that the definition of 3 risks only (not more) is compulsory.

Risk 1		
Title	Start month	End month
Insufficient user uptake	Jan-2019	Jan-2022
Risk type:		
Main thematic		
Description		
A possible risk is insufficient user uptake. Lack of sufficient pilot users is of course users are needed to provide feedback and show positive effects. Commercial parts strongly lacking and therefore may not continue their service after the project end future lack of vehicles for the eHUBS, which means that the eHUBS project (in that a sufficient number of people will make use of the eHUBS' – clean transport – serv regard to CO ₂ emission reduction, as well as a decrease of congestion in the cities have a highly pegative impact on the project delivery.	undesirable for the eH ners cannot reach brea ls. The result could be t city) will have to stop. ices in order to have a s. All in all, an insufficien	ubs project. Sufficient keven if user uptake is hat there will be a Besides, we pursue that measurable impact with nt number of users will
l ikelihood that the risk will occur:	Impact of the risk or	a delivery:
likely	medium	
What is foreseen to mitigate the risk?		
With regard to the risk of insufficient number of users, we have chosen cities with mitigations. In the preparation phase, the cities and commercial partners will command potential users via their websites, newsletters, social media accounts and in so will make sure that sufficient effort is put in the marketing of the eHUBS-project ar provided (WP3 Communications). Consequently, potential users will be aware of the service and more likely to use the recognizable and accessible for all people wanting to use the modes of transport of Behaviour) we will model the characteristics of early adopters and identify possible for user surveys. Lastly, as cities exchange experiences among each other, eg w best practice will emerge and with proper communication, marketing and brandin insufficient provided fueroes.	eHUBS in place and alr municate the eHubs-se ome cases bill boards. I nd the shared e-mobilit ne eHubs services. The offered at the eHubs. In e nudging strategies fo ith regard to marketing g, is expected to mitiga	ready foreseen some ervices to the citizens Hence, these partners cy services that will be eHUBS branding will be wP4 (Modelling & r individual pilot cities g and communication the the risk of



Start month	End month
Jan-2019	Jan-2022
for the eHubs for Wi ices mostly in dense trive last mile option he eHUBS' services w ocations is highly un be able to charge t hd decision making p at a later time, the	hatever reason, this could ely used areas, preferably is. If it is not possible to will not be used as desirable. the vehicles. Building procedure that can be eHUBS cannot be fully
Impact of the risl	k on delivery:
high	•
1 -	
m the beginning of the stantially reducing the stantially reducing the aresult of WP4 there are be copied by other at has to be done to be an ture of an eHUB ble to replace a bigg	the project they have been his risk. Participating pilot re will be a process for er pilot cities. Most pilot o get through the necessary allows for ger eHUB by a few smaller
	Start month Jan-2019 e decision making p or the eHubs for w ces mostly in dense tive last mile option ie eHUBS' services w cations is highly un be able to charge t d decision making j at a later time, the Impact of the risi high n the beginning of t tantially reducing t a result of WP4 ther in be copied by othe at has to be done to enature of an eHUB ble to replace a bigg

the e-bikes and e-cargo bikes but not for e-cars. Cargoroo has already budgeted a temporary battery switch service to enable quick launch of the shared e-cargo bike service. Urbee budgeted their own charging infrastructure which is needed for the e-bikes.



Risk 3				
Title	Start month	End month		
Insufficient supply (modes of transport/equipment) or unsuccessful integration with other projects/providers	Jan-2019	Jan-2022		
Risk type:				
Main thematic				
Description				
A highly undesirable risk is a lack of participating mobility service providers of an i eHubs are then not able to operate (fully). If this is the case, the cities would not b A similar undesirable risk is the unsuccessful integration with other projects and p moving to implementation. The success of eHUBS would be measured also agains projects, in which other partners are involved. If this is will not be the case, the citi	nsumclent supply of equive able to deliver the eHi providers working on oth t its capacity to connect es will struggle to delive	alpment, since the ubs services. ler initiatives once and follow up to other r the eHubs services.		
Likelihood that the risk will occur:	Impact of the risk on	delivery:		
likely	high			
What is foreseen to mitigate the risk?				
The current partners in the eHUBS project offer shared mobility services. They all expressed the intention to deliver the necessary services and equipment, which should mitigate the risk. The commercial partners have demonstrated that they can deliver, since they already operate in e.g. The Netherlands. Shared e-car service providers and other e-mobility providers are already commercially active in multiple EU countries and they are expected to be eager to participate in the eHUBS poject. Lack of service providers is not likely as there are several cities outside the project that organize tenders for mobility services to providers.				

With regard to the integration with other projects / providers: Cities understand that it is essential to be proactive in initiating discussion with commercial parties to guarantee a smooth integrations with other work within different projects. This preliminary action should mitigate the risk. Commercial partners operational in the cities will be made fully aware of the eHUBS project.



Target Groups

Target group	Description	Target value
local public authority	Local public authorities / cities. eHUBS targets cities as part of the WP LTE to replicate the solution to other cities and to provide them with policy recommendations.	613.00
regional public authority	Regional public authorities that are active in clean air and accessibility. eHUBS targets them as part of the WP LTE to replicate the solution to other areas and to provide them with policy recommendations.	103.00
infrastructure and (public) service provider	These are for instance local, regional and even national (public) transport (PT) providers and their transport modes and systems with which the eHUBS could be integrated. The PT-providers can directly liaise with the end-user.	128.00
interest groups including NGOs	Focus is mostly on network organisations that are engaged in shared mobility, among other car clubs and e-mobility network organisations. They are the organisations that can inform and represent the user groups of the eHUBS.	73.00
SME	These provide shared e-mobility offers in the pilots and in the replication cities. SMEs are especially targeted in WP LT and WP Pilots. Together with the commercial partners in the project, these SMEs will provide transport solutions to end users	88.00
General public	End-users such as commuters, tourists, citizens of the eHUBS and its vehicles.	135 420.00



WP nr	Title	Start month	End month	Budget
WP LT	Long term	Jan-2019	Dec-2021	1 285 653.03

Partners involvement

Partner responsible	University of Antwerp				
	Promotion of Operation Links with Integrated Services aisbl (POLIS), POLIS. Role: PP				
	Taxistop asbl, Taxi. Role: PP				
	Autodelen.net, Auton. Role: PP				
	Bayern Innovativ Ltd., BI. Role: PP				
	Cargoroo, CA. Role: PP				
	URBEE (E-bike network Amsterdam BV), URBEE. Role: PP				
	City of Nijmegen, NIJ. Role: PP				
Partners	Transport for Greater Manchester, TfGM. Role: PP				
involved	City of Leuven, LEU. Role: PP				
	TU Delft, TUD. Role: PP				
	University of Newcastle upon Tyne, UN. Role: PP				
	City of Amsterdam, AMS. Role: LP				
	City of Dreux, DR. Role: PP				
	Kempten (Allgäu), Kemp. Role: PP				
	University of Antwerp , UAntwerp. Role: PP				

Implementation summary

Summary and objective of the work package including an explanation of how partners will be involved (who will do what). Note: Please elaborate if this work package will contribute to a project sub-objective and if so to which.

This WP guarantees sustained adoption of eHUBS and paves the way for the realisation of them throughout NWE after the end of the project by offering them support and guidance (with a blueprint / handbook) and a knowledge platform. This WP relies on integrating lessons learnt from other WPs for accelerated adoption on marketing the eHUBS concept, solutions and brand awareness beyond the pilot cities. In addition, mobilizing commercial and non-commercial partners to further carry on and scale the knowledge and solutions developed during the project within and beyond the program area will be realised. This WP also aims to stimulate the development of joint standards, it will require substantial collaboration with the commercial partners (and also subcontractors selected by the cities) and the networks organisation partners, both within and beyond the project consortium.

For the future implementation of eHUBS, we will define the minimum service level and regulatory framework of future eHUBS in which a combination of e-shared mobility services in the public domain is offered. These 'service level' definitions will lead to Service Level Agreements with providers of shared e-mobility services in the cities in Europe. These service level definitions will be integrated in research and consultation work the International Transport Forum of the OECD is already doing in this domain.

The pilot implementations will validate the standardisation efforts to represent the user perspective. For marketing of the eHUBS initiative, the partners will be involved to develop and present the use cases and local project results. Promoting the "eHUB" brand in multiple cities will help to influence mobility behaviour among inhabitants towards adopting green shared mobility as a realistic alternative for private cars. The cities and the issue-based community networks will be involved to share and activate their respective networks for the further roll-out in other cities.

Target groups

Target groups	 local public authority regional public authority infrastructure and (public) service provider interest groups including NGOs SME
How will you involve target grou	ups (and other stakeholders) in the development of the work package main outputs?
Infrastructure and (public) servi the main target of outreach bey facilitating eHUBS, SMEs will ma	ce provider such as transport providers will be involved intensely in the pilot projects, and are ond the initial project areas. The same applies to public authorities as they have a role to play in any be the providers of smart mobility solutions related to the e-Hubs concept, both hardware

the main target of outreach beyond the initial project areas. The same applies to public authorities as they have a role to play in facilitating eHUBS. SMEs will mainly be the providers of smart mobility solutions related to the e-Hubs concept, both hardware and software. They will be targeted with a.o. a workshop and the blueprint. The anchoring of local (social) economy companies will be necessary (especially in the mid-sized and smaller cities) in the exploitation (maintenance, back-office, contact point, ...) of the services in the different e-HUBs. Interest groups such as car clubs and shared mobility clubs are also targeted to extend the network and to involve more shared e-mobility providers.



Activities

Please describe	activities and de	eliverables within the work package			
Activity nr		Title	Start month	End month	
Activity 1	Business case d providers (what volumes of use	levelopment for partner cities and commercial e-mobility : investments are needed, exploitation calculations versus rs, ROI, break-even point)	Feb-2019	Feb-2020	
The business ca Based on the cr case method fo commercial par	ases for eHUBS w riteria and decision or other cities to e rtners will be invo	vill be developed and calculated for the 6 pilot cities, to show the i on rules for these cases and input from the modelling WP, we will evaluate the potential benefits of implementing eHUBS through c olved through workshops to develop & validate business case me	mpact of the pilo then also develo oncrete calculati thod.	oted eHUBS. op a business ons. City &	
	Deliverable nr	Title	Target value	End month	
	Deliverable 1.1	Workshops for the participating cities	2.00	Oct-2019	
	Workshops with workshops will	n existing partner cities will be organised to develop and validate l be held.	business cases. l	n total 2	
	Deliverable 1.2	Workshop for commercial e-mobility providers (including also non-partners)	1.00	Oct-2019	
	1 workshop wit (commercial) e-	h commercial partners and other interested organisations such a mobility providers.	s for instance otl	her	
Activity 2	Drafting 1 bluep cities. The bluep commercial sha define mobility	print for eHUBS implementations in pilot cities and replication print can be used by small, medium and large cities and by ared e-mobility providers. It helps them to implement hubs and offers.	Feb-2020	Dec-2021	
Based on exper for the planning confront this ch characteristics 8	ience gained in t g & realization of allenge. The resi & needs, also cor	the pilots and with the input from other similar projects, this activ HUBS, to summarize the lessons learned and to make recomme ults will help authorities to deploy an eHUB solution in their city, v nsidering the national particularities. The blueprint can be seen as	ity aims to system endations on how which is adapted s a handbook.	mize the steps w to better to the local	
	Deliverable nr	Title	Target value	End month	
	Deliverable 2.1	Blueprint (handbook) for partner cities and for replication cities. Handbook on implementation of eHUBS for replication cities. From concept development to tendering, construction works and marketing tools.	1.00	Nov-2021	
	Includes information on how to cooperate with commercial partners, how to interact with stakeholders (citizen commuters), where to locate eHUBS and with what kind of mix of vehicles, how to integrate this into the local transport systems if needed.				
	Deliverable 2.2	Blueprint for commercial shared e-mobility providers (also non-partners that want to start delivering shared e-mobility)	1.00	Nov-2021	
	Includes inform to local MaaS pi	ation on how to cooperate with local governments, how to convir roviders (API, data warehouse standard), information on capex ar	nce potential use nd opex costs.	rs, how to link	
	Deliverable 2.3	eHUB location selection process roadbook	1.00	Nov-2021	
	Summarizes the business cases	e steps, choice options and learning from the pilot projects, the ch into a roadbook for selecting the optimal location for e-Hubs.	oice modelling ۱	WP and the	
	Deliverable 2.4	eHUB local end-user incentivization & uptake stimulation methods roadbook	1.00	Nov-2021	
	Summarizes the step-by-step roa	e choice options and learnings from the pilot projects, behavioura adbook available online for new projects in the pilot and other cit	ll study and inter ies.	ventions in a	
	Deliverable 2.5	Policy recommendations report	1.00	Nov-2021	
	Report with pol others spatial p	icy recommendations on the effect of eHUBS and how to organize olicy in relation to the use of space for shared e-mobility)	e this on policy le	evel (among	
Activity 3	Develop and vis	sualize eHUBS brand identity	Mar-2019	Nov-2021	
Develop an eHU	JBS brand identi	ty for easy recognization and identification among inhabitants of	European cities		
	Deliverable nr		Target value	End month	
	Deliverable 3.1	name	1.00	NOV-2021	
	create a "green change. Include	shared mobility" brand with name and/or logo for eHUBS that he is visuals, style guide and brand identity.	eips facilitate ber	navioural	
	Deliverable 3.2 A template and	eHUBS brand campaign materials user guide on how to promote eHUBS as a brand, explain the adv	1.00 vantages and pro	Nov-2021 omote eHUBS	
Activity 4	usage Inform and com	nmit replication cities in NWF	Dec-2019	Dec-2021	
, cervicy –					



Inform and commit additional cities that want to implement and organize eHUBS. Informing with site visits and storytelling (user perspective) and the blueprint and committing by signing letters of intent. Dissemination activities towards interested cities & commercial partners, mobilize mobility sharing community networks (like autodelen.net and taxistop) in all participating countries. Annual open e-Hubs event from year 2 onwards and presentations at EU-events.

	Deliverable nr	Title	Target value	End month		
	Deliverable 4.1	Site visits to pilot cities	3.00	Oct-2021		
	Site visits to a sr	nall pilot city, a medium sized city and a large city				
	Deliverable 4.2	Storytelling video's	3.00	Oct-2021		
	Video's from us	ers and their experience with eHUBS (tourist, inhabitant, commut	er)			
	Deliverable 4.3	eHUBS open events and conferences promoting e-mobility and shared mobility	6.00	Feb-2021		
	Event with showcases and conferences promoting e-mobility and shared mobility such as Electromobility Stakeholder Forum, the CIVITAS Forum, the WOCOMOCO and the annual Polis conference					
	Deliverable 4.4	Letters of intent from replication cities in NWE	10.00	Nov-2021		
	Cities that have that they are int	shown a serious interest in the eHUB approach sign a letter of int rerested in using the eHUBS approach to increase shared e-mobil	ent with which t ity in their own c	hey declare ities.		
	Deliverable 4.5	eHUB workshops	24.00	Dec-2021		
	Workshops for l workshops (con	ocal governments, companies and other stakeholders about the tent: how to establish an eHUB, stakeholders, tender, installation	eHUB concept vi and promotion)	a interactive		
Activity 5	Extending the n uptake. Large-se significantly red commercial pro	etwork with shared mobility providers to assure the wide-scale cale uptake resulting from the pilots provides a leverage by ucing CO2 emissions in cities and create growing markets for viders.	Dec-2020	Dec-2021		
Aim is to convin can demonstrat shared mobility Focused on exte	Aim is to convince cities and commercial shared e-mobility providers of the feasibility of the eHUBS concept. Successful pilots can demonstrate the societal and commercial benefits when scaling the model. The project will liaise with carsharing clubs / shared mobility clubs (existing ones are Autodelen.net, Taxistop) to enlarge the network of (non-)commercial stakeholders. Focused on extending the network and disseminate the blueprint to other shared e-mobility transport providers.					
	Deliverable nr	Title	Target value	End month		
	Deliverable 5.1	Letters of intent from other shared mobility providers	10.00	Dec-2021		
	Interested organ	nisations will sign a letter of intent to ensure future cooperation				
Activity 6	Provide an oper data warehouse e-mobility offeri	n transport format application programming interface (API) and e standardisation. This will facilitate the integration of the shared ings to Mobility as a Service providers.	Mar-2019	Oct-2020		
Make available Water manager partners contrib regions involved	data warehouse nent open transp oute + also Taxist d in this project	and connect to existing open API standards developed by Dutch I port format (Amsterdam) + the Belgian national data platform (ITS top. Create recommendations on missing data links, especially for	Ministry of Infras Belgium). API: c new mobility se	structure and commercial ervices for all		
	Deliverable nr	Title	Target value	End month		
	Deliverable 6.1	A data-warehousing and data-sharing standard for cities wishing to connect to European MaaS providers' services. The standard will facilitate the scaling of MaaS platforms to all EU cities if they accept to structure and present the data they warehouse.	1.00	Feb-2020		
	Also, the cities r MaaS service pl level playing fiel	need to share according to shared norms that make it possible for atforms with a minimum of effort and for new MaaS service provi d.	the cities to cor ders to offer the	inect onto ir service on a		
	Deliverable 6.2	An application programming interface standard for MaaS providers. We will adhere to existing MaaS standardization efforts as are underway in e.g. the Netherlands and adopt these standards where possible	1.00	Feb-2020		
	An API standard for all service providers and all cities to adhere to, in order to facilitate an automated connection between the data layers managed by the cities and the user interfaces related to e-Hubs for all interested digital service providers.					
	Deliverable 6.3	An API standard for information dashboard for users on an eHUB and eHUB website platform. An interface to be integrated in on-site eHUB pillar. The same information will be available online.	1.00	Oct-2020		
	The application be a touch scree	will inform users without smartphone about realtime transport ir en based interface. Taxistop will make use of existing API's and sta n about missing links.	nfo. The on-site and and ards and created	application will ate		
	Deliverable 6.4	Living lab	1.00	Oct-2020		



	A test with an interoperable platform which gathers at least 4 e-carsharing providers. In this test we will monitor the use and user experience of a test group which will be able to use different carsharing schemes with one single description					
Activity 7	Design and prot charging facility so can be expar	Design and prototype a modular eHUB system. This is a physical eHUB with Jun-2019 Oct-2020 charging facility, bike-boxe(s), signage pole / information system. It is modular so can be expanded for more vehicles and services.				
Design and pro design their ow to become a de	totype a modula n e-Hub module sign standard ar	r eHUB system (based on the first cases of Leuven). These will ma s and will harmonize the branding of the e-Hub concept across re d will bear the Interreg NWE E-hubs logo.	ke it easy for oth gions. The modu	ner cities to ular design aims		
	Deliverable nr	Deliverable nr Title Target value End month				
	Deliverable 7.1	Prototype modular eHUB system	1.00 Oct-2020			
	A prototype of the modular eHUB system will be developed. The prototype will be demonstrated to partners and replication cities. It will take into account modular aspects such as amount of vehicles and additional service level functions.					
Activity 8	Definition of ser	Definition of service level and regulatory framework for eHUBs. Jan-2019 May-2020				
For the future in framework of fu level' definitions facilitate the co	mplementation c uture e-HUBs in v s will lead to Serv ntracting betwee	of eHUBs in as many EU-cities as possible we will define the minim which a combination of e-shared mobility services in the public do vice Level Agreements with providers of shared e-mobility services on the cities and the shared e-mobility providers.	num service leve omain is offered. s in the cities in l	l and regulatory These 'service Europe. So they		
	Deliverable nr	Title	Target value	End month		
	Deliverable 8.1	Prototype of Service Level Agreement	1.00	Apr-2020		
	These service level definitions will be integrated in research and consultation work the International Transport Forum of the OECD is already doing in this domain (cfr. The Shared-use city: managing the curb – OECD/ITF 2018)					



WP nr	Title	Start month	End month	Budget
WP C	Communication	Jan-2019	Dec-2021	736 964.38

Partners involvement

Partner responsible	Promotion of Operation Links with Integrated Services aisbl (POLIS)
Partners	Promotion of Operation Links with Integrated Services aisbl (POLIS), POLIS. Role: PP
involved	Taxistop asbl, Taxi. Role: PP
	Autodelen.net, Auton. Role: PP
	Bayern Innovativ Ltd., Bl. Role: PP
	Cargoroo, CA. Role: PP
	URBEE (E-bike network Amsterdam BV), URBEE. Role: PP
	City of Nijmegen, NIJ. Role: PP
	Transport for Greater Manchester, TfGM. Role: PP
	City of Leuven, LEU. Role: PP
	TU Delft, TUD. Role: PP
	University of Newcastle upon Tyne, UN. Role: PP
	City of Amsterdam, AMS. Role: LP
	City of Dreux, DR. Role: PP
	Kempten (Allgäu), Kemp. Role: PP
	University of Antwerp , UAntwerp. Role: PP

Implementation summary

Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what)

The Communication work package provides the strategic framework and operational tools to increase the project visibility and make eHUBS to a key reference for those professional audiences interested in integration of shared and electric mobility services.

WP leader Polis will structure the communication activities by means of a communication strategy. This will happen in close cooperation with the City of Amsterdam, as well as with the other sites. Specific attention will be given to the involvement of the commercial project partners. The strategy will include the definition of messages, target audiences (see below), channels and a timeline for communication. It will distinguish between European level communication and communication at site level. With regards to the messages, eHUBS communication will focus on the project results (achievements at site level, project milestones) and outputs (joint methodologies, platform, API). With regards to channels: the project will use to the fullest potential the INTERREG NWE delivered communication tools (project brand and graphic guidelines, website (two-weekly update by Polis with news, events, deliverables pictures etc.), roll-ups and banners, posters)., Autonomy, ITS EUROPE, WOCOMOCO, CIVITAS Forum, as well as relevant INTERREG/URBACT related conferences and workshops.

eHUBS will organize active outreach to take-up cities, by means of a midterm and final event as well as 6 webinars (for local authorities, electric and shared mobility service providers). These webinars will focus on specific aspects of eHUBS, and will build on project internal expertise and experiences of the eHUBS sites, and will source information from eHUBS aspects-related projects.

For all these activities, Polis will manage a database of the professional eHUB stakeholders community – GDPR compliant.

Polis will see to the compliance in the project partnership with NWE contractual obligations.



Objectives

Project sub-objectives	Types of communication objectives - What can communications do to reach a project sub-objective?	Communication objectives
Providing insights into transport models for large, medium-sized and small cities taking into account eHUBS and investigate user needs in eHUBS	Increase knowledge	eHUBS primary target group are urban mobility professionals that currently lack knowledge on practical implementation paths for electric and shared mobility.
Demonstrating the added value and user acceptance of 92 eHUBS in 6 cities with different geography, demographics,	Raise awareness	The pilot activities in eHUBs provide an excellent environment to raise awareness of shared and electric mobility stakeholders that geographically centralised and concentrated mobility solutions provide an efficient solution. Seeing and experiencing the eHUBs approach will change the attitude of professionals in a positive way. Local demonstration shows and uptake events will help in this respect.
target groups and transport connections	Influence attitude	The pilot activities will also support the objective of influencing attitude towards the end user, (potential) shared mobility providers that will see that they can have a business case and municipalities that can be convinced of making space available and facilitate deployment of eHUBS.
Increasing eHUBS deployment in the involved cities to expand the eHUBS network and, delivering a lasting legacy through implementation in other cities in NWE	Change behaviour	The information provided about the eHUBS methodologies, tools and approach, will help sites to scale up the eHUBS in numbers and capacity, but will also support third parties (other cities as well as commercial players) to engage in active promotion and implementation of eHUBS in the NWE region and beyond.

Activities

Please describe	e activities (max. 4	4) and deliverables within the work package						
Activity nr		Title	Start month	End month				
Activity 1	Start-up activitie	es including communication strategy	Jan-2019	Dec-2021				
In cooperation communication and to measure	with the coordina a strategy. This al e this against the	ator and the partners, Polis will structure the communication for so includes the process to capture communication efforts and im communication strategy objectives.	the project's lifet pacts at project	ime in a and local level				
	Deliverable nr Title Target value End month							
	Deliverable 1.1	Communication strategy	1.00	Mar-2019				
	This document will include the definition of messages, target audiences (see below), channels and a timeline for communication. It will distinguish between European level communication and communication at site level							
	Deliverable 1.2	Communication report	1.00 Dec-2021					
	Report summarizing project and local communication outputs and impacts, reflected against the strategies objectives							
Activity 2	Digital activities		Jan-2019	Dec-2021				
Management or information por register for the eHUBS	Management of the eHUBS webspace. The webspace provided by the INTERREG NWE secretariat will be developed into the main information portal for eHUBS results, news and events publication. Social media will be embedded, and interested people can register for the newsletter. The project will also focus on twitter and LinkedIn to reach professional audiences interested in eHUBS							
	Deliverable nr	Title	Target value	End month				
	Deliverable 2.1	Social media Twitter	1.00	Dec-2021				
	Tweeting at least every 2 weeks, the eHUBS twitter will be a regular provider of teasers to attract visitors to the website. 1 account, 200 followers							
	Deliverable 2.2	Linkedin	1.00	Dec-2021				
	Updated every 2 weeks, the LinkedIn account (and eHUBS LinkedIn Group) will be an effective channel to network between eHUB interested stakeholders. 1 account, 1 group, 200 members							



Activity 3	Promotional me	terial	Jan-2019	Dec-2021
The general cor branding.	nmunication abo	ut eHUBS will be supported by attractive public tools, using the II	NTERREG NWE p	rovided
	Deliverable nr	Title	Target value	End month
	Deliverable 3.1	e-newsletters	6.00	Dec-2021
	6 newsletters, ir	cluding site highlights, eHubs results other relevant information		
	Deliverable 3.2	Leaflet	1.00	Dec-2021
	The leaflet will in information. It v	nclude key information about the eHUB approach, the sites, the t vill be printed at 500 copies in EN, 500 in NL, 500 in FR and 500 in	ools developed a GE	and contact
	Deliverable 3.3	EHUBS contacts database	1.00	Dec-2021
	The webspace w interested in eH	vill allow for a GDPR proof process of self-identification of urban r UBS. 100 people after year 1, 250 after year 2 and 400 by the end	nobility professi l of the project.	onals as
Activity 4	Public Event(s)		May-2019	Dec-2021
The eHUBS proj structed inform	ect will organize ation flow with tl	two events throughout its lifetime, and also develop a series of w ne defined target audiences.	vebinars to have	a continuous
	Deliverable nr	Title	Target value	End month
	Deliverable 4.1	Final conference	1.00	Dec-2021
	Amsterdam will reported upon i	organise a final conference to show the eHUBS results and final n a summary report.	products. This ev	vent will be
	Deliverable 4.3	Webinar for local authorities, electric and shared mobility service providers	6.00	Dec-2021
	1 hour long online seminars that bring together an expert story as well as a site experience. Focus is on uptake of methodologies and tools. Participants will be attracted by using the POLIS network and the several network organisations of this project.			
	Deliverable 4.5	International exchange event on EHUBS	1.00	Dec-2020
	We will bring tog North , Esprit, N	gether the work concerning mobihubs and eHUBS from other Eu lamba, Score and Smarta and initiatives like Aspern-Seestadt in V	ropean projects : ienna. 40 partici	such as Share pants
	Deliverable 4.6	International eHUB academy	1.00	Jun-2020
	A two day works participants	shop for local governments, companies and/or other stakeholder	s on an internati	onal level, 30
Activity 5	Publication(s)		Jan-2019	Dec-2021
Using the Polis articles will be p at the local (site plan, including l	media database, prepared as edito) level and from p ocal communica	targeted press releases will be sent, following the communicatio rial content for professional magazines. Ensure a consistent app the side of the commercial partners. The pilots will develop a con tion tools.	n strategy. In add roach in project nplete local comi	dition, longer communication munication
	Deliverable nr	Title	Target value	End month
	Deliverable 5.2	Local communication events	5.00	Dec-2021
	Regular local co "results-based" (2021 to present	mmunication about the project. General local events in 2019 and events in the second half of 2020 and first half of 2021. 1 kick-off the guidelines.	first half of 2020 event in the seco). And 2 ond half of
	Deliverable 5.3	Local communication plan	1.00	Jun-2019
	All sites will dev	elop a local communication plan, collated by Polis		
	Deliverable 5.4	Press releases	6.00	Dec-2021
	1 to 1.5 page pr	ess releases highlighting key and newsworthy milestones in the p	oroject	
	Deliverable 5.5	Articles	4.00	Dec-2021
	Articles in urbar	n/mobility professional magazines, 2 pages		
	Deliverable 5.6	Communication material per pilot city	6.00	Dec-2021
	Roll-ups, webpa	ges, leaflet depending on local strategy		
	Deliverable 5.7	Communication campaign to end users	3.00	Dec-2021
	Once an eHUB has been established it is of the greatest importance people will learn about the possibilities and use the shared modes. Therefore we will organise communication campaigns in at least 3 cities.			



