

## 1. Identification

Call	Date of submission
X2	26/02/2020

### 1.1. Project name

Sohjoa Last Mile - Baltic Sea Region transitioning into eco-friendly autonomous last mile public transportation 111 / 250 characters

### 1.2. Project acronym

Sohjoa Last Mile 16 / 20 characters

### 1.3. Priority

3. Sustainable Transport

### 1.4. Programme specific objective

3.1 Interoperability of transport modes: To increase interoperability in transporting goods and persons in north-south and east-west connections based on increased capacity of transport actors

### 1.5. Project duration

Contracting start	01/10/2020	Contracting end	01/10/2020
Implementation start	02/10/2020	Implementation end	01/07/2021
		Duration of implementation phase (months)	9
Closure start	02/07/2021	Closure end	01/10/2021

### 1.6. Summary of the project

Currently public transport is funded by subsidies and is not able to offer competitive option alongside private cars. The flexible, on-demand type of operation, and especially the gap in the last mile connectivity becomes a major barrier to use public transport. Sohjoa Last Mile will continue to promote the usage and support the change in the region in the field of urban public transportation, including automated driverless electric minibuses as part of the public transport chain especially for first/last mile mobility needs. Providing improved and additional public transport services are expensive with today's production method, as the driver represents up to 60% of the costs. Operation of vehicles without an operator or driver in the bus will therefore represent a game changer for public transport and transport operators. The lessons learned and experiences from the piloting in Sohjoa Baltic project support the aim of Sohjoa Last Mile project to take piloting to the next level. The main targets for the pilots in Sohjoa Last Mile is to learn, perform, document and disseminate how to operate automated shuttles without a safety operator. The target for remote-operated vehicles is the cost reduction and more flexible services for public transport. To meet public needs for transport, the service need to perform as regular buses. Sohjoa Last Mile project deploys three pilots where in Kongsberg, Norway the remote-controlled fully autonomous piloting the vehicle will operate in open city spaces with pedestrians, bicycles and other vehicles. In Tallinn, Estonia and Gdansk, Poland similar piloting will take place in closed areas.

Alongside the piloting, the project will disseminate the successful results that are achieved by organizing workshops by partners Gdansk/Poland, Chalmers/Sweden and Zemgale region/Latvia, regarding the deployment, city planning, public transportation services, technology and related regulatory framework issues. As an addition to delivered tasks, this project focuses on deeper influencing on legal process and policy making stakeholders. To ensure positive regulatory evolution in order to provide a harmonized and reasonable business environment for autonomous public transport, key stakeholders are engaged with personal level communications. Project will also boost best practices by networking and knowledge sharing between stakeholders.

2,396 / 3,000 characters

### 1.7. Summary of the partnership

Consortium consists of partners from Finland, Estonia, Latvia, Norway, Poland and Sweden. Partnership capitalizes the knowledge of leading regions to spread knowledge and build BSR area competences. Lead partner Metropolia University of Applied Sciences (METROPOLIA) has experience on autonomous bus operation on open roads, automation technologies, user acceptance and business case studies as well as integration into public transport. Forum Virium Helsinki (FVH) is a part of City of Helsinki group, and has a long history of operating, planning and coordinating various smart city activities, building cooperation networks and influencing urban policy making, including partnership in two automated bus pilots and a large amount of smart urban mobility pilot projects. The Municipality of Kongsberg (KONGSBERG) uses the wide networks of public transportation service providers and city area development in the Sohjoa Last Mile's next-level piloting. Tallinn University of Technology (TUT) provides expertise in areas such as autonomous technology and 5G networks. Tallinn Transport Department (TTD) provides the necessary support in finding the location for the pilot in Tallinn and making the necessary preparations, experienced in traffic and public transport planning. The City of Gdansk (GDANSK) will share their competence of forming partnerships and effectively building competence to implement autonomous last mile transport locally. Chalmers University of Technology (CHALMERS) will contribute by their expertise in efficient vehicle technologies, offering experience in test evaluation and dissemination. Zemgale Planning Region (ZEMGALE) ensure the city involvement and co-operation with city public transportation and city area development.

1,755 / 3,000 characters

### 1.8. Project Budget Summary

Financial resources [in EUR]		Preparation costs	Planned project budget
ERDF	ERDF co-financing	0.00	533,800.00
	Own contribution ERDF	0.00	124,200.00
	<b>ERDF budget</b>	0.00	658,000.00
NO	NO co-financing	0.00	125,000.00
	Own contribution NO	0.00	125,000.00
	<b>NO budget</b>	0.00	250,000.00
ENI	ENI co-financing	0.00	0.00
	Own contribution ENI	0.00	0.00
	<b>ENI budget</b>	0.00	0.00
RU	RU co-financing	0.00	0.00
	Own contribution RU	0.00	0.00
	<b>RU budget</b>	0.00	0.00
<b>TOTAL</b>	<b>Total Programme co-financing</b>	0.00	658,800.00
	<b>Total own contribution</b>	0.00	249,200.00
	<b>Total budget</b>	0.00	908,000.00

### 1.9. Lead Applicant Declaration

By signing this application form we on behalf of all project partners confirm that:

1. the project, neither in whole nor in part, has received or will receive any other additional EU funds (except for the funds indicated in this application form) for any of the activities presented in the work plan during the whole duration of the project;
2. all organisations that will receive programme co-financing have been listed as project partners in this application form;
3. the project partners listed in the application form are committed to take part in the project's activities and financing;
4. the project is in line with and the entire project partnership will act according to the relevant EU legislation, rules of Interreg Baltic Sea Region, as well as national/regional legislation and policies;
5. the project respects equal opportunities and non-discrimination and has no harmful impact on the environment;
6. information in this application form is accurate and true to the best of our knowledge.

In case of approval of the application by the Interreg Baltic Sea Region Monitoring Committee our organisation will take the role of the lead partner with all the responsibilities assigned to it.

Signature of the Leadpartner

If applicable, stamp of the Lead Partner

Signatory's name









Place and date

Signatory's position

## 2. Partnership

### 2.1. Overview: Project Partnership

#### Project Partners and Reserved Project Partners

Role	Organisation (English)	Organisation (Original)	Country	Partner budget in the project	Preparation costs	Organisation Type
PP 1	Metropolia University of Applied Sciences	Metropolia Ammattikorkeakoulu Oy	 FI	104,250.00 €	0.00 €	Higher education and research institution
PP 2	Tallinn University of Technology	Tallinna Tehnikaülikool	 EE	114,500.00 €	0.00 €	Higher education and research institution
PP 3	Chalmers university of technology	Chalmers tekniska högskola	 SE	67,500.00 €	0.00 €	Higher education and research institution
PP 4	Forum Virium Helsinki	Forum Virium Helsinki	 FI	83,250.00 €	0.00 €	Sectoral agency
PP 5	The City of Gdansk	Masto Gdańsk	 PL	179,500.00 €	0.00 €	Local public authority
PP 6	City of Tallinn	Tallinna linn	 EE	74,000.00 €	0.00 €	Local public authority
PP 7	The Municipality of Kongsberg	Kongsberg kommune	 NO	250,000.00 €	0.00 €	Local public authority
PP 8	Zemgale Planning Region	Zemgales Plānošanas reģions	 LV	35,000.00 €	0.00 €	Regional public authority

#### Associated Organisations

Role	Organisation (English)	Organisation (Original)	Country	Organisation Type
AO 1	Pomeranian Association of Friends of Public Transportation	Pomorskie Stowarzyszenie Miłośników Transportu Miejskiego	 PL	Interest groups including NGOs
AO 2	Urban Council for the Road Safety	Mejska Rada Bezpieczeństwa Ruchu Drogowego	 PL	Interest groups including NGOs

## 2.2 Project Partner Details - Partner 1

### Partner Information

Organisation in original language	<input type="text" value="Metropolia Ammattikorkeakoulu Oy"/>	32 / 250 characters
Organisation in English	<input type="text" value="Metropolia University of Applied Sciences"/>	41 / 250 characters
Department in original language	<input type="text" value="Ajoneuvo- ja konetekniikka"/>	26 / 250 characters
Department in English	<input type="text" value="School of Automotive and Mechanical Engineering"/>	47 / 250 characters

### Localisation

Address	<input type="text" value="Leiritie 1"/>	10 / 250 characters	Country	<input type="text" value="Finland"/>
Postal Code	<input type="text" value="01600"/>	5 / 250 characters	NUTS1 code	<input type="text" value="MANNER-SUOMI"/>
Town	<input type="text" value="Vantaa"/>	6 / 250 characters	NUTS2 code	<input type="text" value="Helsinki-Uusimaa"/>
Website	<input type="text" value="www.metropolia.fi/en"/>	20 / 100 characters	NUTS3 code	<input type="text" value="Helsinki-Uusimaa"/>
Organisation identification No.	<input type="text" value="FI 2094551-1"/>			
				12 / 100 characters
Type of register	<input type="text" value="The Finnish Business Information System (jointly maintained by the Finnish Patent and Registration Office (PRH) and the Finnish Tax Administration)"/>			
				147 / 250 characters

### Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Director, RDI"/>	13 / 250 characters	Position	<input type="text" value="Project Manager"/>	15 / 250 characters
Given name	<input type="text" value="Anna-maria"/>	10 / 250 characters	Given name	<input type="text" value="Azat"/>	4 / 250 characters
Family name	<input type="text" value="Vilkuna"/>	7 / 250 characters	Family name	<input type="text" value="Ismailogullari"/>	14 / 250 characters
Email	<input type="text" value="anna-maria.vilkuna@metropolia.fi"/>	32 / 250 characters	Email	<input type="text" value="Azat.Ismailogullari@metropolia.fi"/>	33 / 250 characters
Phone	<input type="text" value="+ 358 403 347 929"/>		Phone	<input type="text" value="+ 358 406 377 357"/>	
Mobile	<input type="text" value="+ 358 403 347 929"/>		Mobile	<input type="text" value="+ 358 406 377 357"/>	

**Partner Description**

Legal status	<input type="text" value="b) Bodies governed by public law"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Higher education and research institution"/>	<input type="text" value="university faculty, college, research institution, RTD facility, research cluster, etc."/>

## 2.2 Project Partner Details - Partner 2

### Partner Information

Organisation in original language	Tallinna Tehnikaülikool	23 / 250 characters
Organisation in English	Tallinn University of Technology	32 / 250 characters
Department in original language	Ragnar Nurkse innovatsiooni ja valitsemise instituut (koostöö mehaanika ja tööstustehnika instituudi ning targa linna tippkeskusega)	132 / 250 characters
Department in English	Ragnar Nurkse Department of Innovation and Governance (in collaboration with the Department of Mechanical and Industrial Engineering and Smart City Center of Excellence)	169 / 250 characters

### Localisation

Address	Ehitajate tee 5	15 / 250 characters	Country	Estonia
Postal Code	19086	5 / 250 characters	NUTS1 code	EESTI
Town	Tallinn	7 / 250 characters	NUTS2 code	Eesti
Website	https://www.taltech.ee/	23 / 100 characters	NUTS3 code	Põhja-Eesti
Organisation identification No.	74000323	8 / 100 characters		
Type of register	Estonian Central Commercial Register	36 / 250 characters		

### Contact Information

Legal Representative		Contact Person			
Position	Director, Ragnar Nurkse Department of Innovation and Governance	63 / 250 characters	Position	Project assistant, PhD student	30 / 250 characters
Given name	Erkki	5 / 250 characters	Given name	Jaanus	6 / 250 characters
Family name	Karo	4 / 250 characters	Family name	Muur	4 / 250 characters
Email	erkki.karo@taltech.ee	21 / 250 characters	Email	jaanus.muur@taltech.ee	22 / 250 characters
Phone	+ 3 726 202 661		Phone	+ 3 726 202 661	
Mobile	+ 3 725 156 795		Mobile	+ 37 256 922 530	

**Partner Description**

Legal status	<input type="text" value="b) Bodies governed by public law"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Higher education and research institution"/>	<input type="text" value="university faculty, college, research institution, RTD facility, research cluster, etc."/>



## 2.2 Project Partner Details - Partner 3

### Partner Information

Organisation in original language	Chalmers tekniska högskola	26 / 250 characters
Organisation in English	Chalmers university of technology	33 / 250 characters
Department in original language	Mekanik och maritima vetenskaper	32 / 250 characters
Department in English	Mechanics and Maritime Sciences	31 / 250 characters

### Localisation

Address	Hörsalsvägen 7A	15 / 250 characters	Country	Sweden
Postal Code	41296	5 / 250 characters	NUTS1 code	SÖDRA SVERIGE
Town	GÖTEBORG	8 / 250 characters	NUTS2 code	Västsverige
Website	https://www.chalmers.se/	24 / 100 characters	NUTS3 code	Västra Götalands län
Organisation identification No.	556479-5598	11 / 100 characters		
Type of register	Educational organization	24 / 250 characters		

### Contact Information

Legal Representative		Contact Person			
Position	Head of department	18 / 250 characters	Position	Researcher	10 / 250 characters
Given name	Angela	6 / 250 characters	Given name	Mauro	6 / 250 characters
Family name	Hillemyr	8 / 250 characters	Family name	Bellone	7 / 250 characters
Email	angela.hillemyr@chalmers.se	27 / 250 characters	Email	mauro.bellone@chalmers.se	25 / 250 characters
Phone	+ 46 317 722 145		Phone	+ 46 720 245 739	
Mobile	+ 46 317 722 145		Mobile	+ 46 720 245 739	

**Partner Description**

Legal status	<input type="text" value="b) Bodies governed by public law"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="Yes"/>	
Type of partner	<input type="text" value="Higher education and research institution"/>	<input type="text" value="university faculty, college, research institution, RTD facility, research cluster, etc."/>

## 2.2 Project Partner Details - Partner 4

### Partner Information

Organisation in original language	<input type="text" value="Forum Virium Helsinki"/>	21 / 250 characters
Organisation in English	<input type="text" value="Forum Virium Helsinki"/>	21 / 250 characters
Department in original language	<input type="text" value="Forum Virium Helsinki"/>	21 / 250 characters
Department in English	<input type="text" value="Forum Virium Helsinki"/>	21 / 250 characters

### Localisation

Address	<input type="text" value="Unioninkatu 24"/>	14 / 250 characters	Country	<input type="text" value="Finland"/>	
Postal Code	<input type="text" value="00130"/>	5 / 250 characters	NUTS1 code	<input type="text" value="MANNER-SUOMI"/>	
Town	<input type="text" value="Helsinki"/>	8 / 250 characters	NUTS2 code	<input type="text" value="Helsinki-Uusimaa"/>	
Website	<input type="text" value="www.forumvirium.fi"/>	18 / 100 characters	NUTS3 code	<input type="text" value="Helsinki-Uusimaa"/>	
Organisation identification No.	<input type="text" value="2170029-2"/>				9 / 100 characters
Type of register	<input type="text" value="The Finnish Business Information System (BIS) at yti.fi"/>				55 / 250 characters

### Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Managing Director"/>	17 / 250 characters	Position	<input type="text" value="Project Manager"/>	15 / 250 characters
Given name	<input type="text" value="Mika"/>	4 / 250 characters	Given name	<input type="text" value="Jari"/>	4 / 250 characters
Family name	<input type="text" value="Malin"/>	5 / 250 characters	Family name	<input type="text" value="Honkonen"/>	8 / 250 characters
Email	<input type="text" value="mika.malin@forumvirium.fi"/>	25 / 250 characters	Email	<input type="text" value="jari.honkonen@forumvirium.fi"/>	28 / 250 characters
Phone	<input type="text" value="+ 35 840 668 599"/>		Phone	<input type="text" value="+ 0 406 636 668"/>	
Mobile	<input type="text" value="+ 35 840 668 599"/>		Mobile	<input type="text" value="+ 0 406 636 668"/>	

**Partner Description**

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="Yes"/>	
Type of partner	<input type="text" value="Sectoral agency"/>	<input type="text" value="e.g. local or regional development agency, environmental agency, energy agency, employment agency, etc."/>

## 2.2 Project Partner Details - Partner 5

### Partner Information

Organisation in original language	<input type="text" value="Masto Gdańsk"/>	13 / 250 characters
Organisation in English	<input type="text" value="The City of Gdansk"/>	18 / 250 characters
Department in original language	<input type="text" value="Wydział Gospodarki Komunalnej"/>	29 / 250 characters
Department in English	<input type="text" value="Community Facilities Management Department"/>	42 / 250 characters

### Localisation

Address	<input type="text" value="ul. Nowe Ogrody 8/12"/>	20 / 250 characters	Country	<input type="text" value="Poland"/>
Postal Code	<input type="text" value="80-803"/>	6 / 250 characters	NUTS1 code	<input type="text" value="REGION PÓŁNOCNY"/>
Town	<input type="text" value="Gdańsk"/>	6 / 250 characters	NUTS2 code	<input type="text" value="Pomorskie"/>
Website	<input type="text" value="www.gdansk.pl, www.rowerowygdansk.pl"/>	36 / 100 characters	NUTS3 code	<input type="text" value="Trójmiejski"/>
Organisation identification No.	<input type="text" value="191675570"/>			
		9 / 100 characters		
Type of register	<input type="text" value="Register of Legal Entities"/>			
		26 / 250 characters		

### Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Deputy Mayor"/>	12 / 250 characters	Position	<input type="text" value="Senior Specialist"/>	17 / 250 characters
Given name	<input type="text" value="Piotr"/>	6 / 250 characters	Given name	<input type="text" value="Magdalena"/>	9 / 250 characters
Family name	<input type="text" value="Grzelak"/>	7 / 250 characters	Family name	<input type="text" value="Szymanska"/>	9 / 250 characters
Email	<input type="text" value="piotr.grzelak@gdansk.gda.pl"/>	27 / 250 characters	Email	<input type="text" value="magdalena.szymanska@gdansk.gda.pl"/>	33 / 250 characters
Phone	<input type="text" value="+ 48 583 236 318"/>		Phone	<input type="text" value="+ 48 585 268 086"/>	
Mobile	<input type="text" value="+ 48 583 236 318"/>		Mobile	<input type="text" value="+ 693 380 265"/>	

**Partner Description**

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

## 2.2 Project Partner Details - Partner 6

### Partner Information

Organisation in original language	<input type="text" value="Tallinna linn"/>	13 / 250 characters
Organisation in English	<input type="text" value="City of Tallinn"/>	15 / 250 characters
Department in original language	<input type="text" value="Tallinna Transpordiamet"/>	23 / 250 characters
Department in English	<input type="text" value="Tallinn Transport Department"/>	28 / 250 characters

### Localisation

Address	<input type="text" value="Vabaduse Väljak 7"/>	18 / 250 characters	Country	<input type="text" value="Estonia"/>
Postal Code	<input type="text" value="15199"/>	7 / 250 characters	NUTS1 code	<input type="text" value="EESTI"/>
Town	<input type="text" value="Tallinn"/>	7 / 250 characters	NUTS2 code	<input type="text" value="Eesti"/>
Website	<input type="text" value="https://www.tallinn.ee/est/transpordiamet"/>	41 / 100 characters	NUTS3 code	<input type="text" value="Põhja-Eesti"/>
Organisation identification No.	<input type="text" value="7"/>	1 / 100 characters		
Type of register	<input type="text" value="public authority"/>	16 / 250 characters		

### Contact Information

Legal Representative		Contact Person			
Position	<input type="text" value="Head of Transport Department"/>	28 / 250 characters	Position	<input type="text" value="Project manager"/>	15 / 250 characters
Given name	<input type="text" value="Andres"/>	6 / 250 characters	Given name	<input type="text" value="Jaagup"/>	6 / 250 characters
Family name	<input type="text" value="Harjo"/>	5 / 250 characters	Family name	<input type="text" value="Ainsalu"/>	7 / 250 characters
Email	<input type="text" value="Andres.Harjo@tallinnlv.ee"/>	25 / 250 characters	Email	<input type="text" value="Jaagup.Ainsalu@tallinnlv.ee"/>	27 / 250 characters
Phone	<input type="text" value="+ 56 627 354"/>		Phone	<input type="text" value="+ 56 627 354"/>	
Mobile	<input type="text" value="+ 6 404 629"/>		Mobile	<input type="text" value="+ 6 404 629"/>	

**Partner Description**

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="Yes"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>



## 2.2 Project Partner Details - Partner 7

### Partner Information

Organisation in original language	Kongsberg kommune	17 / 250 characters
Organisation in English	The Municipality of Kongsberg	29 / 250 characters
Department in original language	Strategi og omdømme, næringsutvikling	37 / 250 characters
Department in English	Strategy and reputation, business development	45 / 250 characters

### Localisation

Address	Postboks 115	12 / 250 characters	Country	Norway
Postal Code	3601	4 / 250 characters	NUTS1 code	NORGE
Town	KONGSBERG	9 / 250 characters	NUTS2 code	Sør-Østlandet
Website	www.kongsberg.kommune.no	24 / 100 characters	NUTS3 code	Buskerud
Organisation identification No.	942 402 465	11 / 100 characters		
Type of register	CCR	3 / 250 characters		

### Contact Information

Legal Representative		Contact Person			
Position	Municipal Manager	17 / 250 characters	Position	Head of business development	28 / 250 characters
Given name	Håvard	6 / 250 characters	Given name	Ingar	5 / 250 characters
Family name	Fossbakken	10 / 250 characters	Family name	Vaskinn	7 / 250 characters
Email	Havard.Fossbakken@kongsberg.kommune.no	38 / 250 characters	Email	ingar.vaskinn@kongsberg.kommune.no	34 / 250 characters
Phone	+ 4 797 154 331		Phone	+ 4 748 166 459	
Mobile	+ 4 797 154 331		Mobile	+ 4 748 166 459	

**Partner Description**

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Local public authority"/>	<input type="text" value="municipality, etc."/>

## 2.2 Project Partner Details - Partner 8

### Partner Information

Organisation in original language	Zemgales Plānošanas reģions	27 / 250 characters
Organisation in English	Zemgale Planning Region	23 / 250 characters
Department in original language	Attīstības nodaļa	17 / 250 characters
Department in English	Development Department	22 / 250 characters

### Localisation

Address	Katoļu iela 2b	14 / 250 characters	Country	Latvia
Postal Code	LV-3001	7 / 250 characters	NUTS1 code	LATVIJA
Town	Jelgava	7 / 250 characters	NUTS2 code	Latvija
Website	www.zemgale.lv	14 / 100 characters	NUTS3 code	Zemgale
Organisation identification No.	90002182529	11 / 100 characters		
Type of register	Register of Tax Payers	22 / 250 characters		

### Contact Information

Legal Representative		Contact Person			
Position	Executive Director	18 / 250 characters	Position	Project Manager	15 / 250 characters
Given name	Valdis	6 / 250 characters	Given name	Raitis	6 / 250 characters
Family name	Veips	5 / 250 characters	Family name	Madžulis	8 / 250 characters
Email	valdis.veips@zpr.gov.lv	23 / 250 characters	Email	raitis.madzulis@zpr.gov.lv	26 / 250 characters
Phone	+ 37 163 084 950		Phone	+ 37 129 534 718	
Mobile	+ 37 128 800 405		Mobile	+ 37 163 028 085	

**Partner Description**

Legal status	<input type="text" value="a) National (governmental), regional and local public authorities"/>	
Source of contribution	<input type="text" value="public"/>	
Is your organisation entitled to recover VAT related to the EU funded project activities?	<input type="text" value="No"/>	
Type of partner	<input type="text" value="Regional public authority"/>	<input type="text" value="regional council, etc."/>

### 3. Strategy

#### 3.1. Challenge to be addressed

During the last couple of years, Automated Road Transport Systems (ARTS) have been tested in a number of locations in the Baltic Sea Region and Norway. This shows that many countries have the legal framework to allow autonomous vehicles in the traffic, either for testing or for regular operation. These countries include Finland, Sweden, Norway, Estonia and Poland. Legal changes are currently on the way in Denmark.

Sohjoa Baltic was the first international project to promote and test autonomous electric minibuses in the BSR region. Several pilots were conducted that included cities such as Kongsberg, Helsinki and Gdansk. The pilot in Tallinn started at the end of August 2019 and will continue in April 2020. Zemgale planning region in Latvia will have its mini pilot in the spring of 2020. The conducted pilots have provided valuable experience and knowledge for the project partners. This includes experience and knowledge related to procuring ARTS technology, traffic-related issues, the currently existing technological and legal limitations. Sohjoa Baltic project has also enabled partners to introduce ARTS to a wider population in terms of technology and their practical potential as well as to research passengers to rate their perceived safety on the automated bus and rate the overall experience.

One of the main limitations during the Sohjoa Baltic project was the fact that none of the pilots were completely autonomous as all of them had an operator on board. Although this was due to the existing legal barriers, it has also prevented the partners from gaining knowledge and experience on completely autonomous operations. With the extension project, the project partners want to address this issue by conducting completely autonomous and remotely controlled pilots either in closed areas such as zoos and cemeteries or if possible, in the open traffic.

The purpose of the extension project Sohjoa Last Mile is to:

- gain practical experience related to remotely controlled pilots
- identify challenges related to remote control
- push the technological development of remote control function
- further increase the awareness of autonomous vehicles
- build legacy of the regular and extension stage project
- share the ARTS knowledge with a wider audience e.g. municipalities and public transport operators
- influence legislative framework where needed e.g. in Poland
- study the possibilities to reduce costs of public transport and provide more flexible, demand-based services
- showcase how to deliver services where volumes of passengers are low
- study the possibilities for integrated services with passenger transport e.g. home delivery solutions.

2,681 / 6,000 characters

#### 3.2. Transnational value of the project

The BSR region includes some of the front runners in the development of ARTS. The Helsinki region has long been a location for autonomous pilots together with a growing ecosystem of companies active in the field as a result of the favorable legal framework of Finland. Estonia is another country that has a favorable legal framework which allows autonomous passenger and parcel vehicles on the streets. Several companies are currently developing autonomous parcel robots and the development of autonomous minibuses is also under way. Norway has adopted a special regulation for testing autonomous vehicles in the country. Numerous pilots have been conducted in locations such as Kongsberg, Oslo and Gjøvik. Kongsberg is aiming to be one of the hubs of autonomous technology development, including a maritime industry. Sweden has a long history of automotive development having several big industries in this sector. Chalmers university will support the partners offering its long term experience with autonomous driving technology as a high-ranked research institution. Prior to the Sohjoa Baltic project, Poland had no experience of autonomous vehicles implementation, however legislative works were ongoing to introduce provisions on testing of autonomous vehicles on roads. The provisions came into force during the course of implementation of the project and even though they make autonomous buses vehicles testing very complicated in terms of the procedures, The City of Gdansk following findings of the legal analysis, managed to close the road for other types of traffic and implement a first ever autonomous bus presentation in Poland.

In the Sohjoa Last Mile project the project partners would look more into the challenges related to remote control technology by running remotely controlled pilots with autonomous vehicles. The gained knowledge would be shared among the partners of the project which further ensures the front runner status of BSR region in the development of ARTS as well as the challenges addressed in 3.1

2,036 / 3,000 characters

#### 3.3. Political and strategic background of the project

The technology is not a goal in itself, but seen as a tool to develop sustainable mobility. In Testsite Kongsberg a collaborative arena has been developed where the authorities, technology industry, transport companies and universities jointly promote new sustainable solutions - which are attractive to the public of the future. The partnership includes: The Municipality of Kongsberg, The National Road Administration, the technology industry in Kongsberg by Applied Autonomy, The Viken County, ITS-Norway, the University of Southeast Norway, the PTA Brakar and the PTO VY. On January 23, there was a small showcase for the next phase of development, driving completely without a host on board in Kongsberg. The autonomous minibus drove without anyone aboard at Church Square, communicated with traffic lights, stopped at bus stops and stopped for unforeseen obstacles. The demonstration of the technology was very successful and went exactly as planned. Legal basis and framework conditions: At the start of the project there was no testing of automatic vehicles under the Norwegian legislation. Important tasks have been used for input and justified law and regulations on the testing of self-driving vehicles on roads (LOV-2017-12-15-112 and FOR-2017-12-19-2240), as well as an evaluation of the application process for the pilots and the application of the legislation after that entered into force. It is still a demanding process to get approved use of self-driving vehicles without an operator on board. As part of Sohjoa Last Mile, we will establish the method for obtaining such approval in line with the intention of Norwegian law.

Technological maturity and infrastructure requirements: Self-driving minibuses are still in an early phase of the innovation cycle, with limited functionality and technological maturity. Kongsberg has already succeeded in realizing a pilot in mixed traffic on public roads in all four seasons with lots of snow. The piloting has set the premises for further product development to support the developed transport solutions that are adapted to Norwegian conditions and winter driving. These improvements must be tested and further developed in order for a general roll-out of the solutions to be feasible. We want to continue this in Sohjoa Last Mile. Traffic safety: There have been no self-reported accidents involving police minibuses on Norwegian roads. Although testing is conducted in complex traffic environments, testing is good regulated and takes place at low speeds. Further testing, piloting and technology development in sensory, algorithms, AI and deep learning will be important to allow your speed and achieve smoother shopping in the future.

The similar developments in other partnering countries are without a doubt ahead and the Sohjoa Last Mile supports the transnational collaboration.

2,853 / 3,000 characters

#### 3.4. Project's contribution to the EU Strategy for the Baltic Sea Region

The use of automated electric buses specifically targets climate change adaptation, risk prevention and management aspect of the EU Strategy for the Baltic Sea. Project will result in increased capacity among the relevant target groups working in the field: public transportation agencies and operators, area development and roads managing authorities, traffic safety agencies, legislators in the field of transport in the BSR.

The target group needs are divided in increasing the capacity of them on how to set up the fully autonomous operation without an operator on board and what are the benefits cost / emissions / service level and how to ensure safe operation. The user's main need is to have affordable, yet safe and efficient public transportation service locally. The project will find answers to these questions through demonstration actions - 3 fully autonomous pilots. In addition, the challenges facing autonomous public transport will be mapped and analysed to create a road map style documentation package on the key points in legislation, regulation, standardization and practical challenges when it comes to adapting this new technology in and around the BSR. The concrete demonstrations of fully autonomous driving results in increasing awareness and acceptance of the users of public transport towards the usage of environmentally friendly and smart technologies.

By the end of the project, national workshops will be organised to share the knowledge of ARTS, as well as experience on operational level with other local governments and interested actors. This will directly contribute in increased capacity of authorities, infrastructure providers and operators to enhance the transport user's options for environmentally friendly transport solutions in urban areas. The project will bring about institutionalized knowledge and competence on organizing environmentally friendly and smart autonomous public transport solutions.

1,951 / 3,000 characters

#### 3.5. Seed money support

Did you receive seed money support?

No, we have not received any seed money support from the EUSBSR Seed Money Facility/Baltic Sea Region Programme

### 3.6. Synergies with projects / other initiatives

Is your project based on any former or related to any current project/programme/initiative?

Yes

Details about former project

Sohjoa - Baltic Sea Region transitioning into eco-friendly autonomous last mile public transportation (Interreg BSR) -project is ongoing and aimed to offer new, sustainable public transportation solutions to cities around the Baltic Sea Region, the work started by gathering information of the current state of the art of autonomous vehicles and the legal framework study from national perspectives, infused into European-level framework. Automated vehicles, "self-driving" small electric shuttles (with a safety driver onboard) were planned to have 3 large scale and 3 small scale pilots. The large scale piloting took place in 2018-2019 in Kongsberg, Norway and Helsinki, Finland. The small scale pilot in Gdansk took place in September 2019. Deviations from original piloting plan were the large scale pilot in Tallinn, Estonia, which was implemented in 2019 but due to fall weather conditions will continue in April 2020. The small scale pilot in Vejle, Denmark had to be cancelled due to Danish legislation. The small scale pilot in Zemgale region, Latvia is upcoming in spring 2020. The piloting processes included learning from each other from the regulative to procurement processes to route planning and traffic arrangement solutions. The conducted pilots have collected passenger survey data. The pilots outcome are variable. In Kongsberg the robot buses have been implemented to daily service after the pilot, in Finland the Helsinki Transport dpt noted that the maturity of vehicles is not enabling a reliable regular service. In Gdansk the short-period pilot was the first robot bus experience in Poland, receiving positive feedback.

1,646 / 2,000 characters

### 3.7. Level of cooperation

- Joint development
- Joint implementation
- Joint staffing
- Joint financing

### 3.8. Objectives and results

#### Programme Level

Programme specific objective	Programme Result
3.1 Interoperability of transport modes: To increase interoperability in transporting goods and persons in north-south and east-west connections based on increased capacity of transport actors	3.1 Increased capacity of authorities, public and private logistic and transport operators, ports, intergovernmental and research institutions for higher interoperability between transport modes and systems by sea, rail, road, inland waterways and air

Project Level				
No.	Project Objective	Institutional Capacity Dimensions	No.	Project Result
PO1	<p>Through fully autonomous pilots, the project brings institutionalized knowledge and competence on organizing environmentally friendly and smart autonomous public transport solutions as well as providing guidelines on the organizational setup needed for running such a service in a cost-efficient way.</p> <p style="text-align: right;">301 / 3,000 characters</p>	<p>Enhanced institutionalised knowledge and competence <input checked="" type="checkbox"/></p> <p>Improved governance structures and organisational set-up <input type="checkbox"/></p> <p>More efficient use of human and technical resources (databases, technical solutions, small infrastructure etc.) <input type="checkbox"/></p> <p>Better ability to attract new financial resources <input type="checkbox"/></p> <p>Increased capability to work in transnational environment <input type="checkbox"/></p>	R1	<p>Public transportation agencies and operators, area development and roads managing authorities, traffic safety agencies, legislators in the field of transport in the BSR will gain knowledge concerning the requirements for fully autonomous public transportation solutions.</p> <p style="text-align: right;">271 / 3,000 characters</p>

Horizontal principles		
Horizontal Principles	Level of Influence	Description
3.9. Sustainable development	positive	<p>Successful paradigm shift from private cars to public transport has the potential to reduce CO2 emissions and noise and improve the quality of life in urban areas. In particular, the project enhances the attractiveness of multi-modal transport by enabling easy first mile/last mile transportation in urban environment in an eco-friendly way. It gives public transport the possibility to answer to the need and potentially reduce private car use.</p> <p style="text-align: right;">445 / 2,000 characters</p>
3.10. Equal opportunities and non-discrimination	positive	<p>The Sohjoa Last Mile activities are supporting the development of public transportation, open to all interested parties to participate and free of charge to all passengers.</p> <p style="text-align: right;">172 / 2,000 characters</p>
3.11. Equality between men and women	positive	<p>The Sohjoa Last Mile activities are supporting the development of public transportation, open to all interested parties to participate and free of charge to all passengers.</p> <p style="text-align: right;">172 / 2,000 characters</p>



### 3.12. Cross-cutting issues

Cross-cutting issue	Contribution
5. Climate change adaptation and mitigation	<p>Public transport is a vital weapon in a fight against climate change. According to calculations of UITP (International Association of Public Transport) doubling users of public transport would prevent the emission of 500 millions tonnes of CO2 equivalent in the year 2025. This would mean that urban transport emissions would be in line with the objectives outlined at the international climate negotiations and this would be despite the three-time increase in the number of trips made in urban areas.</p>

501 / 2,000 characters

#### 4. Activities

##### Project management and administration

Work package budget

##### 4.1. Description of strategic project management

Strategic project management is ensuring the progress and reporting of the project, as well as responsibility for risk management during the time span of the project. The project management will be assigned from the lead partner organization and the steering group for the project will be formed from project partners' representatives to promote the interests and increase the awareness in the project and guides the project's transnational co-operation. The members will be suggested after the application's approval, however the participants might be the current Sohjoa Baltic project steering group members. Work package leaders are not involved in steering group work. However every partner has a right to contact a steering group member if there are conflicts, which project manager is not able to solve.

811 / 4,000 characters

##### 4.2. Description of project content management

The project content management allows project partners plan, create, manage, store and distribute content such as published documents (web or print), permissions, images, archived communications and presentations. Project content management is organized by lead partner. Project coordinator of the lead partner works 100% to ensure effective coordination and managing the overall activities of the short 9-month period.

Lead partner appoints communications manager (30% work load) and also appoints the financial manager (20% work load).

The lead partner leads WP1 and WP3s, and Kongsberg WP2, collaboratively responsible for the overall management and coordination of the project activities. This team will create with other partners a general project work plan including activities and milestones as well as monitor that the tasks in their respective WPs are carried out according to the work plan. The Group of Activity leaders will be responsible for coordinating the work of other partners. As many activities are interrelated with each other – both within and across WPs – the WP leaders will also continuously keep each other informed about the progress in their respective WPs.

1,190 / 4,000 characters

##### 4.3. Description of the project financial management

The responsibilities of the financial management will include the project's overall accounting and the compilation of the financial progress reports, related communications with JS/MA as well as managing the funds and preparing the transfer of funds from the lead partner to project partners. On the partner level, financial experts in each partner institution will make sure that a separate accounting system is established and maintained and that the required certifications or incurred expenditure are received from the respective First Level Controllers.

It is not expected to involve a public procurement expert as all partner institutions can employ in-house competences and are experienced with the requirements for financial management in Interreg projects. The project manager and financial expert will assist and monitor the project partners to facilitate the timely submission of financial statements and progress reports. Additionally, all project partners allocate staff resources in order to ensure the implementation of activities and financial management.

Each partner in the partnership is aware that project expenditure must be verified by a first level controller and has made arrangements accordingly. All partners are aware they must identify the costs allocated to the project in their internal accounting system. The lead partner and their first level controller will monitor the progress reports detailing financing and activities of each partner, before including them in the project's progress report.

1,529 / 4,000 characters

##### 4.4. Financial control system

Please confirm that each partner in your project partnership is aware that project expenditure must be verified by a first level controller.

Please confirm that partners with a decentralised first level control system have reserved sufficient funds in their partner budgets for these controls.

Please confirm each partner is aware it has to identify the costs allocated to the project in its accounting system.

Please confirm that the lead partner and its first level controller will monitor the progress report on finance and activities of each project partner before they are included in the project's progress report that is submitted to the JS.

##### 4.5. Further details of the financial control and reporting system of your project

Not relevant.

13 / 2,000 characters

##### 4.6. Internal coordination and communication

The knowledge of BSR Programme rules and requirements spread to the entire partnership through BSR programme website and programme manual. All relevant information will be summed up and the resulting brief rules & requirements manual is provided to all partners. The internal coordination within and among the content and financial management teams is supported by lead partner by setting up a project's opening meeting, regular on-line meetings and a supportive guidance directory over the Financial/Content/Communication Management issues. Live partner meetings will be organized during the project as follows: opening, during the workshops (intertwined with pilots), and ending of project.

The collaborative working takes place online in Teams system, where documents can be created, edited and stored online. Documents can be accessed from any device with an Internet connection and a full-featured Web browser. Project partners already successfully used one of these tools to prepare project application.

Lead partner understands that effective and well planned communication is a critical way to keep all partners actively involved in the project. In the financial field the project manual will highlight the importance of disciplined reporting, sound financial management and reporting and the role of the First Level Controller.

The lead partner appoints a 30 % workload communication manager, who is responsible for planning and coordination of communication measures for the whole project. Each partner appoints a communication representative who is supported by the lead partner's communication manager. The communication manager sets communication aims for the work packages and ensures consistency of the aims, target groups and approach, drafts a communication plan and collaborates with MAJS on communication issues.

1,838 / 3,000 characters

**Work package 2**

**4.1. Title**

Fully autonomous pilots

23 / 250 characters

Work package budget

50%

**4.2. Aim of the WP**

The aim of WP2 is to introduce autonomous vehicles into the public transportation system. Numerous pilots with autonomous pilots have already been carried out all over Europe, including in partner countries during the Sohjoa Baltic project. However, all these pilots have been carried out with operators on board. It has been a logical development for mostly legal and safety reasons. On-board operators have also helped to introduce the technology to a wider public. However, for further development of the technology, it is necessary to remove the operator from the bus.

To promote this further development, WP2 will organise one pilot in each of the three cities: Kongsberg, Tallinn and Gdansk. The pilots will probably be carried out in large public areas with none or very limited traffic. Potential areas are zoos, cemeteries, university campuses, sub-urban streets etc.

WP3 will study topics such as user behavior on autonomous bus with no operator, interaction with other road users, user acceptance, questions related to remote control (e.g connectivity, reliability), the utilisation of 5G in remote control.

After the pilots, lessons learned will be used for planning further steps in the development and use of ARTS.

1,231 / 2,000 characters

**4.3. Communication strategy in WP**

No.	Communication aim	Target group(s)
1	Increase knowledge among	Cities interested in autonomous public transportation and relevant target groups in the city/transport planning. 112 / 1,000 characters
2	Raise awareness among	Citizens and public transportation users. 41 / 1,000 characters
3	Change attitude of	Other road users. 17 / 1,000 characters

**4.4. WP leader**

PP 7 - The Municipality of Kongsberg

Please select

**4.5. Partner involvement**

KONGSBERG was the first partner who ran a pilot during the Sohjoa Baltic project. Kongsberg has accumulated experience in running autonomous pilots during all four seasons and their aim is to be the national test area for autonomous vehicles.

TALLINN UNIVERSITY OF TECHNOLOGY has during the last couple of years accumulated competencies in the development of autonomous technology. In addition, the university has competencies in 5G and is actively partnering in the development of different smart city solutions.

GDANSK is actively pursuing to build ARTS-related competencies. During the Sohjoa Baltic project, Gdansk successfully set up a short-term pilot which lasted one month. The city is very interested in additional pilots and seeks to have a completely autonomous pilot which could serve as a valuable use-case for such a service. Such a pilot will help to further develop autonomous mobility related competence within the local public transport managing authority, roads managing authority and Gdansk Trams and Busses (fleet operating company).

TALLINN TRANSPORT DEPARTMENT is responsible for planning transport. This includes establishing line routes, stops and schedules; maintaining city transport and traffic register; developing public transport tickets; organising road safety work; approving applications for temporary closure of traffic on streets. Tallinn Transport Department has helped to set up several pilots in the city. These include the first AV pilot during the Estonian Presidency of the EU, Sohjoa Baltic pilot and upcoming pilot of FABULOS project.

PP 2 - Tallinn University of Technology  
 PP 5 - The City of Gdansk  
 PP 6 - City of Tallinn  
 PP 7 - The Municipality of Kongsberg

1,583 / 3,000 characters

**4.6. Reserved partner involvement**

0 / 3,000 characters

**4.7. Associated organisations involvement**

0 / 3,000 characters

**Activities, outputs and responsibilities**



## WP 2 Group of activities 2.1

### 4.13. Group of activities leader

PP 2 - Tallinn University of Technology

#### A2.1

Title	Tallinn Pilot	13 / 250 characters
Description of the group of activities	<p>Tallinn University of Technology together with Tallinn Transport Department plan to conduct a completely autonomous (without safety driver on-board) and on demand remotely controlled pilot. The pilot would be conducted in a limited access area without any or with very limited traffic. The exact location is yet to be confirmed but possible locations are Tallinn Zoo, campus of Tallinn University of Technology or similar.</p> <p>During the pilot Tallinn University of Technology and Tallinn Transport Department will use the ISEAUTO prototype bus which belongs to the university. The aim of the pilot is to get practical insight on how operating a bus through remote control without safety person on-board looks like and what are the challenges related to it. Tallinn University of Technology already has the necessary infrastructure to use 5G network for remote control and is conducting active research in this area.</p> <p>The pilot will run with the following characteristics:          The pilot is planned to start in March 2021 and lasts up to three months.          The pilot will provide a service that the passengers could integrate into their everyday mobility plan or the manager of a limited access area could provide for its visitors.</p>	
State aid relevant?	<input type="checkbox"/>	1,218 / 3,000 characters

#### O2.1

Output Title	Tallinn pilot outputs	21 / 250 characters
Output Description	<p>The outputs of Tallinn pilot are the following:          - Report on the technical capabilities and potential risk when driving without a safety driver;          - Experiment report on the human perception towards the driverless bus together with an recommendations on the future LoD (language of driving);          - Experiment report on the communications network requirements for remote-control driving          - An evaluation of 5G network advantages based on remote control pilots over TalTech 5G          The outputs of Tallinn pilot could also be compared with other pilots in Gdansk and Kongsberg.</p>	
Main Output	<input checked="" type="checkbox"/>	562 / 2,000 characters
Investment	<input type="checkbox"/>	

### 4.14. Target group(s) and use of the main output

Public transportation agencies and operators, area development and roads managing authorities, traffic safety agencies, legislators in the field of transport in the BSR will gain knowledge concerning the requirements for fully autonomous public transportation solutions. The target for remote-operated vehicles is the cost reduction and more flexible services for public transport. To meet public needs for transport, the service need to perform as regular buses. Sohjoa Last Mile project deploys three pilots where in Kongsberg, Norway the remote-controlled fully autonomous piloting the vehicle will operate in open city spaces with pedestrians, bicycles and other vehicles. In Tallinn, Estonia and Gdansk, Poland similar piloting will take place in closed areas.

765 / 2,000 characters

### 4.16. Time line

	A2.1	O2.1
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## WP 2 Group of activities 2.2

### 4.13. Group of activities leader

PP 7 - The Municipality of Kongsberg

#### A.2.2

Title  15 / 250 characters

Description of the group of activities  613 / 3,000 characters

State aid relevant?

#### O.2.2

Output Title  23 / 250 characters

Output Description  1,342 / 2,000 characters

Main Output

Investment

### 4.14. Target group(s) and use of the main output

Public transportation agencies and operators, area development and roads managing authorities, traffic safety agencies, legislators in the field of transport in the BSR will gain knowledge concerning the requirements for fully autonomous public transportation solutions. The target for remote-operated vehicles is the cost reduction and more flexible services for public transport. To meet public needs for transport, the service need to perform as regular buses. Sohjoa Last Mile project deploys three pilots where in Kongsberg, Norway the remote-controlled fully autonomous piloting the vehicle will operate in open city spaces with pedestrians, bicycles and other vehicles. In Tallinn, Estonia and Gdansk, Poland similar piloting will take place in closed areas.

765 / 2,000 characters

### 4.16. Timeline

	A.2.2	O.2.2
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## WP 2 Group of activities 2.3

### 4.13. Group of activities leader

PP 5 - The City of Gdansk

#### A2.3

Title  12 / 250 characters

Description of the group of activities  1,467 / 3,000 characters

State aid relevant?

#### O2.3

Output Title  20 / 250 characters

Output Description  863 / 2,000 characters

Main Output

Investment

### 4.14. Target group(s) and use of the main output

Public transportation agencies and operators, area development and roads managing authorities, traffic safety agencies, legislators in the field of transport in the BSR will gain knowledge concerning the requirements for fully autonomous public transportation solutions. The target for remote-operated vehicles is the cost reduction and more flexible services for public transport. To meet public needs for transport, the service need to perform as regular buses. Sohjoa Last Mile project deploys three pilots where in Kongsberg, Norway the remote-controlled fully autonomous piloting the vehicle will operate in open city spaces with pedestrians, bicycles and other vehicles. In Tallinn, Estonia and Gdansk, Poland similar piloting will take place in closed areas.

765 / 2,000 characters

### 4.16. Time line

	A2.3	O2.3
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### Work package 3

#### 4.1. Title

Communication and dissemination

31 / 250 characters

Work package budget

30%

#### 4.2. Aim of the WP

WP3 is supportive task to other WPs needs in communication, both in reaching the target audience and disseminating the outcome to wider audience. Tasks include the planning and execution of the overall communication strategy, creating core messages and relevant content, and using the necessary digital communication channels (social media, partner web pages, project web page) suitable for each target audience, as well as disseminating information and well-curated media releases to gain exposure in (editorial) media.

520 / 2,000 characters

#### 4.3. Communication strategy in WP

No.	Communication aim	Target group(s)
1	Receive input from	National and transnational road authorities, administration and regulatory organisations in charge of autonomous mobility. 123 / 1,000 characters
2	Increase knowledge among	Cities interested in autonomous mobility solutions as part of public transportation. 84 / 1,000 characters
3	Change attitude of	Citizens to more accepting towards autonomous public transportation solutions. 78 / 1,000 characters

#### 4.4. WP leader

PP 1 - Metropolia University of Applied Sciences

Please select

#### 4.5. Partner involvement

Partners are in supportive role in the communication activities, mostly in content creation and reaching the national target groups such as authorities and city planners directly, and assisting to disseminate the results to the citizens via media.

Each partner will engage the media with Sohjoa Last Mile achievements and legacy. Additional pilots and national knowledge sharing workshops will gain media attention thanks to coordinated media relations and social media channels.

Partners will invite audience and delegates to attend demonstrations and events, as well as involve them into seminars, workshops or other events. Also all partners will participate in networking and influencing activities by providing access to local legal decision and policy making.

Metropolia is Finland's largest university of applied sciences, situated in the capital region, and an active leader and doer of RDI projects in four studyfields, with a long tradition in the (smart) mobility projects, holding a wide range of related networks and experience in both project as well as communications management.

Forum Virium is a part of City of Helsinki group, and has a long history of operating, planning and coordinating various smart city activities, building cooperation networks and influencing urban policy making, including partnership in two automated bus pilots and a large amount of smart urban mobility pilot projects. It has been awarded and recognized internationally and locally several times with its smart city projects.

The City of Gdansk organises a wide range of mobility and smart city conferences such as an Active Mobility Congress or Smart Metropolia.

Zemgale Planning Region will organise national/regional workshop to promote driverless transport ideas in the Zemgale Region and Latvia at all. Planned until 50 participants from national, regional and local level institutions and stakeholders.

PP 1 - Metropolia University of Applied Sciences  
 PP 2 - Tallinn University of Technology  
 PP 3 - Chalmers university of technology  
 PP 4 - Forum Virium Helsinki  
 PP 5 - The City of Gdansk  
 PP 6 - City of Tallinn  
 PP 7 - The Municipality of Kongsberg  
 PP 8 - Zemgale Planning Region

1,921 / 3,000 characters

#### 4.6. Reserved partner involvement

Within the project's limited implementation time, no specified involvement indicators provided.

96 / 3,000 characters

#### 4.7. Associated organisations involvement

0 / 3,000 characters



Activities, outputs and responsibilities

### WP 3 Group of activities 3.1

#### 4.13. Group of activities leader

PP 1 - Metropolia University of Applied Sciences

#### A.3.1

Title  32 / 250 characters

Description of the group of activities   
 1,245 / 3,000 characters

State aid relevant?

#### O.3.1

Output Title  40 / 250 characters

Output Description  425 / 2,000 characters

Main Output

Investment

#### 4.16. Time line

	A.3.1	O.3.1
Period 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### WP 3 Group of activities 3.2

#### 4.13. Group of activities leader

PP 1 - Metropolia University of Applied Sciences

#### A 3.2

Title  56 / 250 characters

Description of the group of activities  1,891 / 3,000 characters

The workshops will highlight

- missing regulations
- making the operation of AV's in last mile public transport impossible
- other barriers to overcome
- sharing recommendations for smart automated public transport
- providing guidelines on the organisational set-up

These will be shared with other local governments and universities in partner countries through a series of workshops, organised by Chalmers University of Technology, the City of Gdansk and Zemgale Planning Region, additionally Kongsberg Norway. The hosts of the workshops are Metropolia University of Applied Sciences together with Finnish partners, Municipality Gdansk and Kongsberg, Tallinn Transport Department together with Tallinn University of Technology as well as Zemgale Planning Region.

Workshops' participants will benefit from those meetings by learning from experience of Sohjoa Batic and Sohjoa Last mile partners and their case studies. Legal, technical and organisational and procurement knowledge related to autonomous buses will be shared so that other organisations can learn from our experience, avoid mistakes and introduce autonomous last mile transport smoothly.

Zemgale Planning Region will organise national/regional workshop to promote driverless transport ideas in the Zemgale Region and Latvia at all. Planned up to 50 participants from national, regional and local level institutions and stakeholders. There will be invited participants from other project partners as well as lectures. In frame of workshop will be exchange best practices and information about best showcases organised in partner cities and regions..

State aid relevant?

#### O 3.2

Output Title  21 / 250 characters

Output Description  538 / 2,000 characters

The four workshops will highlight autonomous mobility

- missing regulations
- making the operation of AV's in last mile public transport impossible
- other barriers to overcome
- sharing recommendations for smart automated public transport
- providing guidelines on the organisational set-up

These will be shared with other local governments and universities in partner countries. Lead partner will assist in planning and helps in communication / marketing these workshop events in collaboration with each national organizing partner.

Main Output

Investment

#### 4.16. Timeline

	A 3.2	O 3.2
Period 1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### WP 3 Group of activities 3.3

#### 4.13. Group of activities leader

PP 4 - Forum Virium Helsinki

#### A.3.3

Title  46 / 250 characters

Description of the group of activities  1,724 / 3,000 characters

State aid relevant?

#### O.3.3

Output Title  30 / 250 characters

Output Description  445 / 2,000 characters

Main Output

Investment

#### 4.16. Timeline

	A.3.3	O.3.3
Period 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Period 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

## 5. Output indicators

### 5.1. Obligatory output indicator

Number	Obligatory output indicator	Description
O1	Documented learning experience	<p>The main targets for the pilots in Sohjoa Last Mile is to learn, perform, document and disseminate how to operate automated shuttles without an safety operator. The target for remote-operated vehicles is the cost reduction and more flexible services for public transport.</p> <p>The Sohjoa Last Mile project will conduct three fully autonomous pilots on eco-friendly autonomous public transport, one in Kongsberg (Norway), one in Tallinn (Estonia) and one in Gdansk (Poland). This gives valuable information, which will be disseminated to target groups in workshops, where the experiences and challenges in implementing autonomous public transport will be made widely available to relevant authorities in Europe.</p> <p style="text-align: right;">707 / 1,000 characters</p>

### 5.2. Project specific output indicators

Number	Output indicator	Mark in case output indicator not relevant	Description	Target value in number
P1	No. of local/regional public authorities/institutions involved	<input type="checkbox"/>	Tallinn Transport dpt (PP6), Zemgale region (PP8), City of Gdansk (PP5), Kongsberg municipality (PP7) 101 / 1,000 characters	4
P2	No. of national public authorities/institutions involved	<input checked="" type="checkbox"/>	 0 / 1,000 characters	0
P3	No. of enterprises receiving support	<input type="checkbox"/>	Forum Vriium Helsinki (PP4) 27 / 1,000 characters	1
P4	No. of enterprises receiving non-financial support	<input type="checkbox"/>	Workshop participants in Norway, Poland, Latvia or Sweden. 58 / 1,000 characters	10
P5	No. of enterprises cooperating with research institutions	<input type="checkbox"/>	Tallinn University of Technology (PP2), Auve Tech (Estonian enterprise), Metropolia University of Applied Sciences (PP1) 121 / 1,000 characters	3
P6	No. of documented newly developed market products and services	<input checked="" type="checkbox"/>	 0 / 1,000 characters	0
P7	Amount of private investments matching public support in innovation or R&D projects	<input checked="" type="checkbox"/>	 0 / 1,000 characters	0
P8	Amount of documented planned investments to be realised with other than the Programme funding	<input checked="" type="checkbox"/>	 0 / 1,000 characters	0

## 6. Budget

### 6.1 External expertise and services

Item No.	Contract specification	Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
1	First level controller. 22 / 100 characters	No	WP1	1. Metropolia University of Applied Sciences	9,500.00	No procurement
2	Event/conference fees. 22 / 100 characters	No	WP1	1. Metropolia University of Applied Sciences	1,000.00	No procurement
3	Web page for the project extension. 35 / 100 characters	No	GoA.3.1	1. Metropolia University of Applied Sciences	2,500.00	No procurement
4	Fully autonomous bus pilot in Gdansk 37 / 100 characters	No	GoA.2.3	5. The City of Gdansk	130,000.00	Open national tender
5	National ARTS knowledge sharing workshops in Gdansk 51 / 100 characters	No	GoA.3.2	5. The City of Gdansk	4,000.00	Bid-at-three
6	Legal analysis and communicating findings to national authorities 65 / 100 characters	No	GoA.3.3	5. The City of Gdansk	6,000.00	Open national tender
7	Additional equipment and services for remote control 52 / 100 characters	No	GoA.2.1	2. Tallinn University of Technology	50,000.00	EU-wide tender
8	Event/conference fees. 22 / 100 characters	No	GoA.3.3	4. Forum Virium Helsinki	3,000.00	No procurement
9	Expert consulting for legal influencing 39 / 100 characters	No	GoA.3.3	4. Forum Virium Helsinki	5,000.00	Bid-at-three
10	First level controller 22 / 100 characters	No	WP1	4. Forum Virium Helsinki	2,000.00	No procurement
11	Knowledge sharing workshop. 27 / 100 characters	No	GoA.3.2	3. Chalmers university of technology	5,000.00	No procurement
12	Event/Conference fees. 23 / 100 characters	No	GoA.3.2	6. City of Tallinn	2,500.00	Bid-at-three
13	Piloting arrangements (services bought for making the pilot e.g building up traffic light/signs) 96 / 100 characters	No	GoA.2.1	6. City of Tallinn	12,000.00	Bid-at-three
14	Fully autonomous bus pilot in Kongsberg 39 / 100 characters	No	GoA.2.2	7. The Municipality of Kongsberg	219,500.00	Open national tender
15	Travel of stakeholders 22 / 100 characters	No	GoA.3.2	8. Zemgale Planning Region	1,750.00	Bid-at-three
16	Organizing National workshop (rent of room, catering, translation, other costs) 79 / 100 characters	No	GoA.3.2	8. Zemgale Planning Region	4,003.46	Bid-at-three
	<b>Total</b>				457,753.46	

**6.2 Equipment**

Item No.	Category		Investment item?	Group of activities no.	Contracting partner	Planned contract value	Planned award procedure
	Category	Additional Specification					
1	Other specific equipment	Drone and camera equipment for videos. 38 / 100 characters	No	GoA2.1	6. City of Tallinn	2,000.00	Bid-at-three
2	Office equipment	Renting Computers and etc 25 / 100 characters	No	GoA2.1	6. City of Tallinn	1,500.00	Bid-at-three
<b>Total</b>						3,500.00	



There is no investment selected.

**6.4 Expenditure for specific project activities (e.g. expenditure for large research activities on sea etc.)**









This section is activated only in the exceptional cases defined in the Programme Manual and after a successful consultation with the JS.

6.5 Breakdown of planned project costs per budget line & per partner

Partner	BL1 - Staff costs	BL2 - Office & administration	BL3 - Travel & accommodation	BL4 - External expertise & services	BL5 - Equipment	BL6 - Infrastructure & works	BL7 - Specific project activities	Total project budget
PP 1 - Metropolia University of Applied Sciences	75,000.00	11,250.00	5,000.00	13,000.00	0.00	0.00	0.00	104,250.00
PP 2 - Tallinn University of Technology	50,000.00	7,500.00	7,000.00	50,000.00	0.00	0.00	0.00	114,500.00
PP 3 - Chalmers university of technology	50,000.00	7,500.00	5,000.00	5,000.00	0.00	0.00	0.00	67,500.00
PP 4 - Forum Virium Helsinki	55,000.00	8,250.00	10,000.00	10,000.00	0.00	0.00	0.00	83,250.00
PP 5 - The City of Gdansk	30,000.00	4,500.00	5,000.00	140,000.00	0.00	0.00	0.00	179,500.00
PP 6 - City of Tallinn	40,000.00	6,000.00	10,000.00	14,500.00	3,500.00	0.00	0.00	74,000.00
PP 7 - The Municipality of Kongsberg	22,000.00	3,300.00	5,200.00	219,500.00	0.00	0.00	0.00	250,000.00
PP 8 - Zemgale Planning Region	20,083.95	3,012.59	6,150.00	5,753.46	0.00	0.00	0.00	35,000.00
<b>Total</b>	<b>342,083.95</b>	<b>51,312.59</b>	<b>53,350.00</b>	<b>457,753.46</b>	<b>3,500.00</b>	<b>0.00</b>	<b>0.00</b>	<b>908,000.00</b>

There is no state aid relevant activity selected.

6.7 Planned project budget per funding source & per partner

Partner	Country	Legal status	Funding source	Co-financing rate [in %]	Total [in EUR]	Programme co-financing [in EUR]	Own contribution [in EUR]
PP 1 - Metropolia University of Applied Sciences	 FI	Bodies governed by public law	ERDF	75.00 %	104,250.00	78,187.50	26,062.50
PP 2 - Tallinn University of Technology	 EE	Bodies governed by public law	ERDF	85.00 %	114,500.00	97,325.00	17,175.00
PP 3 - Chalmers university of technology	 SE	Bodies governed by public law	ERDF	75.00 %	67,500.00	50,625.00	16,875.00
PP 4 - Forum Virium Helsinki	 FI	National (governmental), regional and local public authorities	ERDF	75.00 %	83,250.00	62,437.50	20,812.50
PP 5 - The City of Gdansk	 PL	National (governmental), regional and local public authorities	ERDF	85.00 %	179,500.00	152,575.00	26,925.00
PP 6 - City of Tallinn	 EE	National (governmental), regional and local public authorities	ERDF	85.00 %	74,000.00	62,900.00	11,100.00
PP 7 - The Municipality of Kongsberg	 NO	National (governmental), regional and local public authorities	Norway	50.00 %	250,000.00	125,000.00	125,000.00
PP 8 - Zemgale Planning Region	 LV	National (governmental), regional and local public authorities	ERDF	85.00 %	35,000.00	29,750.00	5,250.00
<b>Total ERDF</b>					658,000.00	533,800.00	124,200.00
<b>Total Norway</b>					250,000.00	125,000.00	125,000.00
<b>Total</b>					908,000.00	658,800.00	249,200.00

**6.8 Spending Plan - per reporting Period**

	EU partners (ERDF)	Norwegian partners (Norway)	Total
Period 1 [Month 1-6]	229,000.00	125,000.00	354,000.00
Period 2 [Month 7-12]	429,000.00	125,000.00	554,000.00
<b>Total</b>	<b>658,000.00</b>	<b>250,000.00</b>	<b>908,000.00</b>

**6.9 Net-revenues**

No.	Project Partner	Description	Amount [in EUR]	Source of revenues
1	<input type="text" value="Please select"/>	<input type="text"/> 0 / 100 characters	<input type="text" value="0.00"/>	<input type="text"/> 0 / 100 characters

## 7. Preparation costs

### 7.1 Preparation Costs

Would you like to apply for reimbursement of the preparation costs?