

GREEN and smart Mobility INDustry innovation

GREENMIND – Deliverable:
Public funding listing (3.2.4)

Version: 0.9
02.11. 2018

Content

| | |
|---|----|
| Introduction..... | 4 |
| a. The Green mind project..... | 4 |
| b. Purpose of the Testing Work Package..... | 4 |
| c. Scope of the Public Funding Preliminary Listing..... | 5 |
| d. Document Structure | 5 |
| Key Terms | 6 |
| a. Public Funding Screening..... | 6 |
| b. Public Funding for SMEs | 6 |
| c. Areas of Green and Smart Mobility | 8 |
| d. Public funding different levels screening | 8 |
| e. Public funding screening service | 9 |
| ITALY | 10 |
| a. Available EU funds listing..... | 10 |
| b. Available National funds listing | 12 |
| c. Available regional and local funds listing..... | 13 |
| GREECE | 14 |
| a. Available EU funds listing | 14 |
| b. Available National funds listing | 16 |
| c. Available regional and local funds listing | 17 |
| FRANCE | 19 |
| a. Available EU funds listing..... | 19 |
| b. Available National funds listing | 20 |
| c. Available regional and local funds listing..... | 24 |
| SPAIN | 29 |
| a. Available EU funds listing..... | 29 |
| a. Available National funds listing | 32 |
| b. Available regional and local funds listing | 38 |
| CROATIA..... | 45 |
| a. Available EU funds listing..... | 47 |
| b. Available National funds listing | 49 |
| c. Available regional and local funds listing..... | 50 |
| BOSNIA AND HERZEGOVINA..... | 52 |
| a. Available EU funds listing..... | 52 |
| b. Available National funds listing | 58 |
| c. Available regional and local funds listing..... | 58 |
| SLOVENIA..... | 60 |

| | |
|--|----|
| a. Available EU funds listing..... | 60 |
| b. Available National funds listing | 65 |
| c. Available regional and local funds listing..... | 69 |

Introduction

a. The Green mind project

The Green mind project transnational challenge is the development of economic competitiveness and innovation in the green and smart mobility industry, by strengthening regional and transnational cooperation between businesses, research bodies and authorities.

More in detail, Green mind aims at:

- testing new market intelligence, public funding screening, B2B matchmaking services for SMEs
- building a transferable model of the tested services for clusters and agencies
- setting up a transnational innovation network involving authorities, business and research
- implementing a transfer-programme targeted to clusters and agencies to foster their transnational activities
- delivering a policy support programme to mainstream the project results based on the Smart Specialization Strategies of the involved regions

Being active in a context of fast technological advancements and stricter environmental policies, Green mind has the objective of strengthening the transnational activities of clusters and agencies to support SMEs systems in exploiting the market opportunities and tapping the raising demand for green and smart mobility products and services in key mobility sectors such as transport and logistics, automotive, energy, and IT.

More specifically, Green mind focuses in the following products and services: clean fuels and infrastructures, green and automated vehicles, Mobility as a Service, new business models for green & smart mobility.

Green mind's transnational approach lies in a joint learning, knowledge sharing and capacity building process for innovation in the MED area and involves eight partners from eight different regions around the Mediterranean, these are – Emilia Romagna, Central Macedonia, Andalucía, Occitanie, Jadranska Hrvatska, County of Istria, Sarajevo, and Vzhonda Slovenija.

b. Purpose of the Testing Work Package

The Testing Work Package (WP3) has the aim of shaping and demonstrating new services for SMEs active in the green and smart mobility industry in the MED area. These services will benefit SMEs in multiple levels, as they intend to support their competitiveness, innovation capacities, and international visibility at the same time.

Alongside with the Transferring Work Package (WP4), WP3 lies at the centre of Green-mind's operations in terms of importance, and allocated time and budget. More specifically, WP3 is responsible for the conceptualization, development, implementation, and evaluation of Green-mind's most important outputs, the service pilots, the model, and the transnational network.

WP3 consists of five distinct activities. These are:

- A.3.1** Methodology for Pilots Implementation
- A.3.2** Pilots Preparation and Planning
- A.3.3** Testing SMEs Services
- A.3.4** Pilots Evaluation and Service Model

A.3.5 Green-mind Transnational Innovation Network

More in detail, A.3.1 refers to developing structured guidelines for the set-up, running, and coordination of the pilot activities. In A.3.2 the partners formulate the necessary knowledge background upon which Green-mind will develop its processes. Here, the partners exchange information about their experience, identify the needs of their beneficiaries, the SMEs, analyse the market, identify existing public funding and matching opportunities, and start involving the necessary stakeholders. This preparation stage is crucial for the optimal and unhindered development of A.3.3, the testing of the services, as its final outcome is a transnational pilots plan. In A.3.3, the plan is tested in the form of three pilot services in each country and in close collaboration with selected green and smart mobility SMEs and a transnational innovation networked is formulated. As stated before, these pilot services are the following: Market Intelligence pilot service, B2B Matching pilot service, and Public Funding Screening pilot service. A.3.4 is responsible for evaluating A.3.3's produced results and constructing a transferable model for general use in the MED and EU areas. Finally, A.3.5 refers to online and physical events in regards to the transnational network and the exchange of information between project partners and stakeholders.

Upon the completion of WP3, three main outputs should be delivered. These outputs are:

Output 3.1 the delivery of three types of services to 200 hundred MED SMEs

Output 3.2 the development of a transferable model of transnational services for SMEs

Output 3.3 the creation of a transnational innovation network for SMEs

c. Scope of the Public Funding Preliminary Listing

Here, in deliverable 3.2.4, Public funding preliminary listing is assessed with findings and insights in all public funding initiatives and sources, resulting with lists of funding initiatives and sources that are developed in each territorial contexts (the MED and EU area), to Green-mind requirements, before they will be incorporated to the produced pilot services.

d. Document Structure

This document consists of: preliminary listing of the available EU, national and local (regional) funds in favor of SMEs in the green & smart mobility industry.

Key Terms

For the sake of clarity and convenience, some important definitions of useful terms are listed below.

a. Public Funding Screening

Acquiring the necessary financial resources presents the most difficulties for most companies. These difficulties are more pressing for smaller companies. In fact, the smaller a company is the less access to stable and sufficient funding it has.

SMEs can access funds from private and public streams through direct investment, lending, debt or equity financing, and grants. These financial streams though have found to be inadequate in terms of availability and accessibility, constraining that way the growth and competitive performance of, primarily, small and medium enterprises (Wattanpruttipaisan, 2003; Gbandi and Amissah, 2014; Bannò et al., 2014). According to European Commission (2007a, in Bannò et al., 2014) these constraints hinder the growth of European SMEs as well as their internationalization possibilities, leaving most of them isolated in their local markets. Significantly, even in times when funding was readily available and accessible, SMEs had not taken advantage of the increased opportunities to capitalize on it and build on their capabilities (Beck et al., 2010).

Public Funding Screening is a term that describes every process with a view to assess the potential existence of available public funding opportunities and initiatives. In the particular case of Green mind project public funding screening refers to monitoring of relevant EU and national programs and calls.

Public funding screening must not be viewed and understood only in pure financial terms, but every potential intervention must be viewed holistically and within a more general perspective (Wattanpruttipaisan, 2003) to generate long-term and sustainable outcomes.

In this direction, Tucker and Lean (2003) argued that PF should be supplemented by proper policy in the following areas: information provision, legislation/regulation, direct funding, and network provision. Similarly, Kauffman (2004, in Gbandi and Amissah, 2014) proposed policymaking initiatives towards improved business conditions (in information, legal, financial matters), formal support procedures for accessing resources, improved financial accessibility, and an expanded network of financial supply through non-financial private organizations.

b. Public Funding for SMEs

The last decades, public funding for SMEs has been a priority for most major, global, development organization, such as the Organization for Economic Co-operation and Development (OECD) and the European Commission. For instance, see OECD (2015) and European Commission (2012).

Public funding for SMEs though, has certain characteristics and constraints relevant to the intrinsic features of SMEs as well as the nature of public funding itself.

SMEs' intrinsic features

The role of SMEs to local economies cannot be stressed enough. In some cases like Italy and Greece, SMEs are the backbone of the economy by employing the vast majority of the country's population (Interreg MED, 2013) and generating, besides employment, advanced local technology (Gbandi and Amissah, 2014).

Despite SMEs' importance in numbers and employment, their performance indicators do not live to society's expectations. This usually happens due to financial constraints, policy making, lack of intermediation and infrastructure, and other institutional and systemic concerns (Wattanpruttipaisan, 2003). For example, SMEs lack in networking and institutional linkages with broader organizations and

institutions (i.e. universities, public research institutions, funding and training organizations - Mohannak, 2007).

Most of the aforesaid constraints have been found to be important performance hinders for SMEs, too. In fact, Hung et al. (2011) identified six factors that are critical to the performance of SMEs. These are: networking, product, market focus, customer relations, supportive management, and leadership.

Due to their importance, networking and supportive management are the two areas, besides financing/funding, where governments and public institutions can contribute towards a successful SME eco-system.

The nature of Public Funding for SMEs

The role of governments and public institutions in SME funding is rather important (Beck et al., 2010). OECD (2015) identified that public funding program are usually implemented in the form of investment funds, direct public financing, guarantees, and funding.

Yet, funding and financial support alone seems to be not enough. Every potential intervention must be viewed holistically and within a more general perspective (Wattanpruttipaisan, 2003) to generate long-term and sustainable outcomes.

In that direction, Tucker and Lean (2003) argued that public funding should be supplemented by proper policy in the following areas: information provision, legislation/regulation, direct funding, and network provision. Similarly, Kauffman (2004, in Gbandi and Amisah, 2014) proposed policymaking initiatives towards improved business conditions (in information, legal, financial matters), formal support procedures for accessing resources, improved financial accessibility, and an expanded network of financial supply through non-financial private organizations.

Doh and Kim (2014) argued that Korean Republic's public funding schemes (technological development assistance funds) that targeted technology-intensive Korean SMEs resulted to increased innovation indicators, and advanced social bonding and networking capabilities. These public funding initiatives consisted of various programs that focused on tax incentives, commercialization support and government participation in R&D processes, technological support and guidance, education and training, and marketing support (Kang et al., 2015).

As an example of public funding, one vastly used form is Publicly Operated National Schemes (PONS) at national and regional level. PONS is public policy initiatives that provide financing and support to SMEs (Beck et al., 2010).

Public Financing Ineffectiveness and Recommendations

Public funding is an important and in some limited degree accessible source of finance for SMEs, yet it shows strong signs of ineffectiveness so far (Hashim, 2011; Hung et al., 2011).

Hashim (2011) studied Malaysian SMEs and identified that SMEs described government grants as inflexible and insufficient, and asked for more collaborative and assisting relationships between SMEs and the government/policymakers in the future. Hung et al.'s (2011) research study focused at the same area. The authors argued that Malaysian SMEs have increased difficulties in gaining access to the government's support due, mainly, to a lack of an informal consultation network, limited policy communication locally, and inadequate forms of economic opportunities identification.

On the part of SMEs, Wattanpruttipaisan (2003) argued that the companies most often lacked formal and systemized forms of information disclosure and structured business planning.

In an attempt to salvage the aforesaid insufficiencies of public funding, InterTradeIreland (2013) proposed a series of recommendations that aim at a holistic approach of SME development. Some of these are: identifying the SME demand for finance, establish better information provision channels to SMEs regarding financing/funding, adding alternative finance sources, developing non-fiscal measures to support SMEs

through capabilities building (i.e. market, financial management, public funding guidance, human resources management, product development), and strategic business planning.

Bannò et al. (2014) suggested the development of a set of actions to reduce uncertainty, risks, and market failures, as well as facilitating SMEs' easier access and acquisition of the required funds. Finally, Doh and Kim (2014) proposed that extensive networks between technology-intensive Korean SMEs and universities resulted to increased innovative potential.

c. Areas of Green and Smart Mobility

The focus of this text is on green and smart mobility industry and more specifically the areas of clean fuels and transport infrastructures, low carbon economy in Transport, green and automated vehicles, ITS (Intelligent Transport Systems) and C-ITS (cooperative ITS), Mobility as a Service schemes (MaaS), and new business models for sustainable, technology-aided initiatives. The definitions of these terms follow.

- **Clean fuels**, bio-fuels, alternative fuels or eco-friendly fuels, are fuels used as substitutes to fossil fuels (and other emission intensive fuels) as they generally produce less pollution (Gupta et al., 2010). They are usually produced from renewable sources of energy or from waste treatment.
- **Transport infrastructure** is the supportive system of transportation. The transport infrastructure of an area consists of all the roads, railways, waterways, airports, seaports, pipelines, and telecommunications (Biehl, 1993, in Rietveld and Bruinsma, 1998) and their related services.
- The transition to **low carbon economy** refers to the shift towards a future that is less dependent on emission-intensive forms of energy. It concerns various industrial fields such as manufacturing, construction, energy, and transportation (European Commission, 2018).
- **Green and automated**, eco-friendly or clean **vehicles** are vehicles that run on clean fuels and thus they are environmentally friendlier to the mainstream ones (vehicles with internal combustion engine). A prominent example is the electric vehicles (hybrid electric, plug-in hybrid electric, battery electric, hydrogen fueled) (Mazur et al., 2015).
- **Intelligent Transport Systems (ITS)** *"covers a wide range of potential applications of information and computer technology to road and transport networks. These range from improved public service vehicle communication to automated highways with robotically driven cars"* (Maier, 1998, p.275).
- **Cooperative ITS (C-ITS)** are intelligent transport systems that *"allow road users and traffic managers to share information and use it to coordinate their actions"* as they enhance *"Communication between vehicles, infrastructure and other road users"* and target to the complete integration of the transport system (European Commission, 2018b).
- **Mobility as a Service (MaaS)** or Transportation as a Service (Taas) refers to a shift from personally owned transportation means to integrated, technology-aided mobility services. For instance, it can be *"a digital platform that integrates end-to-end trip planning, booking, electronic ticketing, and payment services across all modes of transportation"* (Goodall et al., 2017, p.114).
- Finally, a **business model** refers the ways an organization creates, delivers, and captures value (Osterwalder et al., 2010). The conceptualization and development of new business models is also called business model innovation (Chesbrough, 2010).

d. Public funding different levels screening

Aiming to produce quality comprehensive information that will be base for screening service for SMEs the funds initiatives and sources in each territorial contexts are divided on several categories:

- Geographical relevancy: local (regional), national (country level), European (including MED area)
- Industry relevancy: smart, green, smart and green or not
- Participation prerequisites and terms
- Any other specific for PP territorial contexts

Regarding kind of initiatives and sources they can be:

- Physical – consultants, agents, public officers, etc., or
- Online

As well as private or public:

- Private sources that refer to public funding – supportive structures, and
- Public sources in general – responsible to communicate initiatives, participants support, diffuse the funds

When all necessary information is gathered they will comprise current level of visibility and penetration of these sources to SMEs in local economy for each partner country.

e. Public funding screening service

The aim of public funding screening is research that will provide relevant insight in all accessible founding sources in all PP territories (countries) and through MED Area. Resulting preliminary listing will offer review of the available EU, national and local funds in favor of SMEs in the areas of green & smart mobility industry in order to enhance the competitive and innovation capabilities of SMEs.

This preliminary listing will be base for design and testing of service for SMEs: Screening public funding opportunities service and guiding SMEs and research bodies to apply to available / accessible funds (e.g. H2020, InnovFin & SMEs instrument, JEREMIE, ELENA, etc.).

ITALY

| | |
|---|---|
| | SIPRO |
| <p>Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge)</p> | <p>SIPRO is the development agency of the province of Ferrara, it has acquired 15 years of experience with EU funds mainly aimed at the implementation of actions for the enhancement of the area both in terms of economic development and employment. The topics linked with green and smart mobility have been tackled several times, even if not as a standing alone issues but mainly linked with other projects and initiatives, mostly connected with innovation and business support. Among those projects the following might be mentioned:</p> <ul style="list-style-type: none"> - Adriatic IPA project SMART INNO- dealing with support to innovation and start ups for several business sectors (including mobility); - Italy-Slovenia project ICON- promoting networking activities and business support for the mechanical sector (addressed to enterprises located between Italy and Slovenia); - Adriatic IPA PITAGORA project- for the implementation of an innovation programme for SMEs based on ICT solutions. <p>In addition several projects have been implemented by the University of Ferrara within the framework of Horizon Programme and other national funds for research, addressed to the engineering sector applied to mobility.</p> |

a. Available EU funds listing

| | |
|---|--|
| Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today) | It has to be clarified that what we call “green and smart mobility” within the framework of the project CitiEnGov, doesn’t exist as a sector on its own, but it represents an industry transversal to different sectors including mobility, IT, Transport and logistics, Automotive and components; Energy; Finance. Therefore no real data exists for this as an overall industrial sector, but some information might be available for some of these sectors. |
| Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 – Today) | This information is not available. What we can declare is that the project Green Mind will draw about 374.000€ of which 317.900€ from ERDF and 56.100€ from national contribution (CIPE Funds). |
| Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs | <p>According to some recent European report, Italy ranks 2nd in terms of funds received from Brussels, even if is lagging behind in terms of use of the funds.</p> <p>In the programming period 2014-20, Italy has received 42.77 billion Euro from ESIF through 75 national and regional programmes. With a national contribution reaching 30.96 milliard Euro, Italy has an overall financial statement of</p> |

| | |
|--|---|
| | <p>about 73.73 milliard to be invested in several sectors, such as employment, research & innovation, environmental protection.</p> <p>In Emilia Romagna Region there is a widespread awareness about EU opportunities thanks to the importance given to those funds by our Region (in terms of events organized and promotion of applications). Normally Emilia Romagna rate of participation to EU projects is very high</p> <p>In addition it has been recently being launched (June 2018) a regional Programme with 30 million Euro addressed to start ups and enterprises dealing with green industry, aimed at innovation and internationalization (and also including mobility).</p> |
| <p>Monitoring and screening for public funding opportunities supporting structures, tools, and business models (<i>online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</i>)</p> | <p>In Italy there are several public structures dealing with monitoring and screening of public funding opportunities, among the others:</p> <ul style="list-style-type: none"> - the Ministries directly or through their special Agencies - the regional and local Chamber of Commerce - regional authorities and their Agencies <p>A key role in the monitoring and promotion of public funding is played by INVITALIA https://www.invitalia.it/eng the National Agency for inward investment and economic development, owned by the Italian Ministry of Economy. It boosts the country's economic growth, focusing on strategic sectors for development and employment; it is committed to reviving crisis areas and operates mainly in the South of Italy. It manages all national incentives that encourage the creation of new companies and innovative startups.</p> <p>As for the Emilia Romagna region there are several public agencies promoting the use of public funds:</p> <ul style="list-style-type: none"> - ASTER- Regional Agency for Innovation (specialized on the research field) - ERVET- Regional Agency for the economic development - University Foundations - And at local level Development Agency as SIPRO or Local Action Groups |
| <p><i>Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today)</i></p> | <p>As previously stated, the “green and smart industry” doesn’t exist on its own, so it’s difficult to list the projects which have dealt with similar topics in the past years.</p> <p>However here are a few relevant projects dealing with mobility issues implemented at regional level:</p> <ul style="list-style-type: none"> - FREIGHT4ALL-Interreg MED- about ICT for the logistic sector - GUTS- Interreg Central EU project about sustainable mobility - KASSETTS-Interreg Central EU- about freight and logistics - CASTLE-Interreg 4c- about freight and logistics for enterprises and regional policies - projects ITALMED and ITALBANK –Italian Ministry for |

| | |
|--|---|
| | <p>foreign Affairs- about business matching in the logistic sector</p> <ul style="list-style-type: none"> - C-LIEGE-Intelligent Energy Europe- about city logistics - FUTURMED-Interreg MED-about agro-food logistics - POLITE-Interreg 4c-Intelligent transport system - EASYCONNECTING-Interreg IPA Adriatic-about freight maritime transport |
|--|---|

b. Available National funds listing

| | |
|--|--|
| <p><i>National (country) policy on local participation in EU funding programs / calls;</i></p> <p><i>Subventions for actors in the green and smart mobility industry</i></p> | <p>The Department for Cohesion Policies and the Agency for the Territorial Cohesion are in charge of the management of the European Structural and Investment Funds (ESIF). Together with the Department for Welfare, Agriculture, Food and Forest are in charge of the 14 National Operative Plans and 60 Regional Operative Programme.</p> <p>The Italian national co-financing is managed by the Intra-ministerial Committee for the economic programming -CIPE -24 milliards € were foreseen for the Programming period 2014-20.</p> <p>No specific subvention is foreseen for the “green and smart mobility industry” however several funds are addressed to green projects and innovation, even though this kind of programme are managed by Regions (See above the recently launched programme for financing green and innovative SMEs by Emilia Romagna region).</p> |
| <p><i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>The national operative Plan for infrastructures 2014-20 includes several actions for the different transport sectors (including financial resources). In addition PON-National Operative Plan for infrastructures and network 2014-20 is addressed to the less developed regions in the South of Italy. For the industrial sector there is the National Operative Plan for Enterprises and competitiveness, however it is addressed to the Italian less developed regions (south of Italy and Islands).</p> |
| <p><i>Amount of funding projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>This information is not available</p> |
| <p><i>Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today)</i></p> | <p>Among the main national projects there are those managed by Invitalia:</p> <ul style="list-style-type: none"> - SMART and START- Incentives for innovative startups across Italy, it supports the creation and growth of innovative startups all over Italy. It has a total budget of around 200 million euro and funds projects costing up to 1.5 million euro - Contratto di sviluppo- The Development Contract . Invitalia manages, on behalf of the Government, the Development Contract, from the definition of the project and the evaluation process to the execution of the procedures. |

| | |
|--|--|
| | <ul style="list-style-type: none"> - Brevetti+ Patents - Cluster Tecnologici Nazionali- National technological clusters <p>In addition the Ministry for the Economic development manages the National Plan Industry 4.0, which includes several practical measures linked with the fourth industrial revolution. The Plan includes:</p> <ul style="list-style-type: none"> - incentives for the purchase of new and innovative machines, - guarantee funds, - “super depreciation” - tax credit - patent