Work packages

WP nr	Title	Start month	End month	Budget
WP M	Project management	Jan-2019	Jan-2022	739 968.86

Partners involvement

Partner responsible	City of Amsterdam				
Partners	Promotion of Operation Links with Integrated Services aisbl (POLIS), POLIS. Role: PP				
involved	Taxistop asbl, Taxi. Role: PP				
	Autodelen.net, Auton. Role: PP				
	Bayern Innovativ Ltd., BI. Role: PP				
	Cargoroo, CA. Role: PP				
	URBEE (E-bike network Amsterdam BV), URBEE. Role: PP				
	City of Nijmegen, NIJ. Role: PP				
	Transport for Greater Manchester, TfGM. Role: PP				
	City of Leuven, LEU. Role: PP				
	TU Delft, TUD. Role: PP				
	University of Newcastle upon Tyne, UN. Role: PP				
	City of Amsterdam, AMS. Role: LP				
	City of Dreux, DR. Role: PP				
	Kempten (Allgäu), Kemp. Role: PP				
	University of Antwerp , UAntwerp. Role: PP				

Implementation summary

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

WP1 ensures the project is executed according to plan and builds on best practices from management of previous projects. The lead partner (City of Amsterdam) has extensive experience in managing large INTERREG projects. The project will be managed on a day-by-day basis by a project management team (MT). Each partner is represented by a person with relevant Management level and experience. Work Package leaders are part of the MT. The coordinator chairs the MT. A professional project office, which includes a financial manager and communication manager, will support the MT and the coordinator. The project office is foreseen to be externalised. A Partnership Agreement (PA) will set the main management aspects from start of the project. A Steering Committee (SC), consisting of Director-level representatives from each Partner, will provide oversight and strategic guidance. The SC will also handle internal conflicts that cannot be solved at MT level. Derived from the PA, internal communication will include periodic telephone and face-to-face MT (twice annually) and SC meetings (annually), and an online workspace for information sharing and storing (e.g. GoogleDrive). Implementation according to project plan and NWE guidelines will be evaluated for pro-active intervention and formally reported to Interreg by the coordinator every 6 months. Internally, impact will be evaluated by the Steering Committee. This input will feed back into risk and quality management decisions, to be taken by the MT and the SC.



Activities

Please describ	oe activities (max. 4	4) and deliverables within the work package				
Activity nr		Title	Start month	End month		
Activity 1	Project Plan and	Reporting Guidelines	Jan-2019	Jan-2022		
The consortiu concerning re	im lead by the proj porting.	ect manager (PM) will develop a detailed project plan (all WPs). Pl	И will establish g	guidelines		
	Deliverable nr	Title	Target value	End month		
	Deliverable 1.1	Project plan	1.00	Mar-2019		
	Comprehensive	project plan, including reporting guidelines.				
Activity 2	Project operation	ns	Jan-2019	Jan-2022		
With the proje matters will b	ect office, the MT w e executed accord	vill ensure that outputs are delivered on time with the required le ing to the PA. Outstanding matters will be discussed in teleconfer	vel of quality. Ad ences and meet	lministrative ings.		
	Deliverable nr	Title	Target value	End month		
	Deliverable 2.1	Project management meetings	6.00	Jan-2022		
	Project manage	ment meetings will be held 2 times per year.				
Activity 3	Quality control		Jan-2019	Jan-2022		
The SC will supervise within the project and give guidance, direction and review the quality of project outputs regularly. The MT will internally discuss how to improve outputs that do not meet the expected quality according to SC input.						
	Deliverable nr	Title	Target value	End month		
	Deliverable 3.1	Steering committee meetings	3.00	Jan-2022		
	Steering commi	ttee meetings will be held on an annual basis, and if needed mor	e.			
Activity 4	Progress manag	gement	Jan-2019	Jan-2022		
A project offic reporting and	e with the necessa l evaluation will be	ry financial, administrative knowledge will support the MT and co carried out smoothly according to the NWE requirements in the v	oordinator to ens various reportin _{	sure that g periods.		
	Deliverable nr	Title	Target value	End month		
	Deliverable 4.1	Reports to Interreg	6.00	Jan-2022		
	Required report	s by Interreg delivered, on reports, progress assessment and ind	icators progress			
Activity 5	Partner reportir	lg	Jan-2019	Jan-2022		
Internal repor who reports to	rting processes: All o Interreg. At the e	partners will submit individual periodic reports on progress and nd of the project the lead partner will submit the final progress r	finances to the L eport.	ead Partner		
	Deliverable nr	Title	Target value	End month		
	Deliverable 5.1	Activity and financial reports	6.00	Jan-2022		
	Partners will dra	aft 2 times per year the activity and financial reports.				
	Deliverable 5.2	Risk log	6.00	Jan-2022		
	A risk log will be drafted twice a year to map the risks, among which the ones that are identified in the risk-section of this proposal, and to discuss the mitigation measures.					



WP Nr	Туре	Title	Start month	End month	Budget
WP. T1	implementat	eHUBS pilot demonstrations	Jan-2019	Dec-2021	4 627 793.58
	ion				

Partners involvement

Partner responsible	City of Leuven
Partners	Promotion of Operation Links with Integrated Services aisbl (POLIS), POLIS. Role: PP
involved	Taxistop asbl, Taxi. Role: PP
	Autodelen.net, Auton. Role: PP
	Bayern Innovativ Ltd., BI. Role: PP
	Cargoroo, CA. Role: PP
	URBEE (E-bike network Amsterdam BV), URBEE. Role: PP
	City of Nijmegen, NIJ. Role: PP
	Transport for Greater Manchester, TfGM. Role: PP
	City of Leuven, LEU. Role: PP
	TU Delft, TUD. Role: PP
	University of Newcastle upon Tyne, UN. Role: PP
	City of Amsterdam, AMS. Role: LP
	City of Dreux, DR. Role: PP
	Kempten (Allgäu), Kemp. Role: PP
	University of Antwerp , UAntwerp. Role: PP

Implementation summary

Summary and objective of the work package including an explanation of how partners will be involved (who will do what). Note: Please elaborate if this work package will contribute to a project sub-objective and if so to which.

The 6 cities and the shared e-mobility commercial partners will make available shared e-mobility on 92 eHUBS with almost 2,400 shared light electric vehicles. We will demonstrate that a critical mass of vehicles and eHUBS will result in less car use as users will have a good alternative. Only depreciation costs for the duration of the pilot are included. The investments in the eHUBS are borne by the cities. The commercial partners will provide their vehicles at a loss, working towards the right critical mass to realise a profit on the long run (the overhead for service and maintenance for a limited number of vehicles is relatively high, user adoption and behavioural change takes time).

We follow a joint methodology which enables to feed the results in the WP LTE that will provide the blueprint (= service level definition) for other cities. Thus, the blueprint can be used by any NWE-city. The pilots must demonstrate that implementing shared e-mobility can be used in different situations and for different cities:

- Population size and density

- Geographical situation (flat versus hilly, concentrated versus spread-out)

- Number of private cars per household

- Current modal split (Private Cars / Bicycle / Walking / Public transport / Shared cars), Culture / Level of inclination to use shared mobility

We will try a general approach but with local variations depending on the local situation. In each pilot city we will implement a number of e-mobility hubs with a mix of shared electric vehicles (e-cars, e-cargo-bikes and/or e-bikes) and we will do campaigns to involve the users. Continuous feedback and interaction between the pilot cities during the pilots will ensure that a set of "best practices for successful implementation of shared e-mobility " will emerge as a result of the project. This includes ways to involve the inhabitants and effectively reach a lasting behavioural change.



Main outputs

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

Ticase fiote that	t they need to have the same measurement unit.			
Project main output	Describe the project main output and its contribution to project sub-objectives	Quantify the contribution	Delivery month	Programme output indicator to which the project main output will contribute. Please check the Programme Manual for the obligatory output indicators.
92 eHUBS in use with almost 2,400	Main output of this WP are the 92 eHUBS and the almost 2,400 LEV's that will be made available to the end-user and the testing of	1.00	Dec-2021	4.01. Number of implemented low carbon solutions in transport
LEV's with regular users in 6 cities, designed to optimise use based on transport model insights and mixed interventions packages.	these eHUBS in the 6 pilot cities. The pilots make use of the insights from transport models and behaviour mixed interventions. The pilots demonstrate that in different circumstances and sizes, shared e-mobility with enough volume in terms of available e-vehicles will serve user needs leading to a modal shift from conventional car to greener modes of transport.	1 477.00	Dec-2021	CO34. Estimated annual decrease of GHG

Target groups

 regional public authority infrastructure and (public) service provider interest groups including NGOs SME General public
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How will target groups be involved in the development of the project main outputs?

Besides the commercial partner in the project there will be close cooperation with other (local) shared mobility providers (SMEs mostly) to integrate their services in the eHUBS. This is also the case for local (social) economy companies: the shared mobility providers will look for local partners who are responsible for the exploitation of the eHUBS. Of course the (potential) end-user will be involved, among others through the local authority, public transport operators and MaaS-providers. In some of the pilot cities (e.g. Leuven) this citizens involvement/participation will be transferred in a maximum level by setting up a local civil cooperation who is offering the shared e-mobility services on neighbourhood level. Regional and local authorities will be informed with site visits and the blueprint from WP LTE. Public transport operators will also be involved, mostly via the involved cities. eHUBS can be an extension of their networks and they will also be invited for site visits.

Activities

Please describe activities and deliverables within the work package					
Activity nr		Title	Start month	End month	
Activity 1	eHUB definition	1	Jan-2019	Mar-2019	
Taking into account the difference in size, target groups, type of shared mobility services, ect. in the cities and town of NWE it makes sense to give a clear definition of what we mean with eHUBS. In the proposal phase we already speak about 3 types (levels) of eHUBS and we will finalize this issue of eHUB definition in the beginning of the eHUB project.					
	Deliverable nr	Title	Target value	End month	
	Deliverable 1.1 eHUB definition. Also entailing different service levels and minimum shared mobility requirements for the different types (level 1, 2, 3) of eHUBS		1.00	Jan-2019	
	Level 1: complete package + high number of shared modes near mass-transit sites. Level 2: mid-sized with a complete package of modes near public transport. Level 3: small with a specific offer of shared mobility modes spread all over the city.				
Activity 2	eHUBS selection and needs assessment to define locations and mix and Jan-2019 Jun-2019 numbers of vehicles in strategic level				
Assessment of the eHUB needs for the cities, comprehending the number, size and type of shared services being offered, as well as possible recommended locations, potential service providers and potential integration into a mobility APP or local MaaS provider. This assessment will be performed together with external experts and local stakeholders (public transportation company, municipal utility. The city of Leuven already identified this on strategic level and will provide info to the others.					
	Deliverable nr	Title	Target value	End month	



	Deliverable 2.1	Method / procedure for selection / implementation of eHUBS	6.00	Jun-2019	
	Jointly developed strategic plan for the implementation of eHUBS solutions in the cities. This will include the number, size, location and the type of electric shared mobility services that can be offered in the cities.				
Activity 3	Market consultation in cities to inform (commercial) providers and to learn what Jan-2019 Sep-2019 they can or want to provide to the eHUBs				
Engage comm	ercial players whe	ere this is needed. Some of the pilot work with local shared mobili	ty. Other cities w	vill follow a	
offer. This acti this activity we	vity will help to ur will give input to	the service level definitions and the regulatory framework for fut	ed commercial p ure eHUBS	bartners. With	
	Deliverable nr	Title	Target value	End month	
	Deliverable 3.1	Report with insights from market consultation and market's needs and framework for tendering shared e-mobility	1.00	Sep-2019	
	Provides insights on how the involvement of commercial providers of shared e-mobility must be structured. Cities will know what the market can offer and what cities need to facilitate (among others in relation to spatia planning and m2 needed and permits				
Activity 4	Final selection of vehicles	of locations and combinations of vehicles and numbers of	Jan-2019	Oct-2019	
Based on the f learned from t vehicles neede	irst insights from he market consul ed.	WP Modelling (act 2 Quick scan), the strategic plan from act 1 from tations, the cities will define the exact locations and the mix of ve	n this WP and th hicles and the ກເ	e lessons umbers of	
	Deliverable nr	Title	Target value	End month	
	Deliverable 4.1	Operational plan for pilot cities	6.00	Oct-2019	
	An operational defining how m	plan for each separate city defining locations, mix of vehicles and any m2 is needed to make available.	amount of vehic	les, also	
Activity 5	Cities and comm tender process e-mobility.	nercial providers will prepare the pilots. Where this is needed, a will be held to contract commercial providers of shared	Jan-2019	Apr-2020	
Cities organize implement dif charging solut Deliverable T1	e locations (eventu ferent practical so ions in some pilot .10.2)	ally for instance removing parking-spots to allow space for share dutions for the charging infrastructure in the eHUBS. Commercial cities. This will result in a best practice for charging different type	d mobility). Pilot partners will try s of e-vehicles (f	cities will out their own eeds into	
	Deliverable nr	Title	Target value	End month	
	Deliverable 5.1	Commercial providers contracted by TfGM and Nijmegen.	2.00	Jun-2019	
	Tender process where they coo and what not ar	to select the commercial shared e-mobility. This is a different app perate with commercial partners. This differentiation helps to uno nd feeds the blueprint.	proach than the d derstand what w	other cities orks and not	
	Deliverable 5.2	eHUBS locations ready for use (some of them can start already in January 2020, others have longer procedures and can start in April 2020 ultimately)	6.00	Apr-2020	
	The eHUBS are Urbee + Cargore adjustments to	ready to deploy. Charging infrastructure is available and the vehic oo will arrange this. Local investments are mostly left out of the b public space etc.).	cles are ready to udget (charging	use. Cities, infra,	
Activity 7	Showcasing mo	bile modular prototype eHUB	Jun-2020	Dec-2021	
The prototype mobile and pe	eHUB in the form r pilot city we will	of a modular system where you can easily add or delete e-share organize a demonstration site where this modular system is show	d mobility servic v cased.	es is also	
	Deliverable nr	Title	Target value	End month	
	Deliverable 7.1	Showcase of prototype modular eHUB. Experiences in the 6 pilot cities	6.00	Jun-2020	
	In every pilot cit user needs per the future eHUE	ty the prototype eHUB will be show cased during 3 to 4 months ta eHUB location. We report the experiences of every showcase to c 3S.	king into accoun lefine the design	t the specific standards of	
Activity 8	Pilot implement	tations and deployment of 92 eHUBS.	Jan-2020	Dec-2021	
The pilots in al Modelling and and amount o integrate with	ll cities start their Behaviour and W f vehicles). PT-pro existing MaaS-ser	operations during a period of 2 years. Periodically, they generate /P LTE to fine tune the eHUBS approach to optimise the result / us viders and shared e-mobility providers are using the API and data vices to ensure ease of use by the end-user.	data that feed in se of the eHUBS awarehouse from	ito the WP (locations, mix n WP LTE to	
	Deliverable nr	Title	Target value	End month	
	Deliverable 8.1	Deployment of 92 eHUBS and shared e-mobility options in use by end-users	92.00	Dec-2021	



	Pilots in 6 cities will be implemented with a periodic moment to fine tune mix of vehicles / amount of vehicles and locations based on data analysis and user feedback (from WP Modelling and Behaviour). 92 eHUBS are in place with 2,395 LEV's and 672 EVs					
	Deliverable 8.2	Data reports provided to research institutes	12.00	Dec-2021		
	On pilot city lev MaaS providers	On pilot city level, commercial partners and cities (eventually in cooperation with local transport providers / MaaS providers) make available their data to the research institutes (2 times during the project, 6 cities)				
Activity 9	User engageme users	ent and applying intervention framework / nudging targeted	Jan-2020	Dec-2021		
Based on the i started to ensi commercial m	ntervention frame ure optimal use of obility service pro	ework of WP Modelling and Behaviour, per city a nudging campai f the provided mobility offers through the eHUBS. On top of the r viders will market their specific offering to the target groups.	gn will be develo iudging campaig	ped and n the		
	Deliverable nr	Target value	End month			
	Deliverable 9.1	Nudging campaigns in cooperation with the network organisations and the public transport providers, having a direct connection with the (potential) end-user	6.00	Dec-2021		
	Nudging campaign in the pilot cities, including also marketing efforts from the commercial shared e-mobility providers. This also includes involvement of representative groups of end-users from the network organisations and the public transport providers.					
Activity 10	Mapping best practices and site visits Jan-2021 Dec-2021					
Best practices practices. This	per city will be ma feeds into the pe	apped and partners will visit each of the other pilot cities to learn riodic moment of fine tuning half way the pilots.	from the approa	ach and best		
	Deliverable nr	Title	Target value	End month		
	Deliverable 10.1	Site visits	6.00	Oct-2021		
	Site visits to all	pilots to learn from approach, results and to adapt eventually app	proach in others	cities		
	Deliverable 10.2	Best practice report	1.00	Jun-2021		
	Report in which Blueprint and to to charging infr	all best practises are mapped based on the site visits. The report o adapt the pilots / eHUBS half way. The insights from Activity A.T astructure).	: will be used for 1.5 will also be u	the WP LTE sed with regard		



WP Nr	Туре	Title	Start month	End month	Budget
WP. T2	implementat	Transport Modelling and Travel Behaviour Analysis	Jan-2019	Dec-2021	1 417 206.73
	ion				

Partners involvement

Partner responsible	TU Delft
Partners	Promotion of Operation Links with Integrated Services aisbl (POLIS), POLIS. Role: PP
involved	Taxistop asbl, Taxi. Role: PP
	Autodelen.net, Auton. Role: PP
	Bayern Innovativ Ltd., Bl. Role: PP
	Cargoroo, CA. Role: PP
	URBEE (E-bike network Amsterdam BV), URBEE. Role: PP
	City of Nijmegen, NIJ. Role: PP
	Transport for Greater Manchester, TfGM. Role: PP
	City of Leuven, LEU. Role: PP
	TU Delft, TUD. Role: PP
	University of Newcastle upon Tyne, UN. Role: PP
	City of Amsterdam, AMS. Role: LP
	City of Dreux, DR. Role: PP
	Kempten (Allgäu), Kemp. Role: PP
	University of Antwerp , UAntwerp. Role: PP

Implementation summary

Summary and objective of the work package including an explanation of how partners will be involved (who will do what). Note: Please elaborate if this work package will contribute to a project sub-objective and if so to which.

This WP develops a set of behavioural models with the cities in order to maximize impacts of the eHUBS. The results are used to develop the blueprint in WP LTE. The resulting models will be key to investigating transport users' attitudes and behaviours given eHUBS implementation. The travel behaviour models will offer a platform to test the propensity to introduce novel eHUBS infrastructure based on existing demographic data and together with knowledge of current transport networks, services and operations identify where to locate eHUBS. Qualitative (soft side of travel and mobility) and quantitative (numeric and factual) attributes will be included in the travel behaviour models.

Questionnaires will gather journey specific, transport user and household related attributes as well as transport user attitudes and behaviours combining both qualitative and quantitative aspects. The questionnaire will seek factual data (modes, routes before and after mode switch) enabling comparison between "pre eHUBS" and "post eHUBS" and have a common element for comparison across all cities and a bespoke set of questions to bring city and eHUB specific evaluation enabling comparison of similar deployments within and across cities.

Building on proven existing network modelling methods the effects of the eHUBS in each participating city will be analyzed. The data will be used to quantify changes in trip based CO2 emission due to eHUB intervention and using network models where available scaled to network and regional perspectives.

The survey will bring transnational perspectives to this eHUBS project as it will allow essential comparisons of the eHUBS initiatives across different cities, understanding what delivers success, and identifying the barriers to inform investment and policy decisions to increase demand within eHUBS and beyond for inputs and contributions to the WP LTE. This WP requires a large time investment from both cities and commercial partners.



Main outputs

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

Ticuse note that	rease note that they need to have the same measurement and						
Project main output	Describe the project main output and its contribution to project sub-objectives	Quantify the contribution	Delivery month	Programme output indicator to which the project main output will contribute. Please check the Programme Manual for the obligatory output indicators.			
Models and intervention tool for large, medium, and small cities taking into account user requirements for eHUBS. The models will provide an understanding of the trip characteristics and travel behavior of target users.	Models developed from questionnaires of users and non-users (factual, opinion, success/barriers) will allow use of census or similar data together with transport services to provide cities and shared e-mobility providers with insights how to better serve the needs of users and potential users of eHUBS. Also informs number of vehicles needed at which locations based on user characteristics and needs. Gathering data/developing models requires the cooperation of enterprises & research institutes.	3.00	Dec-2021	CO26. No. of enterprises co-operating with research institutions			

Target groups

Who will use the main outputs?	 local public authority regional public authority General public 			
How will target groups be involved in the development of the project main outputs?				
Local & regional authorities will be involved to convey the message via the planned presentations sessions and workshops (in Q1				

and Q3 project meetings in 2019 and 2020). Such initiatives are useful in informing/educating the decision makers of cities and regions of need to change travel behaviors to reduce environmental/climate change impacts. Such events increase uptake of new initiatives. In addition, through meetings, workshops and seminars using established channels of communication and networking to understand policies, aspirations, issues and barriers. Through the questionnaire surveys planned in the project, the general population will be targeted through the commercial shared mobility providers and the cities. Such initiatives are useful in informing/educating the public of need to change travel behaviours to reduce environmental/climate change impacts. Such events increase uptake of new initiatives.

Activities

Please describe	activities and de	liverables within the work package			
Activity nr		Title	Start month	End month	
Activity 1	Investigating Cu	Jan-2019	Jul-2019		
Review scientific literature, reports and policy documents that have been used to foster the use and uptake of e-mobility. Extend the review to investigate typical profiles of the users of such systems. Moreover, the best analytical methods of estimating and modelling their impacts will be thoroughly investigated to formulate the methodological approach.					
	Deliverable nr	Title	Target value	End month	
	Deliverable 1.1	Report on a critique of current state of art and statement of methodological approach to be adopted in eHUBS	1.00	Jul-2019	
	In the report we will explain the current use of and the barriers to uptake of new electric modes. We will also identify characteristics of early adopters of novel systems and types of incentives that have been put into place.				
Activity 2	Quick Scan to explore the availability of data sets (population, travel patterns, network details including congestion hot spots, major work zones, town centers, and public transport and services, bus occupancies, emissions factors) in 6 eHUBS citiesFeb-2019 				
Identify consistency of data sets available across cities. Based on previous research explore the potential of using such data in estimating the propensity to use eHUBS for cycling. Identify data gaps. This comes in time to help some cities who do not know yet the best locations for their eHUBS and allows comparison of the characteristics of cities in the consortium. Cities must make available the data relevant to this quick scan.					
	Deliverable nr	Title	Target value	End month	



	Deliverable 2.1	Maps with the indicator of potential locations for eHUBS	6.00	Aug-2019			
	The maps are produced by the Universities and sent out to all the cities and company partners in the project. Total -6 maps, each for one pilot implementation.						
Activity 3	Questionnaire s the cities at the implementation	survey: Questionnaire 1 (QS1): focusing on general population of start of the project and Questionnaire 2 (QS2): eHUB users after of the eHUBS	Jun-2019	Mar-2020			
Building on pre mode/route/pu eHUBS, launch continue as an	evious questionna urpose. Pre-pilot s QS1 non-users E d when new eHU	aires develop questions for generic sections: (socio demo, enviror survey with a sample of #50 (one city), workshop with cities to ado xp. #1500 from each city and launch QS2 Exp. #1500 (Users) from BS emerge	nmental attitude: d specific question n each city; the si	s, travel ons w.r.t. city urvey will			
	Deliverable nr Title Target value End month						
	Deliverable 3.1	QS1- Finalized questionnaire to be used to collect data from the general population	1.00	Aug-2019			
	The questionna questionnaires	ire will include both generic sections and barriers to change with will be circulated, translated as appropriate and pre-piloted in citi	SP Stated Prefer ies.	ences. Finalized			
	Deliverable 3.2	QS2- Finalized questionnaire to be used to collect data from eHUB users	1.00	Mar-2020			
	The questionna Finalized questi	ire will include both generic sections as well as their experiences onnaires will be circulated, translated as appropriate and pre-pilc	with eHUB trave oted in cities.	l and opinions.			
	Deliverable 3.3	Report on the aggregate results of the survey	1.00	Mar-2020			
	This report will and comparisor thereafter as cit	present results of the pre-pilot. Report from Main Pilot surveys w n across cities. The results will be discussed at the planned eHUB ies launch eHUBs	ill include descri meeting in Q1 20	otive analysis 020 and			
Activity 4	Analysing trans discrete choice	port users willingness to pay/use for eHUB initiatives using models	Oct-2019	Sep-2020			
Use the stated preferences for eHUBS and als concerned per	preference part of r the eHUBS. As e o the attitudinal s son could be mor	of the questionnaire survey (QS1) to estimate choice models that explanatory variables will include socio-demographic variables, the segment of the population to which the person belongs. For exam re willing to use eHUBS.	will explain peop e mobility optior pple an environm	oles' hs including the hentally			
	Deliverable nr	Title	Target value	End month			
	Deliverable 4.1	Report of behavioral analysis and choice models for each eHUB city. It provides insights to model peoples choices - propensity to use eHUBS will be examined	1.00	Sep-2020			
	The report will show the importance of each factor to explain the propensity for using the eHUBS. The analysis conducted will be simplified to convey the real picture to all partners. The results will be used thereafter for late pilot implementations.						
Activity 5	Analyzing travel their "pre eHUB use eHUBS by a	behaviour change using the responses from eHUBS users w.r.t. S" and "post eHUBS" responses and investigating the barriers to nalyzing non-user responses	Feb-2020	Mar-2021			
Analyze the da regression ana their travel beh understanding	tasets from QS1 a lysis. Provides in- aviors and early to react with nuc	and QS2 (eHUBS non-users and users) and apply the Theory of pla depth knowledge and understanding which demographic groups adopters to the technology uptake (eHUBS). Also investigate barr lging techniques.	anned behavior have propensity iers to further de	facilitated with / to change evelop our			
	Deliverable nr	Title	Target value	End month			
	Deliverable 5.1	Report on travel behavior change and barriers for change (nudging techniques)	1.00	Mar-2021			
	Report that includes user feedback, showing what kind of aspects need adaptation with regard to the behavior model. This feeds into WP LTE and the Blueprint. The results will be presented at the planned eHUB meeting in O1 2021						
Activity 6	Quantifying the implementation	trip based CO2 and toxic emissions changes due to eHUBS	Jan-2021	Apr-2021			
Use questionnaire trip to estimate emissions for non-users and users before and users after mode shift to eHUBS. Estimate actual emissions changes (for users) and potential if non-users became users. Aggregate savings in CO2. And toxic emissions. An extrapolation will be attempted based on theory of planned behaviour analysis for an expanded sized network so that cities have evidence of benefits of expanding the eHUBS							
	Deliverable nr	Title	Target value	End month			
	Deliverable 6.1	Midterm report on effects for blueprint	1.00	Apr-2021			
	This report shows the effect in terms of user adaptation and reduced CO2 and toxic emissions and will also be used to convince other cities. The evidence also feeds into WP LT Blueprint. The results will be presented at the planned eHUB meeting in Q3						
Activity 7	Modeling effect planning model	s of eHUBS in selected cities (focus on the cities with transport s – Manchester, Amsterdam etc.)	May-2021	Sep-2021			



Using the existing transportation model outputs for before and after eHUBS implementation, estimate, using PITHEM developed by Newcastle research team, the CO2 and toxic pollution emissions and quantify the differences. Ideally this should be done with a focus ono small, medium and large cities. Cities must provide existing TPM (Transport Planning Model outputs (flows, speeds, on links between nodes across the network)) to facilitate this task

	Deliverable nr	Title	Target value	End month		
	Deliverable 7.1	Report on Impacts with respect to CO2 and toxic emissions reduction across eHUB cities/regions	1.00	Sep-2021		
	Report on the impact of the eHUBS installation in the cities and how this will influence the region in terms of CO2 and toxic emissions reductions. The results will be presented at the planned eHUB meeting in Q3 2021					
Activity 8	Qualitative mob	ility behaviour change analysis	Jan-2019	Jul-2020		
In 3 pilot cities (small, medium, large), travel behaviour of citizens will be qualitatively studied (interviews and/or focus groups) with help of the Behaviour Change Wheel, a theoretical framework to analyse behaviour. In addition through household survey data we identify travel behaviour and attitudes, using a segmentation framework for mobility lifestyles.						
	Deliverable nr	Title	Target value	End month		
	Deliverable 8.1	Mobility behaviour analysis report (small, medium and large city). Pre eHUB and post eHUB mode choice behaviour will be analysed to identify the right market segments who are susceptible to change. This is key when it comes to future policies.	3.00	Jul-2020		
	For 3 pilot cities, a mobility behaviour report will highlight the reasons for travel behaviour and decision making and the willingness to use eHUBS. Of all cities that participate in a household survey, an overview will be made of the mobility lifestyles					
Activity 9	Development of context-suited interventions based on mobility behaviour Jul-2020 Dec-2021 analyses, including insight in barriers and stimulators to use shared e-modalities					
Interventions are developed for 3 pilot cities to enhance the use of eHUBS and to stimulate the transition to shared use mobility. Because interventions are based on local contexts and needs, they can vary between the pilot cities: from communication campaigns, to rewards, to nudging etc. Cities will be responsible for the implementation of the intervention during the pilots. The interventions will be monitored and evaluated to understand their effectiveness.						
	Deliverable nr	Title	Target value	End month		
	Deliverable 9.1	Mixed package of interventions to change behaviour of citizens (based on small, medium and large city size)	3.00	Dec-2021		
	Roadmap on how to develop interventions based on mobility behaviour analyses. The examples of the pilot cities will be used to inspire other cities how to change mobility behaviour of citizens. This package feeds into WP LT Blueprint and WP Pilots					



Workplan summary

WP ID	Type and title	Start date	End date	Budget	Target
WP LT	Long term	Jan-2019	Dec-2021	1 285 653.03	
LT.1	activity - LT.1	Feb-2019	Feb-2020		
LT.1.1	deliverable - Workshops for the participating cities		Oct-2019		2.00
LT.1.2	deliverable - Workshop for commercial e-mobility providers (including also non-partners)		Oct-2019		1.00
LT.2	activity - LT.2	Feb-2020	Dec-2021		
LT.2.1	deliverable - Blueprint (handbook) for partner cities and for replication cities. Handbook on implementation of eHUBS for replication cities. From concept development to tendering, construction works and marketing tools.		Nov-2021		1.00
LT.2.2	deliverable - Blueprint for commercial shared e-mobility providers (also non-partners that want to start delivering shared e-mobility)		Nov-2021		1.00
LT.2.3	deliverable - eHUB location selection process roadbook		Nov-2021		1.00
LT.2.4	deliverable - eHUB local end-user incentivization & uptake stimulation methods roadbook		Nov-2021		1.00
LT.2.5	deliverable - Policy recommendations report		Nov-2021		1.00
LT.3	activity - LT.3	Mar-2019	Nov-2021		
LT.3.1	deliverable - eHUBS Brand identity: visuals, style guide and recognizable name		Nov-2021		1.00
LT.3.2	deliverable - eHUBS brand campaign materials		Nov-2021		1.00
LT.4	activity - LT.4	Dec-2019	Dec-2021		
LT.4.1	deliverable - Site visits to pilot cities		Oct-2021		3.00
LT.4.2	deliverable - Storytelling video's		Oct-2021		3.00
LT.4.3	deliverable - eHUBS open events and conferences promoting e-mobility and shared mobility		Feb-2021		6.00
LT.4.4	deliverable - Letters of intent from replication cities in NWE		Nov-2021		10.00
LT.4.5	deliverable - eHUB workshops		Dec-2021		24.00
LT.5	activity - LT.5	Dec-2020	Dec-2021		
LT.5.1	deliverable - Letters of intent from other shared mobility providers		Dec-2021		10.00
LT.6	activity - LT.6	Mar-2019	Oct-2020		
LT.6.1	deliverable - A data-warehousing and data-sharing standard for cities wishing to connect to European MaaS providers' services. The standard will facilitate the scaling of MaaS platforms to all EU cities if they accept to structure and present the data they warehouse.		Feb-2020		1.00
LT.6.2	deliverable - An application programming interface standard for MaaS providers. We will adhere to existing MaaS standardization efforts as are underway in e.g. the Netherlands and adopt these standards where possible		Feb-2020		1.00
LT.6.3	deliverable - An API standard for information dashboard for users on an eHUB and eHUB website platform. An interface to be integrated in on-site eHUB pillar. The same information will be available online.		Oct-2020		1.00
LT.6.4	deliverable - Living lab		Oct-2020		1.00
LT.7	activity - LT.7	Jun-2019	Oct-2020		
LT.7.1	deliverable - Prototype modular eHUB system		Oct-2020		1.00
LT.8	activity - LT.8	Jan-2019	May-2020		
LT.8.1	deliverable - Prototype of Service Level Agreement		Apr-2020		1.00
WP M	Project management	Jan-2019	Jan-2022	739 968.86	
M.1	activity - M.1	Jan-2019	Jan-2022		
M.1.1	deliverable - Project plan		Mar-2019		1.00



M.2	activity - M.2	Jan-2019	Jan-2022		
M.2.1	deliverable - Project management meetings		Jan-2022		6.00
M.3	activity - M.3	Jan-2019	Jan-2022		
M.3.1	deliverable - Steering committee meetings		Jan-2022		3.00
M.4	activity - M.4	Jan-2019	Jan-2022		
M.4.1	deliverable - Reports to Interreg		Jan-2022		6.00
M.5	activity - M.5	Jan-2019	Jan-2022		
M.5.1	deliverable - Activity and financial reports	-	Jan-2022		6.00
M.5.2	deliverable - Risk log		Jan-2022		6.00
WP T1	eHUBS pilot demonstrations	Jan-2019	Dec-2021	4 627 793.58	
T1.1	activity - T1.1	Jan-2019	Mar-2019		
Т1.1.1	deliverable - eHUB definition. Also entailing different service levels and minimum shared mobility requirements for the different types (level 1, 2, 3) of eHUBS	-	Jan-2019		1.00
T1.2	activity - T1.2	Jan-2019	Jun-2019		
T1.2.1	deliverable - Method / procedure for selection / implementation of eHUBS		Jun-2019		6.00
T1.3	activity - T1.3	Jan-2019	Sep-2019		
T1.3.1	deliverable - Report with insights from market consultation and market's needs and framework for tendering shared e-mobility		Sep-2019		1.00
T1.4	activity - T1.4	Jan-2019	Oct-2019		
T1.4.1	deliverable - Operational plan for pilot cities		Oct-2019		6.00
T1.5	activity - T1.5	Jan-2019	Apr-2020		
T1.5.1	deliverable - Commercial providers contracted by TfGM and Nijmegen.		Jun-2019		2.00
T1.5.2	deliverable - eHUBS locations ready for use (some of them can start already in January 2020, others have longer procedures and can start in April 2020 ultimately)		Apr-2020		6.00
T1.7	activity - T1.7	Jun-2020	Dec-2021		
T1.7.1	deliverable - Showcase of prototype modular eHUB. Experiences in the 6 pilot cities		Jun-2020		6.00
T1.8	activity - T1.8	Jan-2020	Dec-2021		
T1.8.1	deliverable - Deployment of 92 eHUBS and shared e-mobility options in use by end-users		Dec-2021		92.00
T1.8.2	deliverable - Data reports provided to research institutes		Dec-2021		12.00
T1.9	activity - T1.9	Jan-2020	Dec-2021		
T1.9.1	deliverable - Nudging campaigns in cooperation with the network organisations and the public transport providers, having a direct connection with the (potential) end-user		Dec-2021		6.00
T1.10	activity - T1.10	Jan-2021	Dec-2021		
T1.10.1	deliverable - Site visits		Oct-2021		6.00
T1.10.2	deliverable - Best practice report		Jun-2021		1.00
WP T2	Transport Modelling and Travel Behaviour Analysis	Jan-2019	Dec-2021	1 417 206.73	
T2.1	activity - T2.1	Jan-2019	Jul-2019		
T2.1.1	deliverable - Report on a critique of current state of art and statement of methodological approach to be adopted in eHUBS		Jul-2019		1.00
T2.2	activity - T2.2	Feb-2019	Aug-2019		
T2.2.1	deliverable - Maps with the indicator of potential locations for eHUBS		Aug-2019		6.00
T2.3	activity - T2.3	Jun-2019	Mar-2020		
T2.3.1	deliverable - QS1- Finalized questionnaire to be used to collect data from the general population		Aug-2019		1.00



T2.3.2	deliverable - QS2- Finalized questionnaire to be used to collect data from eHUB users		Mar-2020		1.00
T2.3.3	deliverable - Report on the aggregate results of the survey		Mar-2020		1.00
T2.4	activity - T2.4	Oct-2019	Sep-2020		
T2.4.1	deliverable - Report of behavioral analysis and choice models for each eHUB city. It provides insights to model peoples choices - propensity to use eHUBS will be examined		Sep-2020		1.00
T2.5	activity - T2.5	Feb-2020	Mar-2021		
T2.5.1	deliverable - Report on travel behavior change and barriers for change (nudging techniques)		Mar-2021		1.00
T2.6	activity - T2.6	Jan-2021	Apr-2021		
T2.6.1	deliverable - Midterm report on effects for blueprint		Apr-2021		1.00
T2.7	activity - T2.7	May-2021	Sep-2021		
T2.7.1	deliverable - Report on Impacts with respect to CO2 and toxic emissions reduction across eHUB cities/regions		Sep-2021		1.00
T2.8	activity - T2.8	Jan-2019	Jul-2020		
T2.8.1	deliverable - Mobility behaviour analysis report (small, medium and large city). Pre eHUB and post eHUB mode choice behaviour will be analysed to identify the right market segments who are susceptible to change. This is key when it comes to future policies.		Jul-2020		3.00
T2.9	activity - T2.9	Jul-2020	Dec-2021		
T2.9.1	deliverable - Mixed package of interventions to change behaviour of citizens (based on small, medium and large city size)		Dec-2021		3.00
WP C	Communication	Jan-2019	Dec-2021	736 964.38	
C.1	activity - C.1	Jan-2019	Dec-2021		
C.1.1	deliverable - Communication strategy		Mar-2019		1.00
C.1.2	deliverable - Communication report		Dec-2021		1.00
C.2	activity - C.2	Jan-2019	Dec-2021		
C.2.1	deliverable - Social media Twitter		Dec-2021		1.00
C.2.2	deliverable - Linkedin		Dec-2021		1.00
C.3	activity - C.3	Jan-2019	Dec-2021		
C.3.1	deliverable - e-newsletters		Dec-2021		6.00
C.3.2	deliverable - Leaflet		Dec-2021		1.00
C.3.3	deliverable - EHUBS contacts database		Dec-2021		1.00
C.4	activity - C.4	May-2019	Dec-2021		
C.4.1	deliverable - Final conference		Dec-2021		1.00
C.4.3	deliverable - Webinar for local authorities, electric and shared mobility service providers		Dec-2021		6.00
C.4.5	deliverable - International exchange event on EHUBS		Dec-2020		1.00
C.4.6	deliverable - International eHUB academy		Jun-2020		1.00
C.5	activity - C.5	Jan-2019	Dec-2021		
C.5.2	deliverable - Local communication events		Dec-2021		5.00
C.5.3	deliverable - Local communication plan		Jun-2019		1.00
C.5.4	deliverable - Press releases		Dec-2021		6.00
C.5.5	deliverable - Articles		Dec-2021		4.00
C.5.6	deliverable - Communication material per pilot city		Dec-2021		6.00
C.5.7	deliverable - Communication campaign to end users		Dec-2021		3.00



C. PARTNERSHIP

Who is in the partnership?

Describe the partnership and explain its relevance to achieve the project objective:

- Which types of organisation, from which territory, will be working together?
- How are the roles distributed? Who does that?

The following types of organisations cooperate in eHUBS:

1. Cities: Manchester (UK), Amsterdam and Nijmegen (+ subpartner Arnhem) (NL) Leuven (BE), Kempten (GE) and Dreux (FR); 2. Commercial shared e-mobility providers: Urbee and Cargoroo and as subpartner Urban Arrow (NL);

3. Research institutes TU Delft (NL), Newcastle University (UK), Hogeschool van Amsterdam (NL subpartner from Amsterdam) and Antwerpen University (BE)

4. Network organisations: POLIS (INT), TaxiStop (BE), Autodelen.net (BE) and Bayern Innovativ (GE)

The role of the <u>cities</u> is to facilitate locations for eHUBS across the city, communicate this with the citizens and take care of all the necessary legal requirements. Hence, the cities make the pilots possible. Additionally, the cities are partly responsible for connecting end users with the local public transport companies in order to ensure added value regarding mobility. The PT-companies represent the (potential) end-user and the cities will liaise with them. The participating cities exchange ideas among each other and share best practices during the project. The cities also provide the knowledge institutions with relevant (mobility) data in order to create mobility and behavioural models.

The <u>research institutes</u> create these models for multiple purposes: measuring the impact of eHUBS on CO2-emissions, measuring behavioural changes and mobility choices, as well as provide insights on where to best place eHubs in cities based on the data provided by the cities. Also, these models (adjusted according to city size) can be used for future uptake of other cities. The cities will also develop a blueprint, an API, a data warehouse, a prototype of the modular build hubs as well as its branding in close collaboration with commercial partners and the network organisations.

The <u>commercial partners</u> provide the electric vehicles in the project (against depreciation and including the maintenance) that are used for the EHUBS. The providers therefore work closely together with the cities. Also, they work together with the knowledge institutes and cities, since they can provide them with data regarding the usage of the mobility services. Again, best practices will be shared. This is of course necessary, since the optimal ratio of shared modes of transport (ratio e-bikes and e-cargo bikes, for example) can differ across cities and city size. Communicating best practices therefore contributes to optimal balance between supply and demand across cities. Additionally, the commercial parties play an important role in marketing and branding the eHUBS. The involved commercial partners will be working at a loss during the project. Demonstrating end-users that a good combination of shared e-mobility results in good service levels and thus (hopefully) a larger volume of the use is needed for a good business case in the long run. Other commercial partners will be involved through procurement by the cities and the ones that are already active with mobility offers.

In turn, the <u>network organisations</u> play an important role when it comes to the external communication and also provide a platform that can be used to inform other cities about the eHUBS project and find other European cities that are willing to adopt the eHUBS concept. They are thus representing the (potential) end-user. This is important, since we pursue to deliver a blue print for small, medium-sized an large cities. This blueprint, as well as the branding, data warehouse, the eHUBS prototype and API, will lower the threshold for other cities to adopt the eHUBS concepts. Therefore, in the long run, more and more European cities will realise CO2-reduction as well as a decrease of air and noise pollution, which will increase the liveability in cities. The network organisations will also target new (commercial) shared e-mobility providers to develop transport services at eHUBS.


Strategic concept of the partnership

- What kind of organisations does the project require?
- Where are these competencies in North-West Europe?
- How should roles be distributed? Who should do what?

Organisations required

CITIES: implement pilots (choose locations, process with stakeholders and residents, build hubs, legal procedures with service providers/create regulatory framework, change policies). The cities will all have different focusses as their goals and policies, populations and urban structures differ. This way, the different approaches can be compared and success-factors of eHUBS will be identified. Some cities will focus on a combination of a big, some mid-sized and some smaller hubs. Others will focus on enriching existing transport hubs with charging infrastructure. Together, they provide info for other NWE cities that can copy (replicate) the eHUBS approach. That is the reason to have a diversification in the pilots.

KNOWLEDGE INSTITUTES: provide partners with state-of-the-art, (scientific) evaluation and connect new knowledge. They will assess how and which eHubs lead to changes in travel choice behaviour and assess impacts at a transport system level. In addition, success factors of eHUBS need to be analyzed in terms of transport, spatial, demographic and organizational aspects. The research partners have the methods and experience to address this issues in the project. In addition, the locations and user requirements need to be developed for each city but in a collective way that benefits of existing knowledge and that delivers transferable results, useful for other cities (e.g. with stated and revealed preferences). The same goes for the framework in which public authorities and market parties cooperate and the possible recalibration of policies. Subpartner Amsterdam University of Applied Science will be researching travel behaviour of citizens. UAntwerpen will lead the blueprint that will be made available to other cities and commercial shared e-mobility providers.

NETWORK ORGANISATIONS: stakeholder engagement, dissemination of results and stimulating and helping other cities/regions to create eHUBS. POLIS, together with Bayern Innovativ, Autodelen.net and Taxistop will be involved. The latter 2 will provide additional pilots in several cities in Wallonia, Brussels and Flanders without investments in eHUBS. This project aims to combine and elevate existing technologies and kick-start wide implementation through pilots and (as a result) the creation of relevant knowledge. It is essential that this knowledge is transferred to other cities and regions to ensure the wider impact of the project. Therefore, network partners will have a prominent role within the project, not only by spreading the results afterwards but by actively involving relevant parties throughout the project.

SERVICE AND SHARED MOBILITY PROVIDERS: help with the design of the hubs, provide vehicles and maintenance, collect data for evaluation. The design and implementation of the hubs need to be done in close cooperation with the market providing shared mobility to create technical and financial feasible hubs. Also, involved cities will procure additional shared mobility providers and will involve existing providers.

There are also organizations that do not necessarily need to be partners in the project but with whom collaboration during and after the project is essential to realize the desired effects. These are other cities that are interested in creating hubs (adapt the recommendations, use the guidelines/blueprint), representatives of residents and other stakeholders (help with user requirements), public transport authorities and operators + charging infrastructure providers and provider(s) of digital platforms/MaaS-apps that can integrate the services.

Further development of partnership

During the project implementation, the project will liaise with other cities to replicate (copy) the eHUBS approach in these cities. The project already identified a number of them (see next section "who is in associated to the partnership").

Who is associated to the project and assists the partnership?

If organisations have commited to helping the partnership reach the project objective, describe their competencies and how they will contribute to the project:

- What geographic scope do they cover?
- What political scope, if any, do they have?
- How are they involved in the partnership?

The eHUBS project does not have official associated partners. However, in the WP Long Term, the partners plan to commit new cities and to support them to copy / replicate the eHUBS approach in their cities, thus ensuring a large-scale uptake also in other locations in NWE. The following cities have already mentioned an interest:

- BE: Roeselare, Gavere, Erpe-Mere, Destelbergen, Peer, Genk, Schoten, Brasschaat
- GE: Nürnberg, Moers and Mannheim
- NL: Region Arnhem-Nijmegen, province of Gelderland and The Hague
- FR: bigger community of 82 towns and about 120 000 people around Dreux
- UK: Newcastle, Sheffield and Leeds.



Project partners overview

Partner nr	Name of the organisation	Abbreviation	Total ERDF budget	Total budget	Country
1	Gemeente Amsterdam	AMS	717 378.00	1 195 630.00	NEDERLAND
2	Promotion of Operation Links with Integrated Services aisbl (POLIS)	POLIS	71 155.65	118 592.76	BELGIQUE-BELGI Ë
3	Taxistop asbl	Taxi	171 904.56	286 507.60	BELGIQUE-BELGI Ë
4	Autodelen.net	Auton	174 789.00	291 315.00	BELGIQUE-BELGI Ë
5	Bayern Innovativ GmbH	BI	104 482.18	174 136.97	DEUTSCHLAND
6	Cargoroo	CA	833 158.80	1 388 598.00	NEDERLAND
7	URBEE (E-bike network Amsterdam BV)	URBEE	672 911.68	1 121 519.47	NEDERLAND
8	Gemeente Nijmegen	NIJ	405 162.00	675 270.00	NEDERLAND
9	Transport for Greater Manchester	TfGM	454 219.61	757 032.69	UNITED KINGDOM
10	Stad Leuven	LEU	516 721.81	861 203.03	BELGIQUE-BELGI Ë
11	TU Delft	TUD	263 845.80	439 743.00	NEDERLAND
12	University of Newcastle upon Tyne	UN	225 931.74	376 552.90	UNITED KINGDOM
13	Ville de Dreux	DR	177 779.95	296 299.92	FRANCE
14	Stadt Kempten (Allgäu)	Kemp	308 336.40	513 894.00	DEUTSCHLAND
15	Universiteit Antwerpen	UAntwerp	186 774.74	311 291.24	BELGIQUE-BELGI Ë



Partner description

1 LP Confirmed participation Name of organisation in english Gemeente Amsterdam Gemeente Amsterdam Name of organisation in english City of Amsterdam Gemeente Amsterdam Abbreviation of organisation of organisation AMS Secondary Abbreviation of organisation AMS Secondary Itegal status public Profit Non-profit Type of partner local public authority Main address Amsterdam Main address Amstel 1, 1011 PN Amsterdam NUTS3 Code NL326 Legal representative Tijs Roelofs Email Treelofs@amsterdam.nl Telephone 0031620633855 Confinancing rate (%) VAT number NL002564440B01 Genfinancing rate (%) VAT number NL002564440B01 Secondary Is the organisation entitled to recover VAT based on rational legislation for the activities implemented activities inplemented activities implemented activities inplemented activities inplement at anonal legislation for the activities implement at anonal legislation for the activities implemented are a municipality or core business is to implement national and loc Mobility Programme, we conduct experiments together with partners on the impact of new technolog	Partner number	ner role in the project	Partner status in the project	
Name of organisation in original language Gemeente Amsterdam Abbreviation of Granisation in city of Amsterdam Abbreviation of AMS City of Amsterdam Abbreviation of AMS Legal status public Profit Non-profit Type of partner local public authority Main address Amstel 1, 1011 PN Amsterdam NUTS3 Code NL326 Legal representative Tijs Roelofs E-mail T.roelofs@amsterdam.nl Telephone 0031620633855 Contact person for the application Debie Dekkers Debie Dekkers Debie Dekkers Co-financing source ERDF VAT number NL002564440B01 Is the organisation or entitled to recover VAT based on national legislation for the advanced payments Organisation's core business The municipality of Amsterdam is a governmental organization of around 12.000 civil servants and a daynex de payments Organisation's core business The municipality of Amsterdam is a governmental organization of around 12.000 civil servants and a daynex de payments Organisation with inhabitants in living districts is part of the solution. A bottom-up approximate travel, policies focused on with inhabitants in living districts is part of the solution. A bottom-up approximate Name travel advanced payments Name: Amsterdam University of Applied Science Role: The research group Psychology for Sustainable Cities' at the Faculty of and Law of the Amsterdam University of Applied Science Role: The research group Psychology for Sustainable Cities' at the Faculty of and Law of the Amsterdam University of Applied Science Role: The research group Psychology for Sustainable Cities' at the Faculty of and Law of the Amsterdam University of Applied Science Role: The research group provide space for the commercial travent policity approximate for sustainability. The from applied psychology of Sustainability. The research group consists of an tarwel, policies focused on reducing parking spots. We will cooperate with orban sustainability. The from applied psychology of Sustainability. The research group consists of an tarwel, policies focused on reduc	1	LP Confirmed participation		
Name of organisation in english City of Amsterdam City of Amsterdam Abbreviation of organisation AMS Abbreviation of organisation AMS Legal status public Profit Non-profit Type of partner local public authority Main address Amstel 1, 1011 PN Amsterdam NUTS3 Code NL326 Legal representative Tijs Roelofs E-mail T.roelofs@amsterdam.nl Telephone 003162063855 Contact person for the application Debite Dekkers Debite Optimum Contact Contact Person For the application Debite Dekkers Debite Contact Person for the application NL02564440B01 State Contact Person For the application Profite NL02564440B01 State Contact Person For the application Profite State Profite Pro	Name of organisation in original language	ⁱⁿ Gemeente Amsterdam		
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Main address Amstel 1, 1011 PN Amsterdam NUTS3 Code NL326 Legal representative Tijs Roelofs E-mail T.roelofs@amsterdam.nl Telephone 0031620633855 Contact person for the application Debbie Dekkers e-Mail d.dekkers@amsterdam.nl Telephone 0031620317325 Co-financing source ERDF Co-financing rate (%) VAT number NL002564440B01 Esthe organisation entitled to recover VAT based on national legislation for the activities implemented in the project? Yes Partner requested advanced payments No Organisation's core business The municipality of Amsterdam is a governmental organization of around 12.000 civil servants and a approximately 830.000 citizens. As a municipality, our core business is to implement national and loc. Mobility Programme, we conduct experiments together with partners on the impact of new technolog Main role in the project Amsterdam is the biggest city in the Netherlands. The coming years we face challenges due to the city in close cooperation with inhabitants in living districts is part of the solution. A bottom-up approach a travel, policies focused on reducing parking spots. We will cooperate with commercial transport provi eHUBS in a targeted area and will provide space for the commercial shared e-mobility providers. Subpartner 1 Name: Amsterdam Universit	Type of partner	local public authority		
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we will research travel behaviour of citizens using a segmentation framewor applying the Behaviour Change Wheel to develop interventions to stimulate behaviour, and studying the impact of those interventions in a field lab sett an active role in sharing knowledge and behaviour interventions for all part Budget: 393 950.00 EUR Activities in the project	Subpartner 1 Activities in the project			



In WP LTE, we will be taking 2 business case workshops, delivering input for draft blueprint implementation in pilot cities, inform and commit dutch replication cities and additional cities that want to implement and organize eHUBS. Contribute for implementing open transport format In the WP Transport Modelling and Behaviour analysis, Amsterdam will give city context for the questionnaire, run a survey to the general population (1500 people), use measurements of the mobility service providers in combination with the H2020 Sense project to measure and gamify impact of eHUBS, find and address users of eHUBS to be involved in qualitative behaviour research and give input for context suited interventions. In the WP Pilots, we will invest (on our own expense) in 10 different sized ehubs co-created with civilians by using a bottom-up approach. The locations will be defined in collaboration with organized civilians initiatives. A market consultation will be held by organizing competition through challenges where inhabitants of that neighbourhood can vote on which mobility solution they prefer best. Furthermore, we will design and make eHUBS in co-creation, implement physical conditions for eHUBS (charging infrastructure, adjusting sidewalks etc, is not claimed and at own expense), support commercial partners to make use of the Dutch API standards for MaaS Providers. Also, Amsterdam will put great effort in the use of different nudges and incentives and other behavioral insights to apply interventions and provides input for mapping best practices. In the WP Communication, we strategize the Ehubs communication, give input for webpage, social media, local communication, event and training, give input for events in presentations or/and delivering input and organise local media output. Last but not least, Amsterdam manages the project as Lead Partner in WP Project Management.



Partner number	Partner role in the project	Partner status in the project	
2	РР	Confirmed participation	
Name of organisation in original language	Promotion of Operation Links with Integrated Services aisbl (POLIS)		
Name of organisation in english	Promotion of Operation Links with Integrated Services aisbl (POLIS)		
Abbreviation of organisation	POLIS		
Legal status	public		
Profit	Non-profit		
Type of partner	business support organisation		
Main address	Rue du Trône 98, 1050 Brussel		
NUTS3 Code	BE100		
Legal representative	Karen Vancluysen		
E-mail	kvancluysen@polisnetwork.eu		
Telephone	+32 25005675		
Contact person for the application	Ivo Cré		
e-Mail	icre@polisnetwork.eu		
Telephone	+32 25005676		
Co-financing source	ERDF	Co-financing rate (%) 60.00	
VAT number	BE0460400701		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes		
Partner requested advanced payments	No		
Organisation's core busin	ess		
POLIS is a European netw represents around 73 city regions to improve the qu facilitates access to Europ	ork of cities and regions promoting innovative and so and regional authorities from all over Europe. POLI uality of life of their citizens through innovative meas bean initiatives and research programmes for its me	sustainable transport solutions. It currently S' objective is to support European cities and sures for sustainable urban transport. The network mbers, looking into solutions for mobility.	
Main role in the project			
Polis will lead the communication and transfer, including leadership of several tasks (e.g. communication strategy, communication tools, etc.). Polis has undertaken this role in several dozens of European projects on urban mobility, and more specifically urban electromobility including FREVUE, SEEV4CITY and CleanMobilEnergy. POLIS will also bring in experience with Sustainable Urban Mobility Plans (SUMPs).			
Activities in the project			
Poils will take part in all management meetings and concalls. Polis will lead the Communication Work Package. In this role, Polis will coordinate the partners efforts for this task. The network will establish a communication strategy, and will manage and develop communication tools: the project's webspace – with regular updates, social media channels, a project leaflet (also overseeing the translation, design and printing), roll-ups, e-newsletter etc. Polis will manage two project events (mid term workshop with Leuven and final workshop with Amsterdam), and will coordinate the webinar series with Autodelen.net. Polis will also coordinate and support the project communication at site level. It will deploy a media strategy consisting of press releases and feature articles. Polis will install a monitoring system and will report back about communication efforts and impacts, at project and local level. Polis will fulfil all administrative and financial requirements. In short: - Organising engagement of replication cities and management of a network of local and regional authorities - Production of communication tools (website, newsletters, publications, etc.), representation of project at events, use of existing networks, etc Production of (political and technical) guidelines - Bringing expertise in the field of electromobility. Experience with electromobility project (e.g. FREVUE, ELIPTIC, ZEEUS, EBSF2, etc.) - Bringing expertise in the field of mobility management. Experience with SUMP projects and initiatives (e.g. TIDE, CH4LLENGE, SUMPs-Up, SUMP coordination group, etc.)			



Partner number	Partner role in the project	Partner status in the project		
3	PP	Confirmed participation		
Name of organisation in original language	of organisation in I language			
Name of organisation in english	Taxistop asbl			
Abbreviation of organisation	Taxi			
Legal status	private			
Profit	Non-profit			
Type of partner	interest groups including NGOs			
Main address	Rue Buisson St Guibert 1B, 5030 Gembloux			
NUTS3 Code	BE352			
Legal representative	David van Kesteren			
E-mail	dvk@taxistop.be			
Telephone	003292423211			
Contact person for the application	Alice Burton			
e-Mail	alb@taxistop.be			
Telephone	003281625099			
Co-financing source	ERDF	Co-financing rate (%) 60.00		
VAT number	BE0421220916	· · · · · · · · · · · · · · · · · · ·		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No			
Partner requested advanced payments	No			
Organisation's core busin	ess			
Taxistop is a NGO with a on-demand transport for shared mobility. Taxistop entities: Taxistop asbl (Br	mission "Share to Impact". Taxistop enables solution elderly. Taxistop has developed a great amount of e is operating in three Belgian regions: Flanders, Brus ussels and Wallonia) and Taxistop vzw in Flanders.	s for sharing: ride-sharing and bike-sharing, and expertise in the organisation and sensibilisation of sels and Wallonia. Taxistop has two different		
Main role in the project				
Taxistop asbl already has like to bring know-how fro with shared mobility.	Taxistop asbl already has a great experience in shared mobility and would like to expand its experience to mobihubs. We would like to bring know-how from Flanders to Wallonia and Brussels, and link the concept of green smart mobility hubs to our work with shared mobility.			
Activities in the project				
What we will be doing in the ehubs project : WP1 : Long Term • Link the concept of ehubs to our work with shared mobility : promote eHUBS concept in Wallonia and in Brussels, with a regional aspect of dissemination and a special focus on local specificity, using Flanders experience and adjusting knowledge from other partners - Inform, support, and commit other interested cities/regions to implement eHUBS - Taxistop will target and follow 5 cities and focus on different city typology (rural, urban,) and different hubs' localization - To promote and replicate the eHUBS concept, Taxistop will organise workshops for cities and municipalities, local and regional governments, and stakeholders, centered on eHUBS development. • Policy work and recommendations towards municipalities and regional governments. Focus on local policy makers. • Contribute to the redaction of a Blueprint handbook for implementing eHUBS , with an input focused on replication cities and regions. • Create a platform with available data and API's around every eHUB. Taxistop will closely work together with national data warehouses and use European standards. The aim of this work is to: o Stimulate transnational learning of collecting and using API's and open data o Create a dashboard for local authorities to monitor usage and impact of mobihubs o Create a user information dashboard online and a responsive touch-screen based user information tool to be integrated in on-site mobihub pillars o Create recommendations on missing data links, especially for new mobility services for all regions involved in this project. WP2 : Project Management • Participate in project management meetings and provide financial reports • Organisation of a project meeting in Brussels or Wallonia				



Partner number	Partner role in the project	Partner status in the project		
4	РР	Confirmed participation		
Name of organisation in original language	e of organisation in nal language Autodelen.net			
Name of organisation in english	Autodelen.net			
Abbreviation of organisation	Auton			
Legal status	private			
Profit	Non-profit			
Type of partner	interest groups including NGOs			
Main address	K.Maria Hendrikaplein 65B, 9000 Gent			
NUTS3 Code	BE234			
Legal representative	Bram Dousselaere			
E-mail	info@autodelen.net			
Telephone	0032486328988			
Contact person for the application	Jeffrey Matthijs			
e-Mail	jeffrey@autodelen.net			
Telephone	0032 92423275			
Co-financing source	ERDF	Co-financing rate (%) 60.00		
VAT number	BE0865210180			
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No			
Partner requested advanced payments	No			
Organisation's core busin	less			
Autodelen.net is the Flem carsharing through: - Con in front of (local) governm is committed to a sustain	ish Carsharing network. The main goal is to maximis nbine and defend the interests of all carsharing prov nents - Develop the general concept of carsharing - S able society in which car use becomes more importa	e the ecological, social and economic benefits from iders & private carsharing groups - Represent them tart innovation and pilot projects The organization int than car ownership		
Main role in the project				
Autodelen.net is one of th by Flemish policy makers umbrella organisation of Moreover we are speciali	Autodelen.net is one of the inventors of the Flemish concept of 'mobipunten'. In less than a year the concept has been picked up by Flemish policy makers and other stakeholders. In the project we will do further policy and dissemination work. As the Flemish umbrella organisation of carsharing we are in the hot seat to implement a tailor made carsharing solution in every eHUB. Moreover we are specialised in communication campaigns to promote shared mobility.			
Activities in the project				
['] Autodelen.net, the Flemish umbrella organisation carsharing, is one of the inventors of the Flemish concept 'mobipunten' (eHUB). In less than a year the concept has been picked up by Flemish government and other stakeholders. In the project we will do further policy and dissemination work. As the Flemish network of carsharing we are in the hot seat to implement a tailor made carsharing solution in every eHUB. and specialized in communication campaigns to promote shared mobility over ownership of cars. Within the eHUBS project we will deliver following activities: WP 1 LT Autodelen.net will replicate eHUBs in 7 small or midsized Flemish cities. In 3 of them we will organise a broad communication campaign to promote shared mobility. We will organise 24 workshops local governments, companies and other stakeholders to explain the what, why and how of an eHUB. Also we will establish an high level expert steering committee in Flanders (Local governments, public transport, Flemish administration,) in order to make a set of policy recommendations for the use and implementation of eHUBS in the Flemish policy on 'basisbereikbaarheid'. To link with WP 4 a living lab concerning an interoperable tool for carsharing in eHUBS will be organised which will result in an roadmap to create such a tool and link it with the eHUBs. WP 2 Project management Autodelen.net will organise a project meeting in Belgium together with an external dissemination event for local stakeholders. We will also participate in other project management meetings and provide financial reports WP 3 Communication In order to disseminate the work of the eHUBS project and to make sure it will be organised and we will bring together the work concerning mobihubs and eHUBS from other European projects such as Share North , Esprit, Mamba, Score and Smarta.'				



Partner number	Partner role in the project	Partner status in the project	
5	PP	Confirmed participation	
Name of organisation in original language	Bayern Innovativ GmbH		
Name of organisation in english	Bayern Innovativ Ltd.		
Abbreviation of organisation	ВІ		
Legal status	private		
Profit	Non-profit		
Type of partner	business support organisation		
Main address	Am Tullnaupark 8, 90402 Nürnberg		
NUTS3 Code	DE254		
Legal representative	Dr. Rainer Seßner		
E-mail	sessner@bayern-innovativ.de		
Telephone	0049 911 20671113		
Contact person for the application	Emma Costa Argemi		
e-Mail	costa@bayern-innovativ.de		
Telephone	0049 911 20671 254		
Co-financing source	ERDF	Co-financing rate (%) 60.00	
VAT number	DE172551529	· · · ·	
ls the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes		
Partner requested advanced payments	No		
Organisation's core busin	ess		
Bl is Bavaria's organisatio all stages of the value cha various industries and teo hosts the Bavarian Comp	n for innovation, technology and knowledge transfe in by providing customised services to boost innova chnologies, i.e. energy technology, new materials, au etence Centre for E-mobility since 2017, which aims	r. It supports players from industry and science in tion dynamics. Bl operates at the interfaces of tomotion and smart mobility. Bayern Innovativ at fostering uptake of E-mobility in Bavaria.	
Main role in the project			
Establish contact with regional, national stakeholders. Provide learnings from other similar projects from other EU-cities. Organise several workshops, round tables, etc. with different stakeholder groups (citizens/potential future customers, local authorities, providers of shared mobility services) to understand the mobility needs, develop common solutions and, in the end, assure the attractiveness and acceptance of the shared mobility hubs. Engage a Bavarian city to participate in the pilot.			
Activities in the project			
Bayern Innovativ (BI) will provide its know-how and extensive network in the fields of electric and smart mobility in three different work packages. Its main task will be the realisation of a guideline for replication cities about the implementation of smart shared green hubs, as one of the main output of WP LT, complementing the blueprint. The guideline builds on the experience gained in the pilots and aims at being a practical handbook for local authorities to effectively deploy an eHUBS solution in their city. For this, a systematic analysis of the implementation process in the pilots and other international selected projects will be performed (from the concept development to tendering, construction works and operation). Interviews with the pilot/project leaders to understand the difficulties encountered and recognise best practices, will help defining the necessary steps for successful implementation. In WP Implementation, BI will support the town of Kempten in the initial needs assessment that comprehends the number, location and size of eHUBS and the type of shared services being offered. A list of (regional) potential service providers for (shared) e-mobility services will be offered to the city, as well as an overview of different mobility Apps where the eHUBS could be integrated. This assessment will be performed together with external experts, consortium partners and local stakeholders (e.g. public transportation company, municipal utility and climate protection officer), and will be based on the existing mobility strategy of the city. Furthermore, BI will perform several regional communication strategy defined in the WP Communication. While the events will have a general informative nature in the first half of the project, later they will be more results-oriented. The guidelines will be presented at a final bigger event			



Partner number	Partner role in the project	Partner status in the pro	oject
6	РР	Confirmed participation	
Name of organisation in original language	ne of organisation in ginal language		
Name of organisation in english	Cargoroo		
Abbreviation of organisation	CA		
Legal status	private		
Profit	Profit		
Type of partner	SME		
Main address	Sarphatipark 86-hs, 1073 EB Amsterdam		
NUTS3 Code	NL326		
Legal representative	Jaron Borensztajn		
E-mail	jaron@cargoroo.nl		
Telephone	0031651525461		
Contact person for the application	Jaron Borensztajn		
e-Mail	jaron@cargoroo.nl		
Telephone	0031651525461		
Co-financing source	ERDF	Co-financing rate (%)	60.00
VAT number	NL857680560B01		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes		
Partner requested advanced payments	Yes		
Organisation's core busir	less		
Cargoroo provides share areas. The service is aime	d green mobility services, specifically by putting shar ed at families with children and small businesses.	ed electric cargo bikes in de	ensely populated urban
Main role in the project			
We will place 143 shared events to involve, educat reach a positive business cultures influence user u	e-cargo bikes in eHUBS in 6 pilot cities. We provide r e and acquire users. We operate at a loss during the case after the project, learn & share the best impler otake, the optimal mix of vehicles and the minimal fl	naintenance, support, mark pilot because of the small s nentation strategy in differe eet size for commercial fea:	keting and training scale. Our goal is to ent cities, how different sibility.
Subpartner 1 Activities in the project	Name: Urban Arrow B.V. Role: As a subpartner in the eHUBS project we will support the ongoing development and field test (together with partner Cargoroo) of small fleets of shared electric cargo bikes in different pilot cities. The result will be a commercially available shared cargo bikes for the pilot cities is not the role of UA but is in the scope of Cargoroo. Urban Arrow is a producer of electric cargo bikes and produces different versions for both family users (carrying children), SME users (goods transport) and logistics companies (delivery). The current product range is not suited for public sharing because of limitations in battery capacity, connectivity and ruggedness. A sharing-ready cargo bike currently does not exist in the market. Our activities in the eHUBS project include - Participate in user surveys to gain insight in user needs in different pilot cities (WP4) - Conduct field tests with different evolving prototypes during the first phase of the project in cooperation with partner Cargoroo who will conduct the pilots (WP5) - Generate and analyze user and city feedback specific to the user adoption of the shared cargo bike in cooperation with Cargoroo (WP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (WP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (WP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (MP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (MP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (MP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (MP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (MP5) - Make adaptations to the current production models resulting in a versatile "shared cargo bike" (MP5) - Make adaptations to the cur		



Cargoroo provides shared electric cargo bikes at e-mobility hubs in the participating cities. The service is aimed at families with children and small businesses. Within the eHUBS project we will: - Provide shared cargo bikes at eHUBS in pilot cities to gain experience with deploying our service in different environments (WP5): Amsterdam: 50, Nijmegen: 30, Leuven: 30, Manchester: 25, Dreux: 5, Kempten: 3 - Establish local support & maintenance service to handle user questions or issues. A service will either be organized by us or hired locally to maintain the cargo bikes and fix problems. For example in Leuven we will work together with Velo VZW, a local social organization that maintains bicycles. - Provide statistical information on user behavior and results of user surveys to the project for Modelling & Behaviour analysis (WP4) - Use the pilots to optimize the shared cargo bike experience for our users in different settings, so that it is attractive for our users. We will work with sub-partner Urban Arrow to adapt the bikes to different needs (WP5) - Create partnerships with complementary service providers and try this out in practice (WP5) - Participate in business case workshops to discuss ways to make the service commercially feasible. (WP1) - Optimize our implementation and marketing process by working with different cities and different groups of users. We will contribute content, help organize events and specifically target potential cargo bike user groups such as families and small businesses (WP3) - Remove obstacles for scale-up as a result of the pilot projects (WP1) - Create an API and help define a common software layer (or interface to existing software platform) to enable interoperability with other providers and with MaaS platforms (WP1) - Contribute our best practices from the project to a blueprint for implementing eHUBS including shared cargo bikes (WP1) - participate in project management meetings + provide financial reports



Partner number	Partner role in the project	Partner status in the project		
7	PP	Confirmed participation		
Name of organisation in original language	URBEE (E-bike network Amsterdam BV)			
Name of organisation in english	URBEE (E-bike network Amsterdam BV)			
Abbreviation of organisation	URBEE			
Legal status	private			
Profit	Non-profit			
Type of partner	SME			
Main address	Pedro de Medinalaan 11, 1086 XK Amsterdam			
NUTS3 Code	NL326			
Legal representative	Erik de Winter			
E-mail	erik@urbee.nl			
Telephone	00031641916630			
Contact person for the application	Erik de Winter			
e-Mail	erik@urbee.nl			
Telephone	00031641916630			
Co-financing source	ERDF	Co-financing rate (%) 60.00		
VAT number	NL856588830B01			
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes			
Partner requested advanced payments	Yes			
Organisation's core busin	ess			
Electric bike-share compa being shorter than 20km, fast, cheap, clean and hea	ny. Since 2017 Urbee has been thé electric bike shar our goal is to reduce C02 emission by getting peopl althy alternative and by riding Urbee you're contribu	re network of Amsterdam. With 80% of all car rides e out of their cars and onto Urbee e-bikes. It's a ting to a more liveable city.		
Main role in the project				
Will make available 246 e will operate at a loss, but critical mass is needed in our marketing efforts in c	Will make available 246 e-bikes to the eHUBS in Leuven, Nijmegen and Amsterdam and involve end-users. During the pilot Urbee will operate at a loss, but intend to prove a positive business case by the end of the project and be able to determine what critical mass is needed in cities. An example will be set for other mobility providers that want to roll out in eHUBS. Learn from our marketing efforts in other regions and apply them to our other markets.			
Activities in the project				
Urbee will provide and operate electric shared bikes for the implemented e-mobility hubs in some of the participating cities within the consortium. During a 3-year pilot period we will operate the below number of e-bikes. We want to gain insights on the effects that eHUBS have on the mobility transition, ultimately with the aim to reduce CO2 emissions by providing sustainable alternatives to fossil fuel cars. (WP5, WP1, WP4). Amsterdam = 96 e-bikes over 10 e-hubs Leuven = 50 e-bikes over 3 e-hubs Nijmegen = 100 e-bikes over 10 e-hubs In order to help facilitate our e-bikes, we offer to provide our charging and docking infrastructure. (WP5) These pilots will generate statistical information on user behavior and through user surveys we will contribute to the Modelling and Behavioral analysis. (WP4) A collaboration with a local support & maintenance provider will be established (Leuven), which will allow us to pilot this new and outsourced operational way of working and to learn if this would be a solution to scale-up faster in other cities (WP5) We will actively contribute to developing business cases and creating thé eHUBS blueprint for cities to replicate the implemented pilots and create a critical mass of (L)EV's in the EU. Through our sales efforts and by participating in joint-communication efforts we will push the movement throughout the project and beyond. (WP1, WP3) We want to learn to reach out to the right users in pilot cities. (WP3) We will build our API to be part of a digital eHUBS presence and establish interoperability among several shared mobility providers in different cities. (WP1) By operating our network in different cities and countries, we want to optimize our service, product and operations in order to prepare to also scale-up across other cities who are not participating in the project (WP5, 1).				

Partner number	Partner role in the project	Partner status in the project



8	PP	Confirmed participation	
Name of organisation in original language	Gemeente Nijmegen		
Name of organisation in english	City of Nijmegen		
Abbreviation of organisation	NIJ		
Legal status	public		
Profit	Non-profit		
Type of partner	local public authority		
Main address	Korte Nieuwstraat 6, 6511 PP Nijmegen		
NUTS3 Code	NL226		
Legal representative	Paul Veelenturf		
E-mail	p.veelenturf@nijmegen.nl		
Telephone	0031243299000		
Contact person for the application	Klaas-Jan Gräfe		
e-Mail	k.grafe@nijmegen.nl		
Telephone	0031631789123		
Co-financing source	ERDF	Co-financing rate (%) 60.00	
VAT number	NL001479179B12		
ls the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes		
Partner requested advanced payments	No		
Organisation's core busin	less		
Nijmegen is a city of 175.(aim is to create an even b are today. The region Arn infrastructure of 4.500 ch	000 inhabitants and is expected to grow with 20%. T better, more sustainable, more attractive, more inclu hem-Nijmegen (750.000 inhabitants) invests in susta arging stations for e –mobility.	his creates new chances, but also challenges. Our sive, more resilient and better liveable city than we ainable mobility. For example by realising an	
Main role in the project			
Nijmegen is interested in carsharing. We want to b possibilities to chose fron neighbourhoods or surro	creating multiple shared mobility hubs. Not only bic reak the dominance of the private owned cars and o n, so they don't depend on a private owned car anyn unding municipalities where the demand for regula	ycles, cargobikes and e-scooters, but also electric ffer our citizens a wide range of transport nore. These eHUBS can also play a role in those r public transport is too weak for a standard bus.	
Subpartner 1	Name: City of Arnhem Role: Arnhem contributes to the eHUBS project by making available 3 eHUBS to commercial shared e-mobility providers. Arnhem will follow the same approach as Nijmegen. They will join especially the WP LTE for a wide-scale uptake of the solution, making use of the blueprint. So also Arnhem will not claim investment costs, only depreciation based on the use of the eHUBS for the duration of the project. Also the city will invest, like Nijmegen, in engaging the (potential) end-user. Budget: 155 935.00 EUR		
Activities in the project			
companies. This will increase acceptance and success. We want to help implement and disseminate the results from the WP LT, using and testing the recommendations from the WP 'Modelling and behaviour' by making it fit for the specific context of Nijmegen. With research on eHUBS users in Nijmegen we want to contribute to a model in which behavioural research directly can be translated into adaptation of the e-Hub strategy. In this process we use tactics of verification and falsification to optimize the e-Hubs strategy to meet best to specific demands of its end users. Nijmegen will invest in 13 eHUBS in the urban region Arnhem – Nijmegen. Investment costs will not be claimed, only depreciation. Ten of the hubs will be located in Nijmegen and three in Arnhem, mainly situated in areas outside the city centre including new housing areas where they will be integrated into urban planning in cooperation with the development companies. Together with stakeholders and inhabitants and the outcome of WP LT the exact locations for the e-Hubs in Nijmegen will be determined as part of this project. The target group will be mixed varying from inhabitants and commuters, visitors and tourists to professional users which will use them during work time. During the project for each individual hub we will measure which target groups will be reached and how we best can meet the			
specific needs of each target group involved and which communication strategy this needs. The shared e-mobility providers will be selected by a tendering procedure, assuming they will have a business case. The large budget share for user engagement support will provide the needed support for uptake. As part of the WP Com, Nijmegen will disseminate the results of the project active within the Region Arnhem Nijmegen (including 18 municipalities), the province of Gelderland and abroad.			



Partner number	Partner role in the project	Partner status in the project		
9	PP	Confirmed participation		
Name of organisation in original language	Transport for Greater Manchester			
Name of organisation in english	Transport for Greater Manchester			
Abbreviation of organisation	TfGM			
Legal status	public			
Profit	Non-profit			
Type of partner	infrastructure and (public) service provider			
Main address	Piccadilly Place 2, M1 3BG Manchester			
NUTS3 Code	UKD32			
Legal representative	Kath Wilson			
E-mail	kath.wilson@tfgm.com			
Telephone	00441612441154			
Contact person for the application	Christopher Allan			
e-Mail	christopher.allan@tfgm.com			
Telephone	00441612441342			
Co-financing source	ERDF	Co-financing rate (%) 60.00		
VAT number	GB146 5942 45			
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes			
Partner requested advanced payments	No			
Organisation's core busin	ess			
TfGM is the local governn than 5.6 million journeys to keep the city-region me Manchester. We put the c	nent body responsible for delivering Greater Manche are made across Greater Manchester's transport ne oving and growing. We're working hard to make trav customer first in everything we do to help make trave	ester's transport strategy and commitments. More twork each day. It's our job to do everything we can el easier through a better connected Greater el as safe and simple as possible.		
Main role in the project				
TfGM, will carry out the customer experience design and implement the mobility platform in Manchester. TfGM wants to work on alternative transport, wayfinding, and changes to the surroundings to facilitate the sustainable customer journey. eHUBS will be a way to help encourage change across our portfolio of interest and responsibility areas.				
Activities in the project				
eHUBS have potential to act as a catalyst for neighbourhood and community regeneration through supporting local business, commuting and retail trips and enabling behaviour change, if they can be made sustainable - and TfGM will lead and participate in workshops to determine how this can best be achieved (WP LT). Focussing on 1 district will also enable us to shift short-distance intra-area trips to sustainable modes through a network of small, medium and large hubs featuring multiple modes, building and integrating with a number of other ongoing projects and initiatives such as public bike sharing and GM Electric Vehicles charging network. TfGM will invest in 10 eHUBS at own expense and will only claim depreciation costs for the use of the eHUBS equipment pro rata. The eHUBS will be made available to commercial shared e-mobility providers, based on a tender. The choice of 1 district will also enable effective marketing and communication to ensure uptake (WP Comm), whilst the explicit inclusion of retail trips provides a unique input from the pilot which will be shared with the other pilots and observer cities (WP LT). TfGM will use the e-hubs scheme to prove the transferability of current private car journeys to co-mobility modes (WP Modelling) and also create a blueprint for wider roll-out across other districts within the city and Europe (WP LT). As part of this ambition, TfGM will endeavour to work with SMEs and partners to develop local solutions appropriate to the districts in question (WP Pilots). Most of the activities and budget will be needed to engage the end-user in the pilots. Furthermore, eHUBS will prove an opportunity for TfGM to introduce electric mobility to the region and "demystify" it for the local population through encouraging trial use of both electric and co-mobility options TfGM will take part in all appropriate project meetings.				



Partner number	Partner role in the project	Partner status in the project		
10	РР	Confirmed participation		
Name of organisation in original language	ame of organisation in riginal language			
Name of organisation in english	City of Leuven			
Abbreviation of organisation	LEU			
Legal status	public			
Profit	Non-profit			
Type of partner	local public authority			
Main address	Professor Van Overstraetenplein 1, 3000 Leuven			
NUTS3 Code	BE242			
Legal representative	Gust Vriens			
E-mail	gust.vriens@leuven.be			
Telephone	003216272121			
Contact person for the application	Tim Asperges			
e-Mail	tim.asperges@leuven.be			
Telephone	0032492151392			
Co-financing source	ERDF	Co-financing rate (%) 60.00		
VAT number	BE0207521503			
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No			
Partner requested advanced payments	No			
Organisation's core busin	ess			
Leuven is a highly dynam Brussels, over 100.000 inl inhabitants) and high-qua hospital Gasthuisberg. Le issue.	ic and fast-growing region. It is the capital of the Belg habitants and home to KU Leuven University with me ality spin-offs (IMEC, Bio-Incubator,), the multination uven is EU Green Leaf Award Winner 2018. The trans	gian province Flemish-Brabant, at 20 km from ore than 50.000 students (on top of the 100.000 nal Anheuser-Busch Inbev and its academic sition to sustainable and smart mobility is a key		
Main role in the project				
Shared mobility plays a vi are already operational o implement different eHU These hubs need to be br	Shared mobility plays a vital role in the vision of Leuven on the transition to sustainable mobility. Several (shared) mobility offers are already operational or in preparation. To bundle all these (shared) mobility offers on district level, the city of Leuven wants to implement different eHUBS (Mobipunten), with a focus on realisation of these points in different new city development projects. These hubs need to be branded and integrated in the overall communication on the mobility offer.			
Activities in the project				
Leuven has implemented a sustainable urban transport strategy in which the development of shared mobility services is one of the recent key elements. At this moment Leuven is carsharing city nr. 1 in Belgium, Leuven offers a back-to-one bike sharing system and Leuven is preparing an e-cargobikesharing project. In the mobility strategy of Leuven the clustering of shared mobility services in eHUBS is a key element. Within the pilot cities Leuven plays a pacemaker's role with focus on the entire city centre, the realisation of different types of eHUBs and focus on both inhabitants/students as well visitors. 50 eHUBs will be realized amongst 3 big and 12 medium sized. The small ones are planned but do not need support from Interreg. Leuven will make available the eHUBS to the shared e-mobility providers (Cargoroo and Urbee) who offer the vehicles to the users. The investments in the eHUBS are not part of the budget. Only pro rata depreciation costs are claimed for the use. Leuven is the WP-leader of WP5-implementation and will guide the pilot cities in the selection and implementation process. For WP1 Leuven plays a role in the service level definitions which will be linked to the OECD/ITS minim standards of shared mobility services. Leuven is involved in the eHUB prototype development (WP1) and the transnational showcase of this eHUB prototype in the pilot cities (WP5). The replication of eHUBs (WP1) on regional level is foreseen through the involvement of de province of Flemish-Brabant. For WP4 Leuven will test the context-suited interventions to influence the use of the eHUBs in WP4. In the WP3-communication Leuven will host the mid term conference presenting the eHUB concept.				



Partner number	Partner role in the project	Partner status in the project			
11	PP Confirmed participation				
Name of organisation in original language	TU Delft				
Name of organisation in english	TU Delft				
Abbreviation of organisation	TUD				
Legal status	public				
Profit	Non-profit				
Type of partner	higher education and research				
Main address	Stevinweg 1, 2628 CN Delft				
NUTS3 Code	NL333				
Legal representative	Loes Janssen				
E-mail	L.M.Janssen@tudelft.nl				
Telephone	0031152784628				
Contact person for the application	Gonçalo Homem de Almeida Correia				
e-Mail	g.correia@tudelft.nl				
Telephone	0031152781384				
Co-financing source	ERDF	Co-financing rate (%) 60.00			
VAT number	NL001569569B01	· · · · · · · · · · · · · · · · · · ·			
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No				
Partner requested advanced payments	No				
Organisation's core busin	less				
The Department of Trans provides education about Management, Reliable Mu Demand Management.	port & Planning at the Faculty of Civil Engineering ar the planning and operation of transport systems. T ultimodal Transport Systems, Cooperative and Autor	Id Geosciences conducts scientific research and hemes of research include: Traffic Operations and mated Driving, Active Modes Mobility and Transport			
Main role in the project					
Provide insights on the ty travel behavior. TU Delft and corresponding impac extrapolating the results	pe of factors that influence the success of eHUBS. In will lead a work package whose purpose is to study t :ts in order to maximize their usage and therefore in of the pilots that are being done by the consortium t	cluding factors like demography, land use and he behavior associated to the usage of the e-hubs icrease their chances for success. It will also allow to other cities in Europe.			
Activities in the project					
TU Delft will lead the WP ' of this WP regarding estir task we will naturally have results of the initial activit have yet a plan for the ne modeling techniques, we objectives TU Delft will de literature regarding elect can use to foster the usag the different cities that ar to complex surveys that v eHUBS. • Contribute to th of cities of the consortiun the municipality of Amster the eHUBS will be applied	Transport Modeling and Travel Behavior Analysis". T nating the impacts of the e-hubs and understanding e to connect this work to the other WPs of the eHUB ies where both TU Delft and Newcastle can help set twork to install. Both Universities will monitor and le will be able to estimate the impacts of these facilitie velop and participate in the following activities: • Pro- ric shared mobility in urban areas, looking at the diff ge of such systems. • Contribute to building survey to vill allow to building demand models to be incorpora- te estimation of the impacts of the eHUBS by using th n. TU Delft will namely lead the application of impact guarantying that the deliverables can be used by th	FUD will be responsible for reaching the objectives the behavior of its users. As being leader of this S project. It will be particularly critical to report the up the eHUBS themselves for the cities that do not earn from the usage of e-hubs and by using s on a global and local level. To reach these general ovide a complete and diverse overview of the erent types of users as well as incentives that cities pols that will allow characterizing the populations of aracterization of the citizens in the different cities ated later in the estimation of the impacts of the he existing transport models of a selected number t estimation methods at the road network level for nented in the most useful way for the cities in which he partners to maximize the impact and the success			



Partner number	Partner role in the project	Partner status in the project			
12	РР	Confirmed participation			
Name of organisation in original language	University of Newcastle upon Tyne				
Name of organisation in english	University of Newcastle upon Tyne				
Abbreviation of organisation	UN				
Legal status	public				
Profit	Non-profit				
Type of partner	higher education and research				
Main address	Newcastle University 1, NE1 7RU Newcastle upon Ty	ne			
NUTS3 Code	UKC22				
Legal representative	Christine Masterson				
E-mail	christine.masterson@ncl.ac.uk				
Telephone	00441912085568				
Contact person for the application	Dilum Dissanayake				
e-Mail	Dilum.dissanayake@ncl.ac.uk				
Telephone	00441912085718				
Co-financing source	ERDF	Co-financing rate (%) 60.00			
VAT number	GB499 6724 70				
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes				
Partner requested advanced payments	No				
Organisation's core busin	ess				
Future Mobility Group (FN NewRail, both well-establ of EU funding. Research o and informing policy. FM0	AG), School of Engineering at NU is a merge of TORG ished and internationally renowned with expertise in competencies include technology, behaviour, data me G pioneered & evaluated a world-leading trial of elect	(Transport Operations Research Group) and road and rail transport systems and track record odelling and environment designing interventions tric vehicles and public charging infrastructure.			
Main role in the project					
Newcastle University with eHUBS make a difference and toxic emissions. Rese practical ways of promoti engagement	Newcastle University with TU Delft will jointly develop sound methodological approaches to assess the extent that how the eHUBS make a difference to the transport users in NWE by analysing behavioural change and quantifying the reduction of CO2 and toxic emissions. Research and outcomes aligned with partner institutions' objectives. The outcomes will inform policy and practical ways of promoting eHUBS as a sustainable option through citizen participation and local / regional authority engagement				
Activities in the project					
Recognising the innovation that will bring from the eHUBS project to transport users and city authorities in partner counties and its potential for transferring knowledge gained and lessons learnt to the other countries, NU is pleased to take part in this project. With our portfolio of expertise and our long standing research interests, we will be involved in all WPs at various levels but will take key responsibilities attached to the activities in WP Modelling and WP LT. In addition, we will take part in project meetings, eHUBS pilot demonstrations planned across 5 countries, stakeholder meetings with city and regional authorities and showcasing the project outcomes in international and European conferences during the course of the project. We will take key responsibilities for the following activities: • Questionnaire design, pilot surveys and communicating with the partners who will deploy the surveys in their cities on behalf of the eHUBS project. Two questionnaires will be designed with attention to general public (QS1) and eHUB users (QS2) • Statistical analysis of data including descriptive analysis of survey responses • Investigating travel behaviour change (using the responses from eHUBS users) and the barriers to use eHUBS (by analyzing non-user responses) • Quantifying the trip based CO2 and toxic emissions changes due to eHUBS in selected cities (focus on the cities who has transport planning models – Manchester, Amsterdam etc.) • Communicating the results of the project with relevant stakeholders via seminars and workshops to identify ways to accelerate the uptake of eHUBS usage and the anticipated long term implications • Testing the transferability of methods/ models to partner cities and the cities in the region and contributing to the development of the blueprint for the project					



Partner number	Partner role in the project	Partner status in the project			
13	РР	Confirmed participation			
Name of organisation in original language	Ville de Dreux				
Name of organisation in english	City of Dreux				
Abbreviation of organisation	DR				
Legal status	public				
Profit	Non-profit				
Type of partner	local public authority				
Main address	rue de Chateaudun 2, 28100 Dreux				
NUTS3 Code	FR242				
Legal representative	Gérard Hamel				
E-mail	j.grosselin@ville-dreux.fr				
Telephone	0033237388485				
Contact person for the application	Lucie Jugé				
e-Mail	l.juge@ville-dreux.fr				
Telephone	0033237388432				
Co-financing source	ERDF	Co-financing rate (%) 60.00			
VAT number	FR96212801344				
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes				
Partner requested advanced payments	No				
Organisation's core busin	less				
Dreux is a small city of 33 historic junction place an and want to use people n other small cities, we rep	000 people linked by train to Paris (40min). Located d want to capitalize on it again. Composed of 40 diffenix, collaboration, culture and mobility to build our fir resent 55.000 people and are part of bigger communication.	between Paris, Rouen and Orléans Dreux has an erent communities we suffered of industry crisis uture and be attractive again. Together with the nity of 81 towns and about 120.000 people.			
Main role in the project					
Dreux will implement eH at the station, shared e-b installation), electric shar work with all European pa	Dreux will implement eHUBS near the train station and in the more rural surroundings of the city. It will make e-bikes available at the station, shared e-bikes on selected points in the city, shared electric cars (we are already working on electric parking installation), electric shared cars for administration staff, realisation of the eHUBS and knowledge exchange and collaborative work with all European partners.				
Activities in the project					
Within the e-hubs project Dreux will provide to the shared mobility providers at least 5 eHUBS (3 with cycles only and 2 with a larger offer) in and around the city in order to offer mobility alternatives in down town and from the rural areas to Dreux and then Paris (WP Pilots). 40 shared e-bikes, 4 shared e-cars, shared cargobikes, LEV's and 13 EV-cars. The cargobikes are provided by Cargoroo. The rest comes from local partners that are not claiming budget but will benefit from the local attention and nudging campaigns that will engage the user to use the shared e-mobility instead of the own car. The investments in the eHUBS are at the expense of Dreux, so they are not claimed. Only the depreciation costs for the use of the eHUBS for the duration of the pilot is claimed in the budget. Dreux will work with universities to determine the best location of the e-hubs by analysis of traffic and behaviour of citizens (WP Modelling). The main target group is the commuters but also people on leisure time. Furthermore, Dreux will be involved to provide feedback to the universities by providing data on e-hubs use evaluation (WP4, WP1, WP3), start a nudging campaign to involve the users (WP1, WP3), attract and contract shared e-mobility providers to make available their solutions shared e-mobility solutions (WP5) and to promote the eHUBS in others similar cities and participate					



Partner number	Partner role in the project	Partner status in the project			
14	PP Confirmed participation				
Name of organisation in original language	Stadt Kempten (Allgäu)				
Name of organisation in english	Kempten (Allgäu)				
Abbreviation of organisation	Kemp				
Legal status	public				
Profit	Non-profit				
Type of partner	local public authority				
Main address	Athausplatz 29, 87435 Kempten				
NUTS3 Code	DE273				
Legal representative	Thomas Kiechle				
E-mail	thomas.kiechle@kempten.de				
Telephone	00498312525212				
Contact person for the application	Thomas Weiss				
e-Mail	thomas.weiss@kempten.de				
Telephone	0049 83125258123				
Co-financing source	ERDF	Co-financing rate (%) 60.00			
VAT number	DE128804227				
ls the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	No				
Partner requested advanced payments	No				
Organisation's core busin	less				
District-free municipality the greater Allgäu region)	with own local government; provision of public servi).	ces (esp. schooling, administrative services within			
Main role in the project					
Planning and installation eHUBS ; the eHUBS-proje protection goals.	of local eHUBS . Testing transition to environmentall ct is also in line with implementation of town's mobi	y-friendly mobility; testing public acceptance of lity concept 2030 and its strategic climate			
Activities in the project					
The town of Kempten (Allgäu) is the only participating town in Germany and the town with the hilliest topography. Within the eHUB Interreg Project Kempten will build approximately 5 eHUBS, 2 medium sized and 3 small (WP5) . The investment in the eHUBS is at the cities' own expense. Only depreciation costs are claimed pro rata for the duration of the pilot. The eHUBS are made available to shared e-mobility providers. Cargoroo will provide 3 cargobikes. The rest of the bikes will come from local partners who are not claiming budget but who will benefit from the local attention and nudging campaigns that will engage the user to use the shared e-mobility instead of the own car. Kempten will promote the eHUBS to the public and communities with similar characteristics (WP3) Kempten will start a nudging campaign to involve the users (WP1, WP3), attract and contract shared e-mobility providers to make available their shared e-mobility solutions (WP5). Kempten will also commission an external partner - possibly with the assistance of Bayern Innovativ - to conduct a detailed analysis in which the best places and the necessary equipment would be determined for the eHUBS (WP4). The planned eHUBS will target mainly tourists, but also students and commuters. The Kempten University of Applied Sciences will also be contacted in order to finalise the preliminary analysis and draw upon their experience in the field of e-mobility (WP3). Kempten will participate in workshops to develop a business case for Kempten and to help develop a business case for potential replication cities. Finally, Kempten will serve as a model for communities with undulating topography and organise workshops for other alpine communities to communicate progress and experience (WP1 & WP3). Kempten will participate in project meetings to share challenges and develop solutions (WP3) and will establish guidelines for replication cities in cooperation with Bayern Innovativ (WP1).					



Partner number	Partner role in the project	Partner status in the pr	oject	
15	РР	Confirmed participation		
Name of organisation in original language	Universiteit Antwerpen			
Name of organisation in english	University of Antwerp			
Abbreviation of organisation	UAntwerp			
Legal status	public			
Profit	Non-profit			
Type of partner	higher education and research			
Main address	Prinsstraat 513, 2000 Antwerpen			
NUTS3 Code	BE211			
Legal representative	Herman Van Goethem			
E-mail	herman.vangoethem@uantwerpen.be			
Telephone	+32 32653001			
Contact person for the application	Evy Onghena			
e-Mail	evy.onghena@uantwerpen.be			
Telephone	+32 3 265 43 96			
Co-financing source	ERDF	Co-financing rate (%)	60.00	
VAT number	BE0257216482			
ls the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	Yes			
Partner requested advanced payments	No			
Organisation's core busin	less			
The University of Antwerp is a higher education institution focusing on excellent research, excellent education and service to society. Ranked 14th in the QS list of universities under 50 years old, the university has 9 frontline research domains in which its research is considered world class in terms of quality, output and relevance. One of those core domains is sustainable transport, logistics and ports. Sustainable urban mobility is one of the key research lines within this domain.				
Main role in the project				
Work package leader of WP Long Term.				
Activities in the project				
Integrating the learnings	from the modelling and behavioural research studie	s to derive potential implie	cations for durability and	

transferability. Developing and coordinating inputs for and implementation of business cases in the partner cities. Developing a generalizable business case development method for eHUBS. Developing a blueprint for future eHUBS projects dealing with the location selection process, end-user incentivization and involvement, and the eHUBS implementation process. Engaging replication cities through visits, content creation, events and signing letters of intent. Engaging shared mobility providers through content, events, and signing letters of intent. Facilitating users and developers in the creation of cross-border shared standards. Coordinating the prototyping of a modular eHUB design. Participate in project meetings and leading WP LT



D. Partner Budget

Name of partner organisation	Gemeente Amsterdam
Partner ID	1
Legal status	public
Type of partner	local public authority
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	717 378.00	60.00			
Partner contribution	478 252.00				
Partner total eligible budget	1 195 630.00				

Origin of partner contribution (indicative)						
Source of contribution	Legal status	% of total partner contribution	Amount			
Gemeente Amsterdam	public	67.05 %	320 672.00			
Amsterdam University of Applied Science	public	32.95 %	157 580.00			
Sub-total public contribution		100.00 %	478 252.00			
Sub-total private contribution		0.00 %	0.00			
Total		100.00 %	478 252.00			
Partner total target value	478 252.00					

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

Staff costs	
Are you using the flat rate for staff costs?	No
Long term - WPLT	15 600.00
Project management - WPM	0.00
eHUBS pilot demonstrations - WPT1	304 500.00
Transport Modelling and Travel Behaviour Analysis - WPT2	349 300.00
Communication - WPC	16 800.00
Total:	686 200.00



Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Policy advisor	hour	Period 1	40.00	65.00	2 600.00
	Policy advisor	hour	Period 2	80.00	65.00	5 200.00
	Policy advisor	hour	Period 3	120.00	65.00	7 800.00
Т				Total	15 600.00	

Staff costs		Project management - WPM				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
			Period 1	1.00	0.00	0.00
			Period 2	1.00	0.00	0.00
			Period 3	1.00	0.00	0.00
			Total	0.00		

Staff costs		eHUBS pilot demonstrations - WPT1				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Project manager	hour	Period 1	1 250.00	70.00	87 500.00
	Project manager	hour	Period 2	1 550.00	70.00	108 500.00
	Project manager	hour	Period 3	1 550.00	70.00	108 500.00
						304 500.00

Staff costs		Transport Modelling and Travel Behaviour Analysis - WPT2				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Policy advisor Amsterdam (250) + Researcher subpartner HvA (1850 hours) for behaviour aspect	hour	Period 1	2 100.00	70.00	147 000.00
	Researcher subpartner HvA for behaviour aspect		Period 2	1 850.00	70.00	129 500.00
	Policy/statistics advisor (40 hours) + subpartner HvA Researcher (1000 hours) for behaviour.	hour	Period 3	1 040.00	70.00	72 800.00
					Total	349 300.00

	Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total	
Part time with a flexible number of hours	Policy/communication advisor	hour	Period 1	120.00	70.00	8 400.00	
	Policy/communication advisor	hour	Period 2	40.00	70.00	2 800.00	
	Policy/communication advisor	hour	Period 3	80.00	70.00	5 600.00	



Office and administration costs - real costs					
Are you using the flat rate for office and administration costs?	Yes				
Flat rate percentage:	15.00 %				
Long term - WPLT	2 340.00				
Project management - WPM	0.00				
eHUBS pilot demonstrations - WPT1	45 675.00				
Transport Modelling and Travel Behaviour Analysis - WPT2	52 395.00				
Communication - WPC	2 520.00				
Total:	102 930.00				

Travel and accommodation		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
Travel, stay and dinner Leuven (for Amsterdam and for subpartner HvA)	Travel stay and dinner	Period 1	4.00	500.00	2 000.00
		Period 2	0.00	0.00	0.00
Travel, stay and dinner to be decided (for Amsterdam and for subpartner HvA)	Travel stay and dinner	Period 3	2.00	500.00	1 000.00
				Total	3 000.00

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
Partner meetings Manchester, travel dinner stay	Travel, stay and dinner	Period 1	2.00	600.00	1 200.00
Partner meeting in Leuven and Kempten, visits to pilots and to events (transport, hotel, meals)	Travel, stay and dinner	Period 2	2.00	1 200.00	2 400.00
Partner meeting in Deux and Den Haag / Nijmegen, visits to pilots and to events (transport, hotel, meals)	Travel, stay and dinner	Period 3	2.00	600.00	1 200.00
				Total	4 800.00

Travel and accommodation		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
Two pilot cities visit by leadpartners (travel/stay/dinner) (4 units Amsterdam, 2 unit subpartner HvA)	Travel, stay and dinner	Period 1	6.00	600.00	3 600.00
Two pilot cities visit by leadpartners (travel/stay/dinner) (4 units Amsterdam, 2 unit subpartner HvA)	Travel, stay and dinner	Period 2	6.00	600.00	3 600.00
Two pilot cities visit by leadpartners (travel/stay/dinner) (4 units Amsterdam, 2 unit subpartner HvA)	Travel, stay and dinner	Period 3	6.00	600.00	3 600.00
				Total	10 800.00

Travel and accommodation		Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total
survey workshops (2 days, 2persons) and qualititive fieldwork (3 cities, 1 person)	Travel costs	Period 1	1.00	3 500.00	3 500.00
interventions workshops 2 days (2 persons) and qualitative fieldwork (3 cities, 1 person)	Travel costs	Period 2	1.00	4 600.00	4 600.00
interventions workshops 1 day (2 persons) and qualitative fieldwork (3 cities, 1 person)	Travel costs	Period 3	1.00	2 400.00	2 400.00
					10 500.00

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Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
attending events in NWE region	Travel, stay and dinner	Period 1	2.00	600.00	1 200.00
attending events in NWE region	Travel, stay and dinner	Period 2	2.00	600.00	1 200.00
attending events in NWE region	Travel, stay and dinner	Period 3	2.00	600.00	1 200.00
				Total	3 600.00

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
FLC + project management part time for approximately 24h a week. 18x4x12x100	hourly rate + audit (2x) 2000	Period 1	866.00	100.00	86 600.00
FLC + project management part time for approximately 24h a week. 18x4x12x100	hourly rate + audit (2x) 2000	Period 2	866.00	100.00	86 600.00
FLC + project management part time for approximately 24h a week. 18x4x12x100	hourly rate + audit (2x) 2000	Period 3	866.00	100.00	86 600.00
				Total	259 800.00

External expertise and services		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
organising public events with partners	community building	Period 1	12.00	3 000.00	36 000.00
organising public events with partners	community building	Period 2	12.00	3 000.00	36 000.00
organising public events with partners	community building	Period 3	12.00	3 000.00	36 000.00
				Total	108 000.00

External expertise and services			Communica	ation - WPC	
Description	Unit type	Period	No. of units	Price per unit	Total
Final Conference + Excursion	hour	Period 1	60.00	100.00	6 000.00
		Period 2	0.00	0.00	0.00
		Period 3	0.00	0.00	0.00
				Total	6 000.00

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	15 600.00	0.00	304 500.00	349 300.00	16 800.00	686 200.00
Office and administration	2 340.00	0.00	45 675.00	52 395.00	2 520.00	102 930.00
Travel and accommodation	3 000.00	4 800.00	10 800.00	10 500.00	3 600.00	32 700.00
External expertise and services	0.00	259 800.00	108 000.00	0.00	6 000.00	373 800.00
Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	20 940.00	264 600.00	468 975.00	412 195.00	28 920.00	1 195 630.00



Budget line	Period 1	Period 2	Period 3	Total
Staff costs	245 500.00	246 000.00	194 700.00	686 200.00
Office and administration	36 825.00	36 900.00	29 205.00	102 930.00
Travel and accommodation	11 500.00	11 800.00	9 400.00	32 700.00
External expertise and services	128 600.00	122 600.00	122 600.00	373 800.00
Equipment	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	422 425.00	417 300.00	355 905.00	1 195 630.00

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	4 990.00	87 800.00	140 225.00	172 550.00	16 860.00	422 425.00
Period 2	5 980.00	89 000.00	164 375.00	153 525.00	4 420.00	417 300.00
Period 3	9 970.00	87 800.00	164 375.00	86 120.00	7 640.00	355 905.00
Total	20 940.00	264 600.00	468 975.00	412 195.00	28 920.00	1 195 630.00



Name of partner organisation	Promotion of Operation Links with Integrated Services aisbl (POLIS)
Partner ID	2
Legal status	public
Type of partner	business support organisation
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget						
	Amount	Co-financing Rate				
Programme co-financing	71 155.66	60.00				
Partner contribution	47 437.10					
Partner total eligible budget	118 592.76					

Origin of partner contribution (indicative)							
Source of contribution	Legal status	% of total partner contribution	Amount				
Promotion of Operation Links with Integrated Services aisbl (POLIS)	public	100.00 %	47 437.11				
Sub-total public contribution		100.00 %	47 437.11				
Sub-total private contribution		0.00 %	0.00				
Total		100.00 %	47 437.11				
Partner total target value			47 437.10				

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

Staff costs				
Are you using the flat rate for staff costs?	No			
Long term - WPLT	0.00			
Project management - WPM	6 435.00			
eHUBS pilot demonstrations - WPT1	0.00			
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00			
Communication - WPC	78 000.00			
Total:	84 435.00			

Staff costs				Project manag	gement - WPM	
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Reports, meetings and audits	month	Period 1	0.33	6 500.00	2 145.00
	Reports, meetings and audits	month	Period 2	0.33	6 500.00	2 145.00
	Reports, meetings and audits	month	Period 3	0.33	6 500.00	2 145.00
				Total	6 435.00	



Staff costs				Communic	ation - WPC	
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	communication activities	month	Period 1	4.00	6 500.00	26 000.00
	communication activities	month	Period 2	4.00	6 500.00	26 000.00
	communication activities	month	Period 3	4.00	6 500.00	26 000.00
				Total	78 000.00	

Office and administration costs - real costs	
Are you using the flat rate for office and administration costs?	Yes
Flat rate percentage:	15.00 %
Long term - WPLT	0.00
Project management - WPM	965.25
eHUBS pilot demonstrations - WPT1	0.00
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00
Communication - WPC	11 700.00
Total:	12 665.25

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
travel and subsistence for 2 project meetings	Travel and subsistence	Period 1	2.00	700.00	1 400.00
travel and subsistence for 2 project meetings	Travel and subsistence	Period 2	2.00	700.00	1 400.00
travel and subsistence for 2 project meetings	Travel and subsistence	Period 3	2.00	700.00	1 400.00
				Total	4 200.00

Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
travel and subsistence for 4 dissemination events	Travel and subsistence	Period 1	4.00	700.00	2 800.00
travel and subsistence for midterm workshop and 3 dissemination events	Travel and subsistence	Period 2	4.00	700.00	2 800.00
travel and subsistence for final workshop and 3 dissemination rravel and subsistence Period 3				700.00	2 800.00
					8 400.00

External expertise and services			Long terr	m - WPLT	
Description	Unit type	Period	No. of units	Price per unit	Total
printing and design of EN, NL and FR project leaflet, 500 copies each	leaflet design and printing	Period 1	1.00	3 000.00	3 000.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
				Total	3 000.00



External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
2.5% FLC costs of 115,700.25 euro	FLC	Period 1	1.00	964.17	964.17
2.5% FLC costs of 115,700.25 euro	FLC	Period 2	1.00	964.17	964.17
2.5% FLC costs of 115,700.25 euro	FLC	Period 3	1.00	964.17	964.17
				Total	2 892.51

External expertise and services			Communic	ation - WPC	
Description	Unit type	Period	No. of units	Price per unit	Total
printing and design of EN, NL and FR project	Leaflet design and printing	Period 1	1.00	3 000.00	3 000.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
					3 000.00

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	0.00	6 435.00	0.00	0.00	78 000.00	84 435.00
Office and administration	0.00	965.25	0.00	0.00	11 700.00	12 665.25
Travel and accommodation	0.00	4 200.00	0.00	0.00	8 400.00	12 600.00
External expertise and services	3 000.00	2 892.51	0.00	0.00	3 000.00	8 892.51
Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	3 000.00	14 492.76	0.00	0.00	101 100.00	118 592.76

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	28 145.00	28 145.00	28 145.00	84 435.00
Office and administration	4 221.75	4 221.75	4 221.75	12 665.25
Travel and accommodation	4 200.00	4 200.00	4 200.00	12 600.00
External expertise and services	6 964.17	964.17	964.17	8 892.51
Equipment	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	43 530.92	37 530.92	37 530.92	118 592.76

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	3 000.00	4 830.92	0.00	0.00	35 700.00	43 530.92
Period 2	0.00	4 830.92	0.00	0.00	32 700.00	37 530.92
Period 3	0.00	4 830.92	0.00	0.00	32 700.00	37 530.92
Total	3 000.00	14 492.76	0.00	0.00	101 100.00	118 592.76



Name of partner organisation	Taxistop asbl
Partner ID	3
Legal status	private
Type of partner	interest groups including NGOs
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	171 904.56	60.00			
Partner contribution	114 603.04				
Partner total eligible budget	286 507.60				

Origin of partner contribution (indicative)					
Source of contribution	Legal status	% of total partner contribution	Amount		
Taxistop asbl	private	100.00 %	114 603.04		
Sub-total public contribution		0.00 %	0.00		
Sub-total private contribution		100.00 %	114 603.04		
Total		100.00 %	114 603.04		
Partner total target value	114 603.04				

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

Staff costs	
Are you using the flat rate for staff costs?	No
Long term - WPLT	209 088.00
Project management - WPM	26 136.00
eHUBS pilot demonstrations - WPT1	0.00
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00
Communication - WPC	0.00
Total:	235 224.00

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	0,80 units of Projet Management (Total gross employers costs : 39,600€) + 0,80 units of IT (Total gross employers costs : 47,520€)	period	Period 1	1.60	43 560.00	69 696.00
	0,80 units of Projet Management (Total gross employers costs : 39,600€) + 0,80 units of IT (Total gross employers costs : 47,520€)	period	Period 2	1.60	43 560.00	69 696.00
	0,80 units of Projet Management (Total gross employers costs : 39,600€) + 0,80 units of IT (Total gross employers costs : 47,520€)	period	Period 3	1.60	43 560.00	69 696.00
Total						209 088.00



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	0,20 units of Projet Management (Total gross employers costs : 39,600€) + 0,20 units of IT (Total gross employers costs : 47,520€)	period	Period 1	0.20	43 560.00	8 712.00
	0,20 units of Projet Management (Total gross employers costs : 39,600€) + 0,20 units of IT (Total gross employers costs : 47,520€)	period	Period 2	0.20	43 560.00	8 712.00
	0,20 units of Projet Management (Total gross employers costs : 39,600€) + 0,20 units of IT (Total gross employers costs : 47,520€)	period	Period 3	0.20	43 560.00	8 712.00
						26 136.00

Office and administration costs - real costs				
Are you using the flat rate for office and administration costs?	Yes			
Flat rate percentage:	15.00 %			
Long term - WPLT	31 363.20			
Project management - WPM	3 920.40			
eHUBS pilot demonstrations - WPT1	0.00			
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00			
Communication - WPC	0.00			
Total:	35 283.60			

Travel and accommodation	Long term - WPLT				
Description Unit type		Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
Accomodation to organise workshops for cities and municipalities, local and regional governments ,and stakeholders, centered on ehubs development.	workshops	Period 2	1.00	1 000.00	1 000.00
Accomodation to organise workshops for cities and municipalities, local and regional governments ,and stakeholders, centered on ehubs development.	workshops	Period 3	1.00	1 000.00	1 000.00
T					2 000.00

Travel and accommodation	Project management - WPM				
Description	Unit type	Period	No. of units	Price per unit	Total
Travel & Accommodation : Kick off Amsterdam Q1 2019 (2 people- 2 days) + Manchester Q3 2019 (2 people- 3 days)	Dinner, stay and travel p.p.	Period 1	2.00	1 100.00	2 200.00
Travel & Accommodation : Leuven Q1 2020 (2 people- 3 days) + Kempten Q3 2020 (2 people- 3 days)	Dinner, stay and travel p.p.	Period 2	2.00	800.00	1 600.00
"Travel & Accommodation : Dreux Q1 2021 (2 people- 3 days) + Den Haag / Nijmegen Q3 2021 (2 people- 3 days), Accomodation : Project Meeting in Wallonia/Brussels 3.00				1 400.00	4 200.00
Total					8 000.00

External expertise and services			Project manag	gement - WPM	
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	1.00	2 000.00	2 000.00
FLC	FLC	Period 2	1.00	2 000.00	2 000.00
FLC	FLC	Period 3	1.00	2 000.00	2 000.00
				Total	6 000.00



Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	209 088.00	26 136.00	0.00	0.00	0.00	235 224.00
Office and administration	31 363.20	3 920.40	0.00	0.00	0.00	35 283.60
Travel and accommodation	2 000.00	8 000.00	0.00	0.00	0.00	10 000.00
External expertise and services	0.00	6 000.00	0.00	0.00	0.00	6 000.00
Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	242 451.20	44 056.40	0.00	0.00	0.00	286 507.60

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	78 408.00	78 408.00	78 408.00	235 224.00
Office and administration	11 761.20	11 761.20	11 761.20	35 283.60
Travel and accommodation	2 200.00	2 600.00	5 200.00	10 000.00
External expertise and services	2 000.00	2 000.00	2 000.00	6 000.00
Equipment	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	94 369.20	94 769.20	97 369.20	286 507.60

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	80 150.40	14 218.80	0.00	0.00	0.00	94 369.20
Period 2	81 150.40	13 618.80	0.00	0.00	0.00	94 769.20
Period 3	81 150.40	16 218.80	0.00	0.00	0.00	97 369.20
Total	242 451.20	44 056.40	0.00	0.00	0.00	286 507.60



Name of partner organisation	Autodelen.net
Partner ID	4
Legal status	private
Type of partner	interest groups including NGOs
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	174 789.00	60.00			
Partner contribution	116 526.00				
Partner total eligible budget	291 315.00				

Origin of partner contribution (indicative)						
Source of contribution	Legal status	% of total partner contribution	Amount			
Autodelen.net	private	100.00 %	116 526.00			
Sub-total public contribution		0.00 %	0.00			
Sub-total private contribution		100.00 %	116 526.00			
Total		100.00 %	116 526.00			
Partner total target value	116 526.00					

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

Staff costs					
Are you using the flat rate for staff costs?	No				
Long term - WPLT	128 700.00				
Project management - WPM	6 600.00				
eHUBS pilot demonstrations - WPT1	0.00				
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00				
Communication - WPC	52 800.00				
Total:	188 100.00				

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	project manager	month	Period 1	12.00	3 300.00	39 600.00
	project managers	month	Period 2	15.00	3 300.00	49 500.00
	project manager	month	Period 3	12.00	3 300.00	39 600.00
						128 700.00



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	project manager	month	Period 1	0.50	3 300.00	1 650.00
	project manager	month	Period 2	1.00	3 300.00	3 300.00
	project manager	month	Period 3	0.50	3 300.00	1 650.00
Total						6 600.00

Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	project manager	month	Period 1	4.00	3 300.00	13 200.00
	project manager	month	Period 2	6.00	3 300.00	19 800.00
	project manager	month	Period 3	6.00	3 300.00	19 800.00
					Total	52 800.00

Office and administration costs - real costs					
Are you using the flat rate for office and administration costs?	Yes				
Flat rate percentage:	15.00 %				
Long term - WPLT	19 305.00				
Project management - WPM	990.00				
eHUBS pilot demonstrations - WPT1	0.00				
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00				
Communication - WPC	7 920.00				
Total:	28 215.00				

Travel and accommodation			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
Project meetings	travel, stay and dinner	Period 1	2.00	900.00	1 800.00	
Project meetings	travel, stay and dinner	Period 2	2.00	900.00	1 800.00	
Project meetings	travel, stay and dinner	Period 3	2.00	900.00	1 800.00	
					5 400.00	

Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
Presentation at international event	Travel, stay and dinner	Period 1	1.00	700.00	700.00
Presentation at international event	Travel, stay and dinner	Period 2	1.00	700.00	700.00
Presentation at international event	Travel, stay and dinner	Period 3	1.00	700.00	700.00
					2 100.00



External expertise and services			Long term - WPLT			
Description Unit type		Period	No. of units	Price per unit	Total	
pilar, posters and flyers/ IT and software development living lab	Promotional material	Period 1	1.00	20 000.00	20 000.00	
communication campaign (posters, flyers, video,)/ accomodation and catering expert steering committee	Promotional material	Period 2	1.00	14 000.00	14 000.00	
communication campaign (posters, flyers, video,)	Period 3	1.00	12 000.00	12 000.00		
	Total	46 000.00				

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
First Level Control	FLC	Period 1	1.00	2 000.00	2 000.00
First Level Control	FLC	Period 2	1.00	2 000.00	2 000.00
First Level Control	FLC	Period 3	1.00	2 000.00	2 000.00
				Total	6 000.00

External expertise and services			Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total	
Accomodation, catering, shared bikes for eHUB academy	Event	Period 1	2.00	3 500.00	7 000.00	
Accomodation, catering, international presenters exchange event	Event	Period 2	1.00	8 500.00	8 500.00	
		Period 3	1.00	0.00	0.00	
					15 500.00	

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	128 700.00	6 600.00	0.00	0.00	52 800.00	188 100.00
Office and administration	19 305.00	990.00	0.00	0.00	7 920.00	28 215.00
Travel and accommodation	0.00	5 400.00	0.00	0.00	2 100.00	7 500.00
External expertise and services	46 000.00	6 000.00	0.00	0.00	15 500.00	67 500.00
Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	194 005.00	18 990.00	0.00	0.00	78 320.00	291 315.00

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	54 450.00	72 600.00	61 050.00	188 100.00
Office and administration	8 167.50	10 890.00	9 157.50	28 215.00
Travel and accommodation	2 500.00	2 500.00	2 500.00	7 500.00
External expertise and services	29 000.00	24 500.00	14 000.00	67 500.00
Equipment	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	94 117.50	110 490.00	86 707.50	291 315.00

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Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	65 540.00	5 697.50	0.00	0.00	22 880.00	94 117.50
Period 2	70 925.00	7 595.00	0.00	0.00	31 970.00	110 490.00
Period 3	57 540.00	5 697.50	0.00	0.00	23 470.00	86 707.50
Total	194 005.00	18 990.00	0.00	0.00	78 320.00	291 315.00



Name of partner organisation	Bayern Innovativ GmbH
Partner ID	5
Legal status	private
Type of partner	business support organisation
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget						
	Amount	Co-financing Rate				
Programme co-financing	104 482.18	60.00				
Partner contribution	69 654.79					
Partner total eligible budget	174 136.97					

Origin of partner contribution (indicative)							
Source of contribution	Legal status	% of total partner contribution	Amount				
Bayern Innovativ GmbH	private	100.00 %	69 654.79				
Sub-total public contribution		0.00 %	0.00				
Sub-total private contribution		100.00 %	69 654.79				
Total		100.00 %	69 654.79				
Partner total target value	69 654.79						

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

Staff costs				
Are you using the flat rate for staff costs?	No			
Long term - WPLT	40 410.00			
Project management - WPM	13 470.00			
eHUBS pilot demonstrations - WPT1	20 205.00			
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00			
Communication - WPC	24 695.00			
Total:	98 780.00			

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Preparation of guideline's structure, visit other projects with eHubs (Graz, Vienna, Munich)	hour	Period 1	125.00	44.90	5 612.50
	Development of guideline	hour	Period 2	425.00	44.90	19 082.50
	Development of guideline	hour	Period 3	350.00	44.90	15 715.00
					Total	40 410.00



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Assisstance to project meetings, reports, administration	hour	Period 1	100.00	44.90	4 490.00
	Assisstance to project meetings, reports, administration	hour	Period 2	100.00	44.90	4 490.00
	Assisstance to project meetings, reports, administration	hour	Period 3	100.00	44.90	4 490.00
					Total	13 470.00

Staff costs			eHUBS pilot demonstrations - WPT1			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	support Kempten in the need analysis for its pilot	hour	Period 1	300.00	44.90	13 470.00
	support Kempten by the implementation of the pilot	hour	Period 2	125.00	44.90	5 612.50
	support Kempten by the implementation of the pilot	hour	Period 3	25.00	44.90	1 122.50
					Total	20 205.00

Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	organisation of small info event, preparation of roll-up, flyers, internet	hour	Period 1	75.00	44.90	3 367.50
	organisation of 2 small events	hour	Period 2	150.00	44.90	6 735.00
	organisation of 1 small and 1 big event	hour	Period 3	325.00	44.90	14 592.50
					Total	24 695.00

Office and administration costs - real costs				
Are you using the flat rate for office and administration costs?	Yes			
Flat rate percentage:	15.00 %			
Long term - WPLT	6 061.49			
Project management - WPM	2 020.50			
eHUBS pilot demonstrations - WPT1	3 030.74			
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00			
Communication - WPC	3 704.24			
Total:	14 816.97			

Travel and accommodation		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
Visits to pilots and other projects, e.g. in Munich, Graz, Vienna	Travel	Period 1	1.00	940.00	940.00
Visits to pilots	Travel	Period 2	1.00	445.00	445.00
Visits to pilots	Travel	Period 3	1.00	525.00	525.00
				Total	1 910.00


Travel and accommodation			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
Partner meeting in Amsterdam and Manchester (transport, hotel, meals)	Travel costs	Period 1	1.00	2 560.00	2 560.00	
Partner meeting in Leuven and Kempten, visits to pilots and to events (transport, hotel, meals)	Travel costs	Period 2	1.00	2 270.00	2 270.00	
Partner meeting in Deux and Den Haag / Nijmegen, visits to pilots and to events (transport, hotel, meals)	Travel costs	Period 3	1.00	2 600.00	2 600.00	
					7 430.00	

Travel and accommodation			eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total	
travel to Kempten (2x)	Travel	Period 1	2.00	300.00	600.00	
travel to Kempten (2x)	Travel	Period 2	2.00	300.00	600.00	
travel to Kempten	Travel	Period 3	1.00	300.00	300.00	
				Total	1 500.00	

Travel and accommodation			Communica	ation - WPC	
Description	Unit type	Period	No. of units	Price per unit	Total
Travel to regional event	Travel	Period 1	1.00	300.00	300.00
Travel to regional event	Travel	Period 2	1.00	500.00	500.00
Travel to regional event	Travel	Period 3	1.00	400.00	400.00
				Total	1 200.00

External expertise and services		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
Design and print of the guideline	Design and print	Period 3	1.00	15 000.00	15 000.00
				Total	15 000.00

External expertise and services			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
FLC costs	FLC	Period 1	1.00	2 000.00	2 000.00	
FLC costs	FLC	Period 2	1.00	2 000.00	2 000.00	
FLC costs	FLC	Period 3	1.00	2 000.00	2 000.00	
				Total	6 000.00	

External expertise and services			Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total	
Information event + project roll-up, posters, flyers	Disseminatio n event + project communicati on m	Period 1	1.00	7 500.00	7 500.00	
Information event + results events	Disseminatio n event	Period 2	2.00	5 000.00	10 000.00	
Kick-off event for guidelines (ca. 50 Participants)Disseminatio n eventPeriod 32.00				5 000.00	10 000.00	
Total					27 500.00	



Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	40 410.00	13 470.00	20 205.00	0.00	24 695.00	98 780.00
Office and administration	6 061.49	2 020.50	3 030.74	0.00	3 704.24	14 816.97
Travel and accommodation	1 910.00	7 430.00	1 500.00	0.00	1 200.00	12 040.00
External expertise and services	15 000.00	6 000.00	0.00	0.00	27 500.00	48 500.00
Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	63 381.49	28 920.50	24 735.74	0.00	57 099.24	174 136.97

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	26 940.00	35 920.00	35 920.00	98 780.00
Office and administration	4 040.99	5 387.99	5 387.99	14 816.97
Travel and accommodation	4 400.00	3 815.00	3 825.00	12 040.00
External expertise and services	9 500.00	12 000.00	27 000.00	48 500.00
Equipment	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	44 880.99	57 122.99	72 132.99	174 136.97

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	7 394.37	9 723.50	16 090.50	0.00	11 672.62	44 880.99
Period 2	22 389.87	9 433.50	7 054.37	0.00	18 245.25	57 122.99
Period 3	33 597.25	9 763.50	1 590.87	0.00	27 181.37	72 132.99
Total	63 381.49	28 920.50	24 735.74	0.00	57 099.24	174 136.97



Name of partner organisation	Cargoroo
Partner ID	6
Legal status	private
Type of partner	SME
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	833 158.80	60.00			
Partner contribution	555 439.20				
Partner total eligible budget	1 388 598.00				

Origin of partner contribution (indicative)					
Source of contribution	Legal status	% of total partner contribution	Amount		
Cargoroo	private	84.94 %	471 776.80		
Urban Arrow	private	15.06 %	83 662.40		
Sub-total public contribution		0.00 %	0.00		
Sub-total private contribution		100.00 %	555 439.20		
Total		100.00 %	555 439.20		
Partner total target value			555 439.20		

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

Staff costs					
Are you using the flat rate for staff costs?	No				
Long term - WPLT	30 600.00				
Project management - WPM	14 960.00				
eHUBS pilot demonstrations - WPT1	486 880.00				
Transport Modelling and Travel Behaviour Analysis - WPT2	34 000.00				
Communication - WPC	62 560.00				
Total:	629 000.00				

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	contribute to and participate in business case workshops. contribute to API definition.	hour	Period 1	150.00	34.00	5 100.00
	implement API interface to our own system. Contribute and participate in blueprint workshops	hour	Period 2	150.00	34.00	5 100.00
	Produce lessons learned from pilots, participate in blueprint workshops, site visits	hour	Period 3	600.00	34.00	20 400.00
						30 600.00



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	initial visits to partner cities, agree comms & reporting structure. Create financial reports. Participate in proj mgt meetings	hour	Period 1	240.00	34.00	8 160.00
	prepare (financial) reports, discuss progress and financialswith LP and cities. Participate in proj mgt meetings	hour	Period 2	100.00	34.00	3 400.00
	prepare (financial) reports, discuss progress and financials with LP and cities. Participate in proj mgt meetings	hour	Period 3	100.00	34.00	3 400.00
	Total	14 960.00				

Staff costs			eHUBS pilot demonstrations - WPT1			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	prepare pilots in cities, prepare launch/marketing campaigns, test cargo bikes with users & UA	hour	Period 1	4 000.00	34.00	136 000.00
	Start operational pilots in cities, contribute to nudging /marketing efforts specific to e-cargo-bike sharing, adapt pilots and bikes to user/city feedback	hour	Period 2	5 160.00	34.00	175 440.00
	continue & monitor e-cargo bike pilots in cities, adapt to feedback, continue nudging/uptake. Write down lessons learned	hour	Period 3	5 160.00	34.00	175 440.00

Staff costs			Transport Modelling and Travel Behaviour Analysis - WPT2			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Give input for initial modelling, participate in workshop to prepare surveys, conduct potential user surveys	hour	Period 1	200.00	34.00	6 800.00
	conduct user survey among registered users.	hour	Period 2	400.00	34.00	13 600.00
	Assemble and contribute statistical e-cargo-bike usage data from pilots for modelling.	hour	Period 3	400.00	34.00	13 600.00
						34 000.00

Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	participate and give input to comms strategy, discuss local comms with cities, identify local stakeholders for e-cargo bike sharing	hour	Period 1	240.00	34.00	8 160.00
	implement specific local comms / marketing for e-cargo bikes in conjunction with cities	hour	Period 2	800.00	34.00	27 200.00
	organize uptake promoting activities in cities, participate and contribute to programme events/seminars	hour	Period 3	800.00	34.00	27 200.00
						62 560.00



Office and administration costs - real costs					
Are you using the flat rate for office and administration costs?	Yes				
Flat rate percentage:	15.00 %				
Long term - WPLT	4 590.00				
Project management - WPM	2 244.00				
eHUBS pilot demonstrations - WPT1	73 032.00				
Transport Modelling and Travel Behaviour Analysis - WPT2	5 100.00				
Communication - WPC	9 384.00				
Total:	94 350.00				

Travel and accommodation		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
visit business modelling workshop	dinner, stay, travel	Period 1	1.00	350.00	350.00
		Period 2	1.00	0.00	0.00
visit conferences 2 persons to promote results, specifically cargo bikes & blueprints	dinner. stay, travel	Period 3	4.00	700.00	2 800.00
					3 150.00

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
travel to project mgt meeting with 2 persons (project mgr+mgr pilots)	travel, stay, dinner	Period 1	2.00	700.00	1 400.00
travel to project mgt meeting with 2 persons (project mgr+mgr pilots)	travel, stay, dinner	Period 2	1.00	700.00	700.00
travel to project mgt meeting with 2 persons (project mgr+mgr pilots)	travel, stay, dinner	Period 3	1.00	700.00	700.00
					2 800.00

Travel and accommodation		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
visit to pilot cities with proj mgr+ proj leader (outside NL) to prepare pilots and discuss with cities	travel, stay, dinner	Period 1	12.00	700.00	8 400.00
visits to pilot cities, 24 x by proj leader + 4 x by UA (outside NL) to manage pilots / marketing effort / city comms	travel, stay, dinner	Period 2	28.00	350.00	9 800.00
visits to pilot cities by proj leader (outside NL) to manage pilots / marketing effort / city comms	travel, stay, dinner	Period 3	24.00	350.00	8 400.00
				Total	26 600.00

External expertise and services		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
external IT consultancy for definition and development of API interface	Hours IT	Period 1	400.00	75.00	30 000.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
					30 000.00



External expertise and services			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
acountants fees for financial auditing 2 x p/y for Cargoroo & sub-parter Urban Arrow	FLC	Period 1	2.00	3 000.00	6 000.00	
acountants fees for financial auditing 2 x p/y for Cargoroo & sub-parter Urban Arrow	FLC	Period 2	2.00	3 000.00	6 000.00	
acountants fees for financial auditing 2 x p/y for Cargoroo & sub-parter Urban Arrow	FLC	Period 3	2.00	3 000.00	6 000.00	
					18 000.00	

External expertise and services	eHUBS pilot demonstrations - WPT1			PT1	
Description	Unit type	Period	No. of units	Price per unit	Total
external maintenance & support for cargo bikes in pilot cities	Hours maintenance and service	Period 1	100.00	34.00	3 400.00
external maintenance & support for cargo bikes in pilot cities	Hours maintenance and service	Period 2	2 400.00	34.00	81 600.00
external maintenance & support for cargo bikes in pilot cities	Hours maintenance and service	Period 3	3 600.00	34.00	122 400.00
				Total	207 400.00

Equipment		eHUBS pilot demonstrations - WPT1			PT1
Description	Unit type	Period	No. of units	Price per unit	Total
monthly cost (based on fin lease) for shared cargo bikes in pilot cities incl insurance, lock. 30 bikes, 6 months. Start in Leuven.	monthly equipment cost for shared cargo bike	Period 1	180.00	137.00	24 660.00
monthly cost (based on fin lease) for shared cargo bikes in pilot cities incl insurance, lock. 143 bikes, 6 months. Half capacity in other cities.	monthly equipment cost for shared cargo bike	Period 2	858.00	137.00	117 546.00
monthly cost (based on fin lease) for shared cargo bikes in pilot cities incl insurance, lock. 143 bikes, 12 months. Fully operational.	monthly equipment cost for shared cargo bike	Period 3	1 716.00	137.00	235 092.00
				Total	377 298.00

Budget line	WP LT	WP M	WP T1	WP T2	WP T2 WP C	
Staff costs	30 600.00	14 960.00	486 880.00	34 000.00	62 560.00	629 000.00
Office and administration	4 590.00	2 244.00	73 032.00	5 100.00	9 384.00	94 350.00
Travel and accommodation	3 150.00	2 800.00	26 600.00	0.00	0.00	32 550.00
External expertise and services	30 000.00	18 000.00	207 400.00	0.00	0.00	255 400.00
Equipment	0.00	0.00	377 298.00	0.00	0.00	377 298.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	68 340.00	38 004.00	1 171 210.00	39 100.00	71 944.00	1 388 598.00



Budget line	Period 1	Period 2	Period 3	Total
Staff costs	164 220.00	224 740.00	240 040.00	629 000.00
Office and administration	24 633.00	33 711.00	36 006.00	94 350.00
Travel and accommodation	10 150.00	10 500.00	11 900.00	32 550.00
External expertise and services	39 400.00	87 600.00	128 400.00	255 400.00
Equipment	24 660.00	117 546.00	235 092.00	377 298.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	263 063.00	474 097.00	651 438.00	1 388 598.00

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	36 215.00	16 784.00	192 860.00	7 820.00	9 384.00	263 063.00
Period 2	5 865.00	10 610.00	410 702.00	15 640.00	31 280.00	474 097.00
Period 3	26 260.00	10 610.00	567 648.00	15 640.00	31 280.00	651 438.00
Total	68 340.00	38 004.00	1 171 210.00	39 100.00	71 944.00	1 388 598.00



Name of partner organisation	URBEE (E-bike network Amsterdam BV)
Partner ID	7
Legal status	private
Type of partner	SME
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	672 911.68	60.00			
Partner contribution	448 607.79				
Partner total eligible budget	1 121 519.47				

Origin of partner contribution (indicative)						
Source of contribution	Legal status	% of total partner contribution	Amount			
URBEE (E-bike network Amsterdam BV)	private	100.00 %	448 607.79			
Sub-total public contribution		0.00 %	0.00			
Sub-total private contribution		100.00 %	448 607.79			
Total		100.00 %	448 607.79			
Partner total target value	448 607.79					

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

Staff costs				
Are you using the flat rate for staff costs?	No			
Long term - WPLT	67 006.17			
Project management - WPM	83 153.40			
eHUBS pilot demonstrations - WPT1	277 178.00			
Transport Modelling and Travel Behaviour Analysis - WPT2	3 609.76			
Communication - WPC	56 176.89			
Total:	487 124.22			

Staff costs				Long terr	n - WPLT	
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Consultant and technical lead; development business cases / Tech Development + API (0,33 FTE)	hour	Period 1	581.00	32.23	18 725.63
	Participating in development blue print / Tech Development + API (0,33 FTE)	hour	Period 2	581.00	32.23	18 725.63
	Creating critical mass in project city and beyond by local salesforce (0,2 FTE) / Tech Development + API (0,33 FTE)	hour	Period 3	917.00	32.23	29 554.91
					Total	67 006.17



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	PM Meeting A'dam + Manchester / Financial reporting / PM oversight = 0,5 FTE PM	hour	Period 1	860.00	32.23	27 717.80
	PM Meeting Leuven + Kempten / Financial reporting / PM oversight = 0,5 FTE PM	hour	Period 2	860.00	32.23	27 717.80
	PM meeting Dreux + Den Haag -Nijmegen / Financial reporting / PM oversight = 0,5 FTE PM	hour	Period 3	860.00	32.23	27 717.80
					Total	83 153.40

Staff costs			eHUBS pilot demonstrations - WPT1			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	creating plan and assessment for implementing in 3 EU cities (1,5 day / city) + site visits to cities / 1,5 FTE operations service + maintenance /	hour	Period 1	3 440.00	32.23	110 871.20
	site visits before implementation in 3 cities / 1,5 FTE operations service + maintenance	hour	Period 2	2 580.00	32.23	83 153.40
	site visits before implementation in 3 cities / 1,5 FTE operations service + maintenance	hour	Period 3	2 580.00	32.23	83 153.40
					Total	277 178.00

Staff costs			Transport Modelling and Travel Behaviour Analysis - WPT2				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total	
Part time with a flexible number of hours	Data sharing of usage results (2 hours / month) + workshop surveying	hour	Period 1	40.00	32.23	1 289.20	
	Data sharing of usage results (2 hours / month)	hour	Period 2	24.00	32.23	773.52	
	Data sharing of usage results (2 hours / month) + surveying the current users of e-bikes	hour	Period 3	48.00	32.23	1 547.04	
	Total						

Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	supplying copy and content (1 day) / 0,33 FTE digital marketing	hour	Period 1	581.00	32.23	18 725.63
	supplying copy and content (1 day) / 0,33 FTE digital marketing	hour	Period 2	581.00	32.23	18 725.63
	supplying copy and content (1 day) / 0,33 FTE digital marketing	hour	Period 3	581.00	32.23	18 725.63
					Total	56 176.89



Office and administration costs - real costs						
Are you using the flat rate for office and administration costs?	Yes					
Flat rate percentage:	15.00 %					
Long term - WPLT	10 050.91					
Project management - WPM	12 473.01					
eHUBS pilot demonstrations - WPT1	41 576.70					
Transport Modelling and Travel Behaviour Analysis - WPT2	541.45					
Communication - WPC	8 426.52					
Total:	73 068.59					

Travel and accommodation	Long term - WPLT				
Description	Unit type	Period	No. of units	Price per unit	Total
travel + acc for participating in business case workshop	Travel, stay and dinner	Period 1	1.00	200.00	200.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
	Total	200.00			

Travel and accommodation			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
Travel for Project Management meeting in Manchester + conference tbd	Travel, stay and dinner	Period 1	1.00	750.00	750.00	
Travel for Project Management meetings in Leuven + Kempten + conference tbd	Travel, stay and dinner	Period 2	2.00	400.00	800.00	
Travel for Project Management meetings in Dreux + conference tbd	Travel, stay and dinner	Period 3	1.00	750.00	750.00	
	Total	2 300.00				

Travel and accommodation			eHUBS pilot demonstrations - WPT1			
Description Unit type			No. of units	Price per unit	Total	
Travel to pilot cities	Travel, stay and dinner	Period 1	12.00	250.00	3 000.00	
Travel to pilot cities	Travel, stay and dinner	Period 2	12.00	250.00	3 000.00	
Travel to pilot cities	Travel, stay and dinner	Period 3	12.00	250.00	3 000.00	
Total						

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
starting BE company and having advice (5000) + FLC (2500)	External assignment + FLC	Period 1	1.00	7 500.00	7 500.00
FLC	FLC	Period 2	1.00	2 500.00	2 500.00
FLC	FLC	Period 3	1.00	2 500.00	2 500.00
				Total	12 500.00



External expertise and services			eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total	
Outsourced maintenance of the bikes	Outsourced service & maintenance for 1 bike	Period 1	10.00	210.00	2 100.00	
Outsourced maintenance of the bikes	Outsourced service & maintenance for 1 bike	Period 2	40.00	210.00	8 400.00	
Outsourced maintenance of the bikes	Outsourced service & maintenance for 1 bike	Period 3	50.00	210.00	10 500.00	
Total						

Equipment		eHUBS pilot demonstrations - WPT1			PT1
Description	Unit type	Period	No. of units	Price per unit	Total
Y1 = 64*500 bikes + 64*600 docking	depreciation of e-bikes and docking station	Period 1	64.00	1 100.00	70 400.00
Y2 = (64*500) + (128*750) + 128*600 docking	depreciation of e-bikes and docking station	Period 2	192.00	1 066.00	204 672.00
Y3 = (64*500) + (128*750) + (54*1500) + 54*600 docking	depreciation of e-bikes and docking station	Period 3	246.00	980.71	241 254.66
				Total	516 326.66

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	67 006.17	83 153.40	277 178.00	3 609.76	56 176.89	487 124.22
Office and administration	10 050.91	12 473.01	41 576.70	541.45	8 426.52	73 068.59
Travel and accommodation	200.00	2 300.00	9 000.00	0.00	0.00	11 500.00
External expertise and services	0.00	12 500.00	21 000.00	0.00	0.00	33 500.00
Equipment	0.00	0.00	516 326.66	0.00	0.00	516 326.66
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	77 257.08	110 426.41	865 081.36	4 151.21	64 603.41	1 121 519.47



Budget line	Period 1	Period 2	Period 3	Total
Staff costs	177 329.46	149 095.98	160 698.78	487 124.22
Office and administration	26 599.41	22 364.38	24 104.80	73 068.59
Travel and accommodation	3 950.00	3 800.00	3 750.00	11 500.00
External expertise and services	9 600.00	10 900.00	13 000.00	33 500.00
Equipment	70 400.00	204 672.00	241 254.66	516 326.66
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	287 878.87	390 832.36	442 808.24	1 121 519.47

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	21 734.47	40 125.47	203 001.88	1 482.58	21 534.47	287 878.87
Period 2	21 534.47	35 175.47	311 698.41	889.54	21 534.47	390 832.36
Period 3	33 988.14	35 125.47	350 381.07	1 779.09	21 534.47	442 808.24
Total	77 257.08	110 426.41	865 081.36	4 151.21	64 603.41	1 121 519.47



Name of partner organisation	Gemeente Nijmegen
Partner ID	8
Legal status	public
Type of partner	local public authority
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget		
	Amount	Co-financing Rate
Programme co-financing	405 162.00	60.00
Partner contribution	270 108.00	
Partner total eligible budget	675 270.00	

Origin of partner contribution (indicative)							
Source of contribution	Legal status	% of total partner contribution	Amount				
Gemeente Nijmegen	public	76.91 %	207 734.00				
Gemeente Anrhem	public	23.09 %	62 374.00				
Sub-total public contribution		100.00 %	270 108.00				
Sub-total private contribution		0.00 %	0.00				
Total		100.00 %	270 108.00				
Partner total target value			270 108.00				

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

Staff costs	
Are you using the flat rate for staff costs?	Yes
Flat rate amount:	20.00
Long term - WPLT	0.00
Project management - WPM	5 200.00
eHUBS pilot demonstrations - WPT1	91 600.00
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00
Communication - WPC	13 000.00
Total:	109 800.00

Office and administration costs - real costs	
Are you using the flat rate for office and administration costs?	Yes
Flat rate percentage:	15.00 %
Long term - WPLT	0.00
Project management - WPM	780.00
eHUBS pilot demonstrations - WPT1	13 740.00
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00
Communication - WPC	1 950.00
Total:	16 470.00



Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
Workshops with project partners and project management meetings	travel & accommodati on per person	Period 1	2.00	1 000.00	2 000.00
Workshops with project partners and project management meetings	travel & accommodati on per person	Period 2	2.00	1 000.00	2 000.00
Workshops with project partners and project management meetings	travel & accommodati on per person	Period 3	2.00	1 000.00	2 000.00
Total					6 000.00

Travel and accommodation		eHUBS pilot demonstrations - WPT1			PT1
Description	Unit type	Period	No. of units	Price per unit	Total
visiting partner cities	travel & accommodati on per person	Period 1	1.00	1 000.00	1 000.00
visiting partner cities	travel & accommodati on per person	Period 2	1.00	1 000.00	1 000.00
visiting partner cities	travel & accommodati on per person	Period 3	1.00	1 000.00	1 000.00
Total					3 000.00

Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
			Total	0.00	

External expertise and services		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
			Total	0.00	



External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
consultancy and accountancy services	Accountancy and consultancy	Period 1	1.00	5 000.00	5 000.00
consultancy and accountancy services	Accountancy and consultancy	Period 2	1.00	5 000.00	5 000.00
consultancy and accountancy services	Accountancy and consultancy	Period 3	1.00	10 000.00	10 000.00
					20 000.00

	Total	325 000.00			
Promotioncampaing for citizens (implementing results of WP4)	External assignment for user engagement	Period 3	1.00	97 500.00	97 500.00
Organising 6 stakeholderevents in order to find hub locations and engage users and stakeholders (60k) + Promotioncampaing for citizens (implementing results of WP4) (97.500)	External assignment for user engagement	Period 2	1.00	157 500.00	157 500.00
Organising stakeholderevents in order to find hub locations and engage users and stakeholders	External assignment for user engagement	Period 1	7.00	10 000.00	70 000.00
Description	Unit type	Period	No. of units	Price per unit	Total
External expertise and services	eHUBS pilot demonstrations - WPT1			PT1	

External expertise and services	Transport Modelling and Travel Behaviour Analysis - WPT2				
Description	Unit type	Period	No. of units	Price per unit	Total
External research for modelling & behaviour activities	External research assignment	Period 1	0.00	15 000.00	0.00
External research for modelling & behaviour activities	External research assignment	Period 2	0.00	40 000.00	0.00
External research for modelling & behaviour activities	External research assignment	Period 3	0.00	10 000.00	0.00
Total					

External expertise and services			Communication - WPC				
Description	Unit type	Period	No. of units	Price per unit	Total		
External assignment for communication and dissemination of project results	External assignment promotion & comm.	Period 1	1.00	5 000.00	5 000.00		
External assignment for communication and dissemination of project results	External assignment promotion & comm.	Period 2	1.00	20 000.00	20 000.00		
External assignment for communication and dissemination of project results	External assignment promotion & comm.	Period 3	1.00	40 000.00	40 000.00		
	Total						



Equipment	eHUBS pilot demonstrations - WPT1				
Description	Unit type	Period	No. of units	Price per unit	Total
Specific equipment needed for operations of Ehubs (lining, signs, lighting, (e)bike parking, wifi spot)	specific equipment per eHub-locatio n	Period 1	7.00	9 000.00	63 000.00
Specific equipment needed for operations of Ehubs (lining, signs, lighting, (e)bike parking, wifi spot)	specific equipment per eHub-locatio n	Period 2	6.00	9 000.00	54 000.00
Adjustments of EHub equipment as result of outcome of WP4	specific equipment per eHub-locatio n	Period 3	13.00	1 000.00	13 000.00
				Total	130 000.00

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	0.00	5 200.00	91 600.00	0.00	13 000.00	109 800.00
Office and administration	0.00	780.00	13 740.00	0.00	1 950.00	16 470.00
Travel and accommodation	0.00	6 000.00	3 000.00	0.00	0.00	9 000.00
External expertise and services	0.00	20 000.00	325 000.00	0.00	65 000.00	410 000.00
Equipment	0.00	0.00	130 000.00	0.00	0.00	130 000.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	31 980.00	563 340.00	0.00	79 950.00	675 270.00

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	29 200.00	47 900.00	32 700.00	109 800.00
Office and administration	4 380.00	7 185.00	4 905.00	16 470.00
Travel and accommodation	3 000.00	3 000.00	3 000.00	9 000.00
External expertise and services	80 000.00	182 500.00	147 500.00	410 000.00
Equipment	63 000.00	54 000.00	13 000.00	130 000.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	179 580.00	294 585.00	201 105.00	675 270.00

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	0.00	8 610.00	164 820.00	0.00	6 150.00	179 580.00
Period 2	0.00	8 610.00	261 375.00	0.00	24 600.00	294 585.00
Period 3	0.00	14 760.00	137 145.00	0.00	49 200.00	201 105.00
Total	0.00	31 980.00	563 340.00	0.00	79 950.00	675 270.00



Name of partner organisation	Transport for Greater Manchester
Partner ID	9
Legal status	public
Type of partner	infrastructure and (public) service provider
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	454 219.61	60.00			
Partner contribution	302 813.08				
Partner total eligible budget	757 032.69				

Origin of partner contribution (indicative)						
Source of contribution	Legal status	% of total partner contribution	Amount			
Transport for Greater Manchester	public	100.00 %	302 813.08			
Sub-total public contribution		100.00 %	302 813.08			
Sub-total private contribution		0.00 %	0.00			
Total		100.00 %	302 813.08			
Partner total target value			302 813.08			

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

Staff costs	
Are you using the flat rate for staff costs?	No
Long term - WPLT	44 499.18
Project management - WPM	11 124.78
eHUBS pilot demonstrations - WPT1	155 747.13
Transport Modelling and Travel Behaviour Analysis - WPT2	96 414.88
Communication - WPC	11 124.78
Total:	318 910.75

Staff costs			Long term - WPLT				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total	
Part time with a flexible number of hours	Support evaluation of impact with learning feeding into TfGM policy	month	Period 1	3.00	7 416.53	22 249.59	
	Support evaluation of impact with learning feeding into TfGM policy	month	Period 2	2.00	7 416.53	14 833.06	
	Support evaluation of impact with learning feeding into TfGM policy	month	Period 3	1.00	7 416.53	7 416.53	



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Co-ordination of deliverable and management of contractor	month	Period 1	0.50	7 416.53	3 708.26
	Co-ordination of deliverable and management of contractor	month	Period 2	0.50	7 416.53	3 708.26
	Co-ordination of deliverable and management of contractor	month	Period 3	0.50	7 416.53	3 708.26
	Total					

Staff costs			eHUBS pilot demonstrations - WPT1			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Support Pilot rollout	month	Period 1	8.00	7 416.53	59 332.24
	Support Pilot rollout	month	Period 2	7.00	7 416.53	51 915.71
	Support Pilot rollout	month	Period 3	6.00	7 416.53	44 499.18

Staff costs			Transport Modelling and Travel Behaviour Analysis - WPT2				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total	
Part time with a flexible number of hours	Support from TfGM Strategy & Policy team, to apply local knowedge on behaviour	month	Period 1	3.50	7 416.53	25 957.85	
	Support from TfGM Strategy & Policy team, to apply local knowedge on behaviour	month	Period 2	6.00	7 416.53	44 499.18	
	Support from TfGM Strategy & Policy team, to apply local knowedge on behaviour	month	Period 3	3.50	7 416.53	25 957.85	

Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Support in communication activities in social media and engagement	month	Period 1	0.50	7 416.53	3 708.26
	Support in communication activities in social media and engagement	month	Period 2	0.50	7 416.53	3 708.26
	Support in communication activities in social media and engagement	month	Period 3	0.50	7 416.53	3 708.26
					Total	11 124.78

Office and administration costs - real costs						
Are you using the flat rate for office and administration costs?	Yes					
Flat rate percentage:	15.00 %					
Long term - WPLT	6 674.85					
Project management - WPM	1 668.69					
eHUBS pilot demonstrations - WPT1	23 362.05					
Transport Modelling and Travel Behaviour Analysis - WPT2	14 462.21					
Communication - WPC	1 668.69					
Total:	47 836.49					



Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
Project management meetings, combined with site visits other cities	Travel, dinner stay p.p.	Period 1	4.00	1 200.00	4 800.00
Project management meetings, combined with site visits other cities	Travel, dinner stay p.p,	Period 2	4.00	1 200.00	4 800.00
Project management meetings, combined with site visits other cities	Travel, dinner stay p.p,	Period 3	4.00	1 200.00	4 800.00
					14 400.00

Travel and accommodation		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
meeting/workshop to be hosted: venue hire for 2 days (lunch provided, dinner at own cost)	workshop venue	Period 1	1.00	3 600.00	3 600.00
meeting/workshop to be hosted: venue hire for 2 days (lunch provided, dinner at own cost)	workshop venue	Period 2	1.00	3 600.00	3 600.00
meeting/workshop to be hosted: venue hire for 2 days (lunch provided, dinner at own cost)	workshop venue	Period 3	1.00	3 600.00	3 600.00
					10 800.00

External expertise and services			Project manag	gement - WPM	
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	1.00	1 695.15	1 695.15
FLC	FLC	Period 2	1.00	1 695.15	1 695.15
FLC	FLC	Period 3	1.00	1 695.15	1 695.15
				Total	5 085.45

External expertise and services		eH	UBS pilot demo	onstrations - WP	PT1
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
Installing eHUBS equipment	Installation equipment	Period 2	10.00	6 000.00	60 000.00
Installing eHUBS equipment	Installation equipment	Period 3	10.00	6 000.00	60 000.00
				Total	120 000.00

Equipment		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	0.00	0.00	0.00
hubs (20k € initial cost, lifespan 5 years, depreciation after 3 years). Consists of signage, charging infra and bike-boxes.	Hubs equipment	Period 2	10.00	12 000.00	120 000.00
hubs (20k € initial cost, lifespan 5 years, depreciation after 3 years). Consists of signage, charging infra and bike-boxes.	Hubs equipment	Period 3	10.00	12 000.00	120 000.00
					240 000.00



Budget line	WP LT	WP M	WP T1	WP T2 WP C		Total
Staff costs	44 499.18	11 124.78	155 747.13	96 414.88	11 124.78	318 910.75
Office and administration	6 674.85	1 668.69	23 362.05	14 462.21	1 668.69	47 836.49
Travel and accommodation	0.00	14 400.00	10 800.00	0.00	0.00	25 200.00
External expertise and services	0.00	5 085.45	120 000.00	0.00	0.00	125 085.45
Equipment	0.00	0.00	240 000.00	0.00	0.00	240 000.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	51 174.03	32 278.92	549 909.18	110 877.09	12 793.47	757 032.69

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	114 956.20	118 664.47	85 290.08	318 910.75
Office and administration	17 243.39	17 799.63	12 793.47	47 836.49
Travel and accommodation	8 400.00	8 400.00	8 400.00	25 200.00
External expertise and services	1 695.15	61 695.15	61 695.15	125 085.45
Equipment	0.00	120 000.00	120 000.00	240 000.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	142 294.74	326 559.25	288 178.70	757 032.69

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	25 587.02	10 759.64	71 832.07	29 851.52	4 264.49	142 294.74
Period 2	17 058.01	10 759.64	243 303.06	51 174.05	4 264.49	326 559.25
Period 3	8 529.00	10 759.64	234 774.05	29 851.52	4 264.49	288 178.70
Total	51 174.03	32 278.92	549 909.18	110 877.09	12 793.47	757 032.69



Name of partner organisation	Stad Leuven
Partner ID	10
Legal status	public
Type of partner	local public authority
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget						
	Amount	Co-financing Rate				
Programme co-financing	516 721.82	60.00				
Partner contribution	344 481.21					
Partner total eligible budget	861 203.03					

Origin of partner contribution (indicative)								
Source of contribution	Legal status	% of total partner contribution	Amount					
Stad Leuven	public	100.00 %	344 481.22					
Sub-total public contribution		100.00 %	344 481.22					
Sub-total private contribution		0.00 %	0.00					
Total		100.00 %	344 481.22					
Partner total target value	344 481.21							

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

Staff costs				
Are you using the flat rate for staff costs?	No			
Long term - WPLT	123 569.97			
Project management - WPM	10 852.83			
eHUBS pilot demonstrations - WPT1	217 056.70			
Transport Modelling and Travel Behaviour Analysis - WPT2	79 730.25			
Communication - WPC	57 879.90			
Total:	489 089.65			

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Business case development, drafting blueprint handbook	month	Period 1	3.00	7 092.43	21 277.29
	service level definition, prototype development, data warehousing / API development + mobile protoype development	month	Period 2	7.00	7 234.28	50 639.96
	Branding idenity, replication in other cities + mobile prototype development, transnational exchange prototype	month	Period 3	7.00	7 378.96	51 652.72
						123 569.97



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Co-ordination of deliverables and management of contractors	month	Period 1	0.50	7 092.43	3 546.21
	Co-ordination of deliverables and management of contractors	month	Period 2	0.50	7 234.28	3 617.14
	Co-ordination of deliverables and management of contractors	month	Period 3	0.50	7 378.96	3 689.48
						10 852.83

	Staff costs			eHUBS pilot demonstrations - WPT1			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total	
Part time with a flexible number of hours	eHUB definition - selectionmethod, market consultation, preparation pilots	month	Period 1	10.00	7 092.43	70 924.30	
	preparation pilots, integration with MaaS providers, pilot implementation, show case mobile prototype eHUB	month	Period 2	10.00	7 234.28	72 342.80	
	pilot implementation, showcase mobile prototype eHUB, influencing travelbehaviour nudging techniques	month	Period 3	10.00	7 378.96	73 789.60	

Staff costs			Transport Modelling and Travel Behaviour Analysis - WPT2			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Exploring existing data sets, user needs survey, workshops survey formulation	month	Period 1	3.00	7 092.43	21 277.29
	User involvement, travel behaviour analysis, integrating modelling effects	month	Period 2	4.00	7 234.28	28 937.12
	Context suited interventions influencing travelbehaviour	month	Period 3	4.00	7 378.96	29 515.84

Staff costs			Communication - WPC				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total	
Part time with a flexible number of hours	Input for website, newsletters, leaflet, National eHUB academy	month	Period 1	2.00	7 092.43	14 184.86	
	Mid-term conference in Leuven, participation international exchange events	month	Period 2	4.00	7 234.28	28 937.12	
	Final conference, webinar	month	Period 3	2.00	7 378.96	14 757.92	
					Total	57 879.90	



Office and administration costs - real costs						
Are you using the flat rate for office and administration costs?	Yes					
Flat rate percentage:	15.00 %					
Long term - WPLT	18 535.48					
Project management - WPM	1 627.92					
eHUBS pilot demonstrations - WPT1	32 558.50					
Transport Modelling and Travel Behaviour Analysis - WPT2	11 959.52					
Communication - WPC	8 681.96					
Total:	73 363.38					

Travel and accommodation		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
Design prototype modular eHUB - project meeting	Travel-accom (1 unit = 1 participant)	Period 1	2.00	800.00	1 600.00
Design prototype modular eHUB - project meeting	Travel-accom (1 unit = 1 participant)	Period 2	4.00	800.00	3 200.00
e-HUB workshops replication	Travel-accom (1 unit = 1 participant)	Period 3	4.00	800.00	3 200.00
				Total	8 000.00

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
Consortium meetings	Travel-accom (1 unit = 1 participant)	Period 1	2.00	800.00	1 600.00
Consortium meetings	Travel-accom (1 unit = 1 participant)	Period 2	4.00	800.00	3 200.00
Consortium meetings	Travel-accom (1 unit = 1 participant)	Period 3	4.00	800.00	3 200.00
				Total	8 000.00

Travel and accommodation		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
Support pilot cities selection and implementation as WP-leader	Travel-accom (1 unit = 1 participant)	Period 1	4.00	800.00	3 200.00
Support pilot cities selection and implementation as WP-leader, prototype exchange	Travel-accom (1 unit = 1 participant)	Period 2	4.00	800.00	3 200.00
Support pilot cities selection and implementation as WP-leader, prototype exchange	Travel-accom (1 unit = 1 participant)	Period 3	4.00	800.00	3 200.00
				Total	9 600.00



Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
International exchange events	Travel-accom (1 unit = 1 participant)	Period 2	4.00	800.00	3 200.00
Final conference, International exchange events	Travel-accom (1 unit = 1 participant)	Period 3	4.00	800.00	3 200.00
				Total	6 400.00

External expertise and services		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
Design and engineering for developing a mobile modular e-HUB level 2	Prototype design - external designer/engi neer	Period 2	1.00	30 000.00	30 000.00
		Period 3	1.00	0.00	0.00
Total					30 000.00

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
First Level Control	First Level Control	Period 1	2.00	2 000.00	4 000.00
First Level Control (2 * 2000) + Mid-term conference in Leuven, participation international exchange events (6000)	FLC + Renting conference room, catering	Period 2	1.00	10 000.00	10 000.00
First Level Control	First Level Control	Period 3	2.00	2 000.00	4 000.00
				Total	18 000.00

External expertise and services		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
Local (social) economy company for exploitation of the eHUBs (maintanance, back-office, contact point,)	Exploitation of eHUBs	Period 1	5.00	800.00	4 000.00
Local (social) economy company for exploitation of the eHUBs (maintanance, back-office, contact point,)	Exploitation of eHUBs	Period 2	15.00	800.00	12 000.00
Local (social) economy company for exploitation of the eHUBs 15 times 800 = 12k) + Showcase of mobile modular eHUB in the 6 pilot cities (6 * 3000 = 18k)	Exploitation of eHUBs + transportatio n protot	Period 3	1.00	30 000.00	30 000.00
				Total	46 000.00

External expertise and services		Transport Mod	delling and Trav	el Behaviour A	nalysis - WPT2
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
Contractor for context suited interventions influencing travelbehaviour/nudging	Contractor	Period 2	1.00	20 000.00	20 000.00
		Period 3	1.00	0.00	0.00
				Total	20 000.00

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External expertise and services			Communic	ation - WPC	
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
Communication, branding eHUBs	Branding local eHUBS	Period 2	1.00	15 000.00	15 000.00
		Period 3	1.00	0.00	0.00
					15 000.00

Equipment		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	0.00	0.00	0.00
		Period 2	1.00	0.00	0.00
Mobile modular system of expandable of increasable eHUB (level 2)	Building mobile, modular prototype e-HUB	Period 3	2.00	25 000.00	50 000.00
				Total	50 000.00

Equipment			Project manag	gement - WPM	
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 3	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
				Total	0.00

Equipment		eH	UBS pilot demo	onstrations - WF	ΥT1
Description	Unit type	Period	No. of units	Price per unit	Total
Depreciation costs of 5 eHUBS for the duration of 6 months (charging point, bike box, signage pole and digital board)	Depreciation of the eHUB-equip ment	Period 1	5.00	1 350.00	6 750.00
Depreciation costs of 15 eHUBS for the duration of 12 months (charging point, bike box, signage pole and digital board)	Depreciation of the eHUB-equip ment	Period 2	15.00	2 700.00	40 500.00
Depreciation costs of 15 eHUBS for the duration of 12 months (charging point, bike box, signage pole and digital board)	Depreciation of the eHUB-equip ment	Period 3	15.00	2 700.00	40 500.00
				Total	87 750.00

Equipment		Transport Mod	delling and Trav	el Behaviour A	nalysis - WPT2
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 3	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
					0.00

Equipment			Communica	ation - WPC	
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 3	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
				Total	0.00



Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	123 569.97	10 852.83	217 056.70	79 730.25	57 879.90	489 089.65
Office and administration	18 535.48	1 627.92	32 558.50	11 959.52	8 681.96	73 363.38
Travel and accommodation	8 000.00	8 000.00	9 600.00	0.00	6 400.00	32 000.00
External expertise and services	30 000.00	18 000.00	46 000.00	20 000.00	15 000.00	129 000.00
Equipment	50 000.00	0.00	87 750.00	0.00	0.00	137 750.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	230 105.45	38 480.75	392 965.20	111 689.77	87 961.86	861 203.03

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	131 209.95	184 474.14	173 405.56	489 089.65
Office and administration	19 681.47	27 671.10	26 010.81	73 363.38
Travel and accommodation	6 400.00	12 800.00	12 800.00	32 000.00
External expertise and services	8 000.00	87 000.00	34 000.00	129 000.00
Equipment	6 750.00	40 500.00	90 500.00	137 750.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	172 041.42	352 445.24	336 716.37	861 203.03

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	26 068.88	9 678.14	95 512.94	24 468.88	16 312.58	172 041.42
Period 2	91 435.95	17 359.71	138 894.22	53 277.68	51 477.68	352 445.24
Period 3	112 600.62	11 442.90	158 558.04	33 943.21	20 171.60	336 716.37
Total	230 105.45	38 480.75	392 965.20	111 689.77	87 961.86	861 203.03



Name of partner organisation	TU Delft
Partner ID	11
Legal status	public
Type of partner	higher education and research
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	263 845.80	60.00			
Partner contribution	175 897.20				
Partner total eligible budget	439 743.00				

Origin of partner contribution (indicative)					
Source of contribution	Legal status	% of total partner contribution	Amount		
TU Delft	public	100.00 %	175 897.20		
Sub-total public contribution		100.00 %	175 897.20		
Sub-total private contribution		0.00 %	0.00		
Total		100.00 %	175 897.20		
Partner total target value	175 897.20				

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

Staff costs	
Are you using the flat rate for staff costs?	No
Long term - WPLT	0.00
Project management - WPM	6 192.00
eHUBS pilot demonstrations - WPT1	0.00
Transport Modelling and Travel Behaviour Analysis - WPT2	326 628.00
Communication - WPC	0.00
Total:	332 820.00

Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	time for project management	hour	Period 1	48.00	43.00	2 064.00
	time for project management	month	Period 2	48.00	43.00	2 064.00
	time for project management	hour	Period 3	48.00	43.00	2 064.00
Total						6 192.00



Staff costs			Transport Modelling and Travel Behaviour Analysis - WPT2			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Doc student, two assistant professors part time and one full professor part time	hour	Period 1	2 532.00	43.00	108 876.00
	Doc student, two assistant professors part time and one full professor part time	hour	Period 2	2 532.00	43.00	108 876.00
	Doc student, two assistant professors part time and one full professor part time	hour	Period 3	2 532.00	43.00	108 876.00
Total						326 628.00

Office and administration costs - real costs				
Are you using the flat rate for office and administration costs?	Yes			
Flat rate percentage:	15.00 %			
Long term - WPLT	0.00			
Project management - WPM	928.80			
eHUBS pilot demonstrations - WPT1	0.00			
Transport Modelling and Travel Behaviour Analysis - WPT2	48 994.20			
Communication - WPC	0.00			
Total:	49 923.00			

Travel and accommodation			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
2 trips per year for project management in the different consortium countries	Travel, stay and dinner	Period 1	2.00	500.00	1 000.00	
2 trips per year for project management in the different consortium countries	Travel, stay and dinner	Period 2	2.00	500.00	1 000.00	
2 trips per year for project management in the different and dinner Period 3 Period 3				500.00	1 000.00	
					3 000.00	

Travel and accommodation			Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total	
Trips to the cities that are part of the project and conference visits	Travel, stay and dinner	Period 1	8.00	1 000.00	8 000.00	
Trips to the cities that are part of the project and conference visits	Travel, stay and dinner	Period 2	8.00	1 000.00	8 000.00	
Trips to the cities that are part of the project and conference visits	8.00	1 000.00	8 000.00			
Total					24 000.00	

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	2.00	4 000.00	8 000.00
FLC	FLC	Period 2	2.00	4 000.00	8 000.00
FLC	FLC	Period 3	2.00	4 000.00	8 000.00
				Total	24 000.00



External expertise and services			Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total	
Open acces publications	Open acces publications	Period 1	1.00	2 000.00	2 000.00	
Open acces publications	Open acces publications	Period 2	1.00	2 000.00	2 000.00	
Open acces publications	Open acces publications	Period 3	1.00	2 000.00	2 000.00	
				Total	6 000.00	

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	0.00	6 192.00	0.00	326 628.00	0.00	332 820.00
Office and administration	0.00	928.80	0.00	48 994.20	0.00	49 923.00
Travel and accommodation	0.00	3 000.00	0.00	24 000.00	0.00	27 000.00
External expertise and services	0.00	24 000.00	0.00	6 000.00	0.00	30 000.00
Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	34 120.80	0.00	405 622.20	0.00	439 743.00

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	110 940.00	110 940.00	110 940.00	332 820.00
Office and administration	16 641.00	16 641.00	16 641.00	49 923.00
Travel and accommodation	9 000.00	9 000.00	9 000.00	27 000.00
External expertise and services	10 000.00	10 000.00	10 000.00	30 000.00
Equipment	0.00	0.00	0.00	0.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	146 581.00	146 581.00	146 581.00	439 743.00

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	0.00	11 373.60	0.00	135 207.40	0.00	146 581.00
Period 2	0.00	11 373.60	0.00	135 207.40	0.00	146 581.00
Period 3	0.00	11 373.60	0.00	135 207.40	0.00	146 581.00
Total	0.00	34 120.80	0.00	405 622.20	0.00	439 743.00



Name of partner organisationUniversity of Newcastle upon Tyne			
Partner ID	12		
Legal status public			
Type of partner	higher education and research		
Co-financing source	ERDF		
Outside (the Union part of) the programme area	No		

Partner Budget						
	Amount	Co-financing Rate				
Programme co-financing	225 931.74	60.00				
Partner contribution	150 621.16					
Partner total eligible budget	376 552.90					

Origin of partner contribution (indicative)							
Source of contribution Legal status		% of total partner contribution	Amount				
University of Newcastle upon Tyne	public	100.00 %	150 621.16				
Sub-total public contribution		100.00 %	150 621.16				
Sub-total private contribution		0.00 %	0.00				
Total		100.00 %	150 621.16				
Partner total target value			150 621.16				

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

Staff costs					
Are you using the flat rate for staff costs?	No				
Long term - WPLT	17 581.65				
Project management - WPM	7 699.23				
eHUBS pilot demonstrations - WPT1	41 510.71				
Transport Modelling and Travel Behaviour Analysis - WPT2	170 827.01				
Communication - WPC	53 173.55				
Total:	290 792.15				

Staff costs		Long term - WPLT				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
			Period 1	1.00	0.00	0.00
Part time with a flexible number of hours	Professor Bell and Dr Thorpe	month	Period 2	0.34	7 714.22	2 622.83
	Dr Dissanayake, Professor Bell, Dr Thorpe, Dr Namdeo, Dr Goodman, PDRA 1, PDRA 2	month	Period 3	2.99	5 002.95	14 958.82
					Total	17 581.65



Staff costs		Project management - WPM				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Dr Dissanayake	month	Period 1	0.36	10 525.10	3 789.03
	Dr Dissanayake	month	Period 2	0.36	5 380.17	1 936.86
	Dr Dissanayake	month	Period 3	0.36	5 481.51	1 973.34
	Τα				Total	7 699.23

Staff costs		eHUBS pilot demonstrations - WPT1				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Dr Dissanayake, Professor Bell, Dr Thorpe and PDRA 1	month	Period 1	2.50	6 558.85	16 397.12
	Dr Dissanayake, Professor Bell, Dr Thorpe and PDRA 1	month	Period 2	2.50	5 214.05	13 035.12
	Dr Dissanayake, Professor Bell, Dr Thorpe and PDRA 1	month	Period 3	2.50	4 831.39	12 078.47
	Total					41 510.71

Staff costs		Transport Modelling and Travel Behaviour Analysis - WPT2				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Dr Dissanayake, Professor Bell, Dr Thorpe and PDRA 1	month	Period 1	9.40	5 615.12	52 782.12
	Dr Dissanayake, Professor Bell, Dr Thorpe and PDRA 1	month	Period 2	10.01	5 213.20	52 184.13
	Dr Dissanayake, Professor Bell, Dr Thorpe, Dr Namdeo, Dr Goodman, PDRA 1, PDRA 2	month	Period 3	14.62	4 504.84	65 860.76
					Total	170 827.01

Staff costs		Communication - WPC				
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Dr Thorpe and PDRA 1	month	Period 1	2.20	4 495.61	9 890.34
	Dr Dissanayake, Professor Bell, Dr Thorpe and PDRA 1	month	Period 2	3.01	5 456.42	16 423.82
	Dr Dissanayake, Professor Bell, Dr Thorpe, Dr Namdeo, Dr Goodman, PDRA 1, PDRA 2	month	Period 3	5.85	4 591.35	26 859.39
					Total	53 173.55

Office and administration costs - real costs					
Are you using the flat rate for office and administration costs?	Yes				
Flat rate percentage:	15.00 %				
Long term - WPLT	2 637.24				
Project management - WPM	1 154.87				
eHUBS pilot demonstrations - WPT1	6 226.59				
Transport Modelling and Travel Behaviour Analysis - WPT2	25 624.03				
Communication - WPC	7 976.02				
Total:	43 618.75				

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Travel and accommodation		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
Travel Costs for Manchester	Travel, stay, dinner	Period 1	1.00	1 270.85	1 270.85
Travel Costs for Kempten and Leuven	Travel, stay, dinner	Period 2	1.00	2 132.95	2 132.95
Travel Costs for Dreux	Travel, stay, dinner	Period 3	1.00	1 023.93	1 023.93
				Total	4 427.73

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
Travel Costs for Kick off meeting in Amsterdam	Travel, stay, dinner	Period 1	1.00	1 180.08	1 180.08
		Period 2	1.00	0.00	0.00
Travel Costs for Nijmegen	Travel, stay, dinner	Period 3	1.00	898.30	898.30
				Total	2 078.38

Travel and accommodation		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
Site visits pilot cities (2)	Travel, stay, dinner	Period 1	1.00	2 450.93	2 450.93
Site visits pilot cities (2)	Travel, stay, dinner	Period 2	1.00	2 132.95	2 132.95
Site visits pilot cities (2)	Travel, stay, dinner	Period 3	1.00	1 922.23	1 922.23
				Total	6 506.11

Travel and accommodation	Transport Modelling and Travel Behaviour Analysis - WPT2				
Description	Unit type	Period	No. of units	Price per unit	Total
Workshop Amsterdam	Travel, stay, dinner	Period 1	1.00	1 573.43	1 573.43
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
				Total	1 573.43

Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
Travel costs for Conference - Dissemination	Travel, stay, dinner	Period 2	1.00	6 164.57	6 164.57
Travel costs for Conference - Dissemination	Travel, stay, dinner	Period 3	1.00	6 281.80	6 281.80
					12 446.37

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	1.00	3 636.10	3 636.10
FLC	FLC	Period 2	1.00	3 705.65	3 705.65
FLC	FLC	Period 3	1.00	3 757.07	3 757.07
				Total	11 098.82



External expertise and services		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
		Period 1	1.00	0.00	0.00
		Period 2	1.00	0.00	0.00
Open Access/Publications	Open access	Period 3	1.00	3 769.08	3 769.08
				Total	3 769.08

Equipment		Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total
2 x Hard Drives	harddrive	Period 1	2.00	121.04	242.08
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
· · · · · · · · · · · · · · · · · · ·				Total	242.08

Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	17 581.65	7 699.23	41 510.71	170 827.01	53 173.55	290 792.15
Office and administration	2 637.24	1 154.87	6 226.59	25 624.03	7 976.02	43 618.75
Travel and accommodation	4 427.73	2 078.38	6 506.11	1 573.43	12 446.37	27 032.02
External expertise and services	0.00	11 098.82	0.00	0.00	3 769.08	14 867.90
Equipment	0.00	0.00	0.00	242.08	0.00	242.08
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	24 646.62	22 031.30	54 243.41	198 266.55	77 365.02	376 552.90

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	82 858.61	86 202.76	121 730.78	290 792.15
Office and administration	12 428.77	12 930.38	18 259.60	43 618.75
Travel and accommodation	6 475.29	10 430.47	10 126.26	27 032.02
External expertise and services	3 636.10	3 705.65	7 526.15	14 867.90
Equipment	242.08	0.00	0.00	242.08
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	105 640.85	113 269.26	157 642.79	376 552.90

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	1 270.85	9 173.56	21 307.61	62 514.94	11 373.89	105 640.85
Period 2	5 149.20	5 933.03	17 123.33	60 011.74	25 051.96	113 269.26
Period 3	18 226.57	6 924.71	15 812.47	75 739.87	40 939.17	157 642.79
Total	24 646.62	22 031.30	54 243.41	198 266.55	77 365.02	376 552.90



Name of partner organisation	Ville de Dreux
Partner ID	13
Legal status	public
Type of partner	local public authority
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	177 779.95	60.00			
Partner contribution	118 519.97				
Partner total eligible budget	296 299.92				

Origin of partner contribution (indicative)							
Source of contribution	Legal status	% of total partner contribution	Amount				
Ville de Dreux	public	100.00 %	118 519.97				
Sub-total public contribution		100.00 %	118 519.97				
Sub-total private contribution		0.00 %	0.00				
Total		100.00 %	118 519.97				
Partner total target value	118 519.97						

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

Staff costs					
Are you using the flat rate for staff costs?	No				
Long term - WPLT	6 760.80				
Project management - WPM	12 394.80				
eHUBS pilot demonstrations - WPT1	39 438.00				
Transport Modelling and Travel Behaviour Analysis - WPT2	6 760.80				
Communication - WPC	10 141.20				
Total:	75 495.60				

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Workshop business case	hour	Period 1	80.00	28.17	2 253.60
	Cooperate with service level definition and data integration	hour	Period 2	80.00	28.17	2 253.60
	Replication to other cities	hour	Period 3	80.00	28.17	2 253.60



Staff costs			Project management - WPM			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Project management activities	hour	Period 1	120.00	28.17	3 380.40
	Project management activities	hour	Period 2	160.00	28.17	4 507.20
	Project management activities	hour	Period 3	160.00	28.17	4 507.20
					Total	12 394.80

Staff costs			eHUBS pilot demonstrations - WPT1			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Prepare eHUBS in Dreux, coordination with shared e-mobility providers, organise contracts	hour	Period 1	500.00	28.17	14 085.00
	pilot implementation	hour	Period 2	450.00	28.17	12 676.50
	pilot implementation	hour	Period 3	450.00	28.17	12 676.50
						39 438.00

Staff costs			Transport Modelling and Travel Behaviour Analysis - WPT2			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Providing input for surveys, liaising end-users in Dreux	hour	Period 1	60.00	28.17	1 690.20
	User involvement	hour	Period 2	90.00	28.17	2 535.30
	User involvement	hour	Period 3	90.00	28.17	2 535.30
						6 760.80

Staff costs			Communication - WPC			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	Provide input for communication + active role in communication to potential user.	hour	Period 1	120.00	28.17	3 380.40
	Attending mid-term conference and other events + active role in communication to potential user.	hour	Period 2	120.00	28.17	3 380.40
	Attending final conference and provide input for communication + active role in communication to potential user.	hour	Period 3	120.00	28.17	3 380.40
						10 141.20

Office and administration costs - real costs					
Are you using the flat rate for office and administration costs?	Yes				
Flat rate percentage:	15.00 %				
Long term - WPLT	1 014.12				
Project management - WPM	1 859.22				
eHUBS pilot demonstrations - WPT1	5 915.69				
Transport Modelling and Travel Behaviour Analysis - WPT2	1 014.11				
Communication - WPC	1 521.18				
Total:	11 324.32				



Travel and accommodation			Long teri	m - WPLT	
Description	Unit type	Period	No. of units	Price per unit	Total
workshops	Travel, stay, dinner	Period 1	1.00	1 000.00	1 000.00
wokshops	Travel, stay, dinner	Period 2	1.00	1 000.00	1 000.00
workshops	Travel, stay, dinner	Period 3	1.00	1 000.00	1 000.00
				Total	3 000.00

Travel and accommodation			Project manag	gement - WPM	
Description	Unit type	Period	No. of units	Price per unit	Total
Project management meetings	Travel, stay, dinner	Period 1	2.00	1 300.00	2 600.00
Project management meetings	Travel, stay, dinner	Period 2	2.00	1 300.00	2 600.00
Project management meetings	Travel, stay, dinner	Period 3	2.00	1 300.00	2 600.00
					7 800.00

Travel and accommodation		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
Travel to pilot cities	Travel, stay, dinner	Period 1	2.00	1 300.00	2 600.00
Travel to pilot cities	Travel, stay, dinner	Period 2	2.00	1 300.00	2 600.00
Travel to pilot cities	Travel, stay, dinner	Period 3	2.00	1 300.00	2 600.00
					7 800.00

Travel and accommodation		Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total
Meetings with universities and students for surveys	Travel, stay, dinner	Period 1	2.00	1 250.00	2 500.00
Meetings with universities and students for surveys	Travel, stay, dinner	Period 2	2.00	1 250.00	2 500.00
Meetings with universities and students for surveys	Travel, stay, dinner	Period 3	2.00	1 250.00	2 500.00
				Total	7 500.00

Travel and accommodation			Communic	ation - WPC	
Description	Unit type	Period	No. of units	Price per unit	Total
Travel to regional events	Travel, stay, dinner	Period 1	2.00	250.00	500.00
Travel to regional events	Travel, stay, dinner	Period 2	2.00	250.00	500.00
Travel to regional events	Travel, stay, dinner	Period 3	2.00	250.00	500.00
					1 500.00


External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	2.00	1 500.00	3 000.00
FLC	FLC	Period 2	2.00	1 500.00	3 000.00
FLC	FLC	Period 3	2.00	1 500.00	3 000.00
				Total	9 000.00

External expertise and services	eHUBS pilot demonstrations - WPT1				
Description	Unit type	Period	No. of units	Price per unit	Total
planning and design of the eHUBS + exploitation of the eHUBS (maintenance, back-office, contact point,)	Plan and design + service and maintenance	Period 1	1.00	15 000.00	15 000.00
Exploitation of the eHUBs (maintenance, back-office, contact point,)	Service and maintenance of the eHUBS	Period 2	5.00	1 000.00	5 000.00
Exploitation of the eHUBs (maintenance, back-office, contact point,)	Service and maintenance of the eHUBS	Period 3	5.00	1 000.00	5 000.00
	Tot				

External expertise and services			Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total	
analysis of traffic and behaviour of citizens to determine best positions for first eHUBs	Analysis of location of the eHUBS	Period 1	1.00	25 000.00	25 000.00	
		Period 2	1.00	0.00	0.00	
survey about success of eHUBs and usage behaviour of citizens	Evaluation	Period 3	1.00	20 000.00	20 000.00	
				Total	45 000.00	

External expertise and services		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
Information Material (poster, flyer etc.) + communication to potential user.	promotion material	Period 1	1.00	5 000.00	5 000.00
Information Material (poster, flyer etc.) + communication to potential user.	promotion material	Period 2	1.00	10 000.00	10 000.00
Information Material (poster, flyer etc.) + communication to potential user.	promotion material	Period 3	1.00	10 000.00	10 000.00
				Total	25 000.00

Equipment		eHUBS pilot demonstrations - WPT1			ΥТ1
Description	Unit type	Period	No. of units	Price per unit	Total
Depreciation costs of the eHUBS for the duration of 6 months (charging point, bike box, signage pole and digital board)	Depreciation of the eHUB-equip ment	Period 1	2.00	3 540.00	7 080.00
Depreciation costs of the eHUBS for the duration of 12 months (charging point, bike box, signage pole and digital board)	Depreciation of the eHUB-equip ment	Period 2	5.00	7 080.00	35 400.00
Depreciation costs of the eHUBS for the duration of 12 months (charging point, bike box, signage pole and digital board)	Depreciation of the eHUB-equip ment	Period 3	5.00	7 080.00	35 400.00
	•			Total	77 880.00



Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	6 760.80	12 394.80	39 438.00	6 760.80	10 141.20	75 495.60
Office and administration	1 014.12	1 859.22	5 915.69	1 014.11	1 521.18	11 324.32
Travel and accommodation	3 000.00	7 800.00	7 800.00	7 500.00	1 500.00	27 600.00
External expertise and services	0.00	9 000.00	25 000.00	45 000.00	25 000.00	104 000.00
Equipment	0.00	0.00	77 880.00	0.00	0.00	77 880.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	10 774.92	31 054.02	156 033.69	60 274.91	38 162.38	296 299.92

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	24 789.60	25 353.00	25 353.00	75 495.60
Office and administration	3 718.44	3 802.94	3 802.94	11 324.32
Travel and accommodation	9 200.00	9 200.00	9 200.00	27 600.00
External expertise and services	48 000.00	18 000.00	38 000.00	104 000.00
Equipment	7 080.00	35 400.00	35 400.00	77 880.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	92 788.04	91 755.94	111 755.94	296 299.92

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	3 591.64	9 487.46	40 877.75	29 443.73	9 387.46	92 788.04
Period 2	3 591.64	10 783.28	57 577.97	5 415.59	14 387.46	91 755.94
Period 3	3 591.64	10 783.28	57 577.97	25 415.59	14 387.46	111 755.94
Total	10 774.92	31 054.02	156 033.69	60 274.91	38 162.38	296 299.92



Name of partner organisation	Stadt Kempten (Allgäu)
Partner ID	14
Legal status	public
Type of partner	local public authority
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget					
	Amount	Co-financing Rate			
Programme co-financing	308 336.40	60.00			
Partner contribution	205 557.60				
Partner total eligible budget	513 894.00				

Origin of partner contribution (indicative)						
Source of contribution	Legal status	% of total partner contribution	Amount			
Stadt Kempten (Allgäu)	public	100.00 %	205 557.60			
Sub-total public contribution		100.00 %	205 557.60			
Sub-total private contribution		0.00 %	0.00			
Total		100.00 %	205 557.60			
Partner total target value	205 557.60					

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

Partner budget - breakdown per budget line (indicative)

Staff costs	
Are you using the flat rate for staff costs?	Yes
Flat rate amount:	20.00
Long term - WPLT	600.00
Project management - WPM	2 460.00
eHUBS pilot demonstrations - WPT1	62 000.00
Transport Modelling and Travel Behaviour Analysis - WPT2	12 200.00
Communication - WPC	6 300.00
Total:	83 560.00

Office and administration costs - real costs						
Are you using the flat rate for office and administration costs?	Yes					
Flat rate percentage:	15.00 %					
Long term - WPLT	90.00					
Project management - WPM	369.00					
eHUBS pilot demonstrations - WPT1	9 300.00					
Transport Modelling and Travel Behaviour Analysis - WPT2	1 830.00					
Communication - WPC	945.00					
Total:	12 534.00					



Travel and accommodation		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
pilot visits	travel, stay and dinner	Period 1	1.00	1 000.00	1 000.00
pilot visits	travel, stay and dinner	Period 2	1.00	1 000.00	1 000.00
pilot visits	travel, stay and dinner	Period 3	1.00	1 000.00	1 000.00
					3 000.00

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
Partner meetings	Travel, stay, dinner	Period 1	2.00	1 300.00	2 600.00
Partner meetings	Travel, stay, dinner	Period 2	2.00	1 300.00	2 600.00
Partner meetings	Travel, stay, dinner	Period 3	2.00	1 300.00	2 600.00
					7 800.00

Travel and accommodation		Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total
Meeting with contractors	Travel, stay, dinner	Period 1	1.00	2 500.00	2 500.00
Meeting with contractors	Travel, stay, dinner	Period 2	1.00	2 000.00	2 000.00
Meeting with contractors	Travel, stay, dinner	Period 3	1.00	1 500.00	1 500.00
					6 000.00

Travel and accommodation		Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total
Travel to regional events	Trave, stay, dinner	Period 1	1.00	500.00	500.00
Travel to regional events	Trave, stay, dinner	Period 2	1.00	500.00	500.00
Travel to regional events	Trave, stay, dinner	Period 3	1.00	500.00	500.00
					1 500.00

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	1.00	1 500.00	1 500.00
FLC	FLC	Period 2	1.00	1 500.00	1 500.00
FLC	FLC	Period 3	1.00	1 500.00	1 500.00
				Total	4 500.00

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External expertise and services		eHUBS pilot demonstrations - WPT1			
Description	Unit type	Period	No. of units	Price per unit	Total
planning and designing of the eHUBs	Plan and design	Period 1	1.00	10 000.00	10 000.00
planning and designing of the eHUBs	Plan and design	Period 2	1.00	25 000.00	25 000.00
planning and designing of the eHUBs	Plan and design	Period 3	1.00	25 000.00	25 000.00
					60 000.00

External expertise and services			Transport Modelling and Travel Behaviour Analysis - WPT2			
Description	Unit type	Period	No. of units	Price per unit	Total	
analysis of traffic and behaviour of citizens to determine best positions for first eHUBs	Preliminary analysis	Period 1	1.00	35 000.00	35 000.00	
		Period 2	1.00	0.00	0.00	
survey about success of eHUBs and usage baheviour of citizens	usage analysis	Period 3	1.00	20 000.00	20 000.00	
					55 000.00	

External expertise and services			Communication - WPC			
Description	Unit type	Period	No. of units	Price per unit	Total	
Information Material (poster, flyer etc.), information event, guest speaker and workshop mediator	promotion and workshop organisation	Period 1	1.00	10 000.00	10 000.00	
Information Material (poster, flyer etc.), information event, guest speaker and workshop mediator	promotion and workshop organisation	Period 2	1.00	10 000.00	10 000.00	
Information Material (poster, flyer etc.), information event, guest speaker and workshop mediator	promotion and workshop organisation	Period 3	1.00	10 000.00	10 000.00	
	Total	30 000.00				

Equipment			eHUBS pilot demonstrations - WPT1			
Description		Period	No. of units	Price per unit	Total	
eHUB equipment based on depreciation (charging point, bike box, signage pole, lighting, wifi-point and digital board)	depreciation costs eHUB equipment	Period 1	4.00	8 750.00	35 000.00	
eHUB equipment based on depreciation (charging point, bike box, signage pole, lighting, wifi-point and digital board)	depreciation costs eHUB equipment	Period 2	4.00	21 250.00	85 000.00	
eHUB equipment based on depreciation (charging point, bike box, signage pole, lighting, wifi-point and digital board)	depreciation costs eHUB equipment	Period 3	4.00	32 500.00	130 000.00	
					250 000.00	



Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	600.00	2 460.00	62 000.00	12 200.00	6 300.00	83 560.00
Office and administration	90.00	369.00	9 300.00	1 830.00	945.00	12 534.00
Travel and accommodation	3 000.00	7 800.00	0.00	6 000.00	1 500.00	18 300.00
External expertise and services	0.00	4 500.00	60 000.00	55 000.00	30 000.00	149 500.00
Equipment	0.00	0.00	250 000.00	0.00	0.00	250 000.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	3 690.00	15 129.00	381 300.00	75 030.00	38 745.00	513 894.00

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	19 620.00	25 520.00	38 420.00	83 560.00
Office and administration	2 943.00	3 828.00	5 763.00	12 534.00
Travel and accommodation	6 600.00	6 100.00	5 600.00	18 300.00
External expertise and services	56 500.00	36 500.00	56 500.00	149 500.00
Equipment	35 000.00	85 000.00	130 000.00	250 000.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	120 663.00	156 948.00	236 283.00	513 894.00

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	1 230.00	5 043.00	55 350.00	46 125.00	12 915.00	120 663.00
Period 2	1 230.00	5 043.00	135 300.00	2 460.00	12 915.00	156 948.00
Period 3	1 230.00	5 043.00	190 650.00	26 445.00	12 915.00	236 283.00
Total	3 690.00	15 129.00	381 300.00	75 030.00	38 745.00	513 894.00



Name of partner organisation	Universiteit Antwerpen
Partner ID	15
Legal status	public
Type of partner	higher education and research
Co-financing source	ERDF
Outside (the Union part of) the programme area	No

Partner Budget		
	Amount	Co-financing Rate
Programme co-financing	186 774.74	60.00
Partner contribution	124 516.50	
Partner total eligible budget	311 291.24	

Origin of partner contribution (indicative)							
Source of contribution	Legal status	% of total partner contribution	Amount				
Universiteit Antwerpen	public	100.00 %	124 516.50				
Sub-total public contribution		100.00 %	124 516.50				
Sub-total private contribution		0.00 %	0.00				
Total		100.00 %	124 516.50				
Partner total target value			124 516.50				

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

Partner budget - breakdown per budget line (indicative)

Staff costs	
Are you using the flat rate for staff costs?	No
Long term - WPLT	255 554.13
Project management - WPM	0.00
eHUBS pilot demonstrations - WPT1	0.00
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00
Communication - WPC	0.00
Total:	255 554.13

Staff costs			Long term - WPLT			
Type of staff	Comments	Unit type	Period	No. of units	Price per unit	Total
Part time with a flexible number of hours	PhD student (full time), 6 senior researchers (part time with flexible nr of hours)	hour	Period 1	2 046.07	40.39	82 640.76
	PhD student (full time), 6 senior researchers (part time with flexible nr of hours)	hour	Period 2	2 046.07	41.65	85 218.81
	PhD student (full time), 6 senior researchers (part time with flexible nr of hours)	hour	Period 3	2 046.07	42.86	87 694.56
Tot				Total	255 554.13	



Office and administration costs - real costs	
Are you using the flat rate for office and administration costs?	Yes
Flat rate percentage:	15.00 %
Long term - WPLT	38 333.11
Project management - WPM	0.00
eHUBS pilot demonstrations - WPT1	0.00
Transport Modelling and Travel Behaviour Analysis - WPT2	0.00
Communication - WPC	0.00
Total:	38 333.11

Travel and accommodation		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
2 Steering Committee Meetings, 2 persons	Steering Committee Meetings	Period 1	4.00	603.00	2 412.00
2 Steering Committee Meetings, 2 persons 620	Steering Committee Meetings	Period 2	4.00	378.00	1 512.00
2 Steering Committee Meetings, 2 persons	Steering Committee Meetings	Period 3	4.00	620.00	2 480.00
				Total	6 404.00

External expertise and services		Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total
FLC	FLC	Period 1	2.00	1 500.00	3 000.00
FLC	FLC	Period 2	2.00	1 500.00	3 000.00
FLC	FLC	Period 3	2.00	1 500.00	3 000.00
				Total	9 000.00

Equipment		Long term - WPLT			
Description	Unit type	Period	No. of units	Price per unit	Total
Computer for PhD researcher	Computer	Period 1	1.00	2 000.00	2 000.00
		Period 2	1.00	0.00	0.00
		Period 3	1.00	0.00	0.00
				Total	2 000.00

Equipment			Project management - WPM			
Description	Unit type	Period	No. of units	Price per unit	Total	
		Period 1	1.00	0.00	0.00	
		Period 2	1.00	0.00	0.00	
		Period 3	1.00	0.00	0.00	
				Total	0.00	



Budget line	WP LT	WP M	WP T1	WP T2	WP C	Total
Staff costs	255 554.13	0.00	0.00	0.00	0.00	255 554.13
Office and administration	38 333.11	0.00	0.00	0.00	0.00	38 333.11
Travel and accommodation	0.00	6 404.00	0.00	0.00	0.00	6 404.00
External expertise and services	0.00	9 000.00	0.00	0.00	0.00	9 000.00
Equipment	2 000.00	0.00	0.00	0.00	0.00	2 000.00
Infrastructure and works	0.00	0.00	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00	0.00	0.00
Total	295 887.24	15 404.00	0.00	0.00	0.00	311 291.24

Budget line	Period 1	Period 2	Period 3	Total
Staff costs	82 640.76	85 218.81	87 694.56	255 554.13
Office and administration	12 396.11	12 782.82	13 154.18	38 333.11
Travel and accommodation	2 412.00	1 512.00	2 480.00	6 404.00
External expertise and services	3 000.00	3 000.00	3 000.00	9 000.00
Equipment	2 000.00	0.00	0.00	2 000.00
Infrastructure and works	0.00	0.00	0.00	0.00
Net Revenue	0.00	0.00	0.00	0.00
Total	102 448.87	102 513.63	106 328.74	311 291.24

Period	WP LT	WP M	WP T1	WP T2	WP C	Total
Period 1	97 036.87	5 412.00	0.00	0.00	0.00	102 448.87
Period 2	98 001.63	4 512.00	0.00	0.00	0.00	102 513.63
Period 3	100 848.74	5 480.00	0.00	0.00	0.00	106 328.74
Total	295 887.24	15 404.00	0.00	0.00	0.00	311 291.24

Periods

Period number	Duration (months)	Start date	End date	Reporting date
1	1	Jan-2019	Dec-2019	Dec-2019
2	1	Jan-2020	Dec-2020	Dec-2020
3	1	Jan-2021	Dec-2021	Dec-2021

Activities outside the programme area

What is the added value of activities to be carried out outside programme area? If applicable, please list the relevant activities and describe how they will benefit the programme area.						
Total budget	0.00					
ERDF outside	0.00					
% of total ERDF	0.00					



Project Budget

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

	Partner		Progra	mme co-fin	ancing	C	Contributio	n	
Partner nr	Partner abbreviation	Country	ERDF	ERDF co-financing (percent)	Percentage of total ERDF	Public contribution	Private contribution	Total contribution	lotal eligible
1 -	AMS	NL	717 378.00	60.00 %	13.58 %	478 252.00	0.00	478 252.00	1 195 630.00
2 -	POLIS	BE	71 155.65	60.00 %	1.35 %	47 437.11	0.00	47 437.11	118 592.76
3 -	Taxi	BE	171 904.56	60.00 %	3.25 %	0.00	114 603.04	114 603.04	286 507.60
4 -	Auton	BE	174 789.00	60.00 %	3.31 %	0.00	116 526.00	116 526.00	291 315.00
5 -	BI	DE	104 482.18	60.00 %	1.98 %	0.00	69 654.79	69 654.79	174 136.97
6 -	CA	NL	833 158.80	60.00 %	15.77 %	0.00	555 439.20	555 439.20	1 388 598.00
7 -	URBEE	NL	672 911.68	60.00 %	12.73 %	0.00	448 607.79	448 607.79	1 121 519.47
8 -	NIJ	NL	405 162.00	60.00 %	7.67 %	270 108.00	0.00	270 108.00	675 270.00
9 -	TfGM	UK	454 219.61	60.00 %	8.60 %	302 813.08	0.00	302 813.08	757 032.69
10 -	LEU	BE	516 721.81	60.00 %	9.78 %	344 481.22	0.00	344 481.22	861 203.03
11 -	TUD	NL	263 845.80	60.00 %	4.99 %	175 897.20	0.00	175 897.20	439 743.00
12 -	UN	UK	225 931.74	60.00 %	4.28 %	150 621.16	0.00	150 621.16	376 552.90
13 -	DR	FR	177 779.95	60.00 %	3.36 %	118 519.97	0.00	118 519.97	296 299.92
14 -	Kemp	DE	308 336.40	60.00 %	5.83 %	205 557.60	0.00	205 557.60	513 894.00
15 -	UAntwerp	BE	186 774.74	60.00 %	3.53 %	124 516.50	0.00	124 516.50	311 291.24
Sub-total for partners inside		5 284 551.92		100.00 %	2 218 203.84	1 304 830.82	3 523 034.66	8 807 586.58	
Sub-total for partners outside		0.00		0.00 %	0.00	0.00	0.00	0.00	
Total			5 284 551.92		100,00 %	2 218 203.84	1 304 830.82	3 523 034.66	8 807 586.58

Project budget - overview per partner / per budget line

Partner abbreviation	Co-financing Source	Staff costs	Office and administrati on	Travel and accommodat ion	External expertise and services	Equipment	Infrastructur e and works	Total budget	Net revenue	Total eligible
AMS	ERDF	686 200.00	102 930.00	32 700.00	373 800.00	0.00	0.00	1 195 630.00	0.00	1 195 630.00
POLIS	ERDF	84 435.00	12 665.25	12 600.00	8 892.51	0.00	0.00	118 592.76	0.00	118 592.76
Taxi	ERDF	235 224.00	35 283.60	10 000.00	6 000.00	0.00	0.00	286 507.60	0.00	286 507.60
Auton	ERDF	188 100.00	28 215.00	7 500.00	67 500.00	0.00	0.00	291 315.00	0.00	291 315.00
BI	ERDF	98 780.00	14 816.97	12 040.00	48 500.00	0.00	0.00	174 136.97	0.00	174 136.97
CA	ERDF	629 000.00	94 350.00	32 550.00	255 400.00	377 298.00	0.00	1 388 598.00	0.00	1 388 598.00
URBEE	ERDF	487 124.22	73 068.59	11 500.00	33 500.00	516 326.66	0.00	1 121 519.47	0.00	1 121 519.47
NIJ	ERDF	109 800.00	16 470.00	9 000.00	410 000.00	130 000.00	0.00	675 270.00	0.00	675 270.00
TfGM	ERDF	318 910.75	47 836.49	25 200.00	125 085.45	240 000.00	0.00	757 032.69	0.00	757 032.69
LEU	ERDF	489 089.65	73 363.38	32 000.00	129 000.00	137 750.00	0.00	861 203.03	0.00	861 203.03
TUD	ERDF	332 820.00	49 923.00	27 000.00	30 000.00	0.00	0.00	439 743.00	0.00	439 743.00
UN	ERDF	290 792.15	43 618.75	27 032.02	14 867.90	242.08	0.00	376 552.90	0.00	376 552.90
DR	ERDF	75 495.60	11 324.32	27 600.00	104 000.00	77 880.00	0.00	296 299.92	0.00	296 299.92
Kemp	ERDF	83 560.00	12 534.00	18 300.00	149 500.00	250 000.00	0.00	513 894.00	0.00	513 894.00
UAntwerp	ERDF	255 554.13	38 333.11	6 404.00	9 000.00	2 000.00	0.00	311 291.24	0.00	311 291.24
Total		4 364 885.50	654 732.46	291 426.02	1 765 045.86	1 731 496.74	0.00	8 807 586.58	0.00	8 807 586.58
Percentage of	total budget	49.56 %	7.43 %	3.31 %	20.04 %	19.66 %	0.00 %	100,00 %	0.00 %	100.00 %

Co-financing source	Staff costs	Office and administration	Travel and accommodati on	External expertise and services	Equipment	Infrastructure and works	Sum financed budget	Decreasing net revenue	Total financed budget
ERDF	4 364 885.50	654 732.46	291 426.02	1 765 045.86	1 731 496.74	0.00	8 807 586.58	0.00	8 807 586.58
ERDF equivalent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



Project budget - overview per WP / per budget line

WP number	Staff costs	Office and administration	Travel and accommodati on	External expertise and services	Equipment	Infrastructure and works	Total budget	Net revenue	Total eligible
WP LT	939 969.90	140 995.40	28 687.73	124 000.00	52 000.00	0.00	1 285 653.03	0.00	1 285 653.03
WP M	206 678.04	31 001.66	90 412.38	411 876.78	0.00	0.00	739 968.86	0.00	739 968.86
WP T1	1 696 115.54	254 417.27	85 606.11	912 400.00	1 679 254.66	0.00	4 627 793.58	0.00	4 627 793.58
WP T2	1 079 470.70	161 920.52	49 573.43	126 000.00	242.08	0.00	1 417 206.73	0.00	1 417 206.73
WP C	442 651.32	66 397.61	37 146.37	190 769.08	0.00	0.00	736 964.38	0.00	736 964.38
Total	4 364 885.50	654 732.46	291 426.02	1 765 045.86	1 731 496.74	0.00	8 807 586.58	0.00	8 807 586.58
Percentage of total budget	49.56 %	7.43 %	3.31 %	20.04 %	19.66 %	0.00 %		0.00 %	100.00 %

Co-financing source	Staff costs	Office and administration	Travel and accommodati on	External expertise and services	Equipment	Infrastructure and works	Sum financed budget	Decreasing net revenue	Total financed budget
ERDF	4 364 885.50	654 732.46	291 426.02	1 765 045.86	1 731 496.74	0.00	8 807 586.58	0.00	8 807 586.58
ERDF equivalent	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Project budget - overview per WP / per period

WP number	Period 1	Period 2	Period 3	Total budget	Net revenue	Total eligible
WP LT	373 809.50	424 311.17	487 532.36	1 285 653.03	0.00	1 285 653.03
WP M	248 717.59	244 637.95	246 613.32	739 968.86	0.00	739 968.86
WP T1	1 001 877.75	1 747 403.36	1 878 512.47	4 627 793.58	0.00	4 627 793.58
WP T2	509 464.05	477 601.00	430 141.68	1 417 206.73	0.00	1 417 206.73
WP C	178 434.51	272 846.31	285 683.56	736 964.38	0.00	736 964.38
Percentage of total budget	26.25 %	35.96 %	37.79 %	100,00 %	0.00 %	100.00 %

In-kind contribution

Partner nr	Partner abbreviation	Amount
1	AMS	0,00
2	POLIS	0,00
3	Taxi	0,00
4	Auton	0,00
5	BI	0,00
6	CA	0,00
7	URBEE	0,00
8	NIJ	0,00
9	TfGM	0,00
10	LEU	0,00
11	TUD	0,00
12	UN	0,00
13	DR	0,00
14	Kemp	0,00
15	UAntwerp	0,00
Total		0.00
Percentage of total budget		0.00 %

Co-financing source	Amount
ERDF	0.00
Total EU funds	0.00
ERDF equivalent	0.00



Lead applicant confirmation

By submitting the application form the Lead Partner on behalf of all partners confirms that:

- the project is in line with the relevant EU and national and regional legislation and policies of the regions and countries involved;
- the Lead Partner and the project partners will act according to the provisions of the relevant national and EU regulations, especially regarding structural funds, public procurement, state aid, equal opportunities and sustainable development, as well as the specific provisions of the programme;
- the information in the application form is accurate and true to the best knowledge of the lead partner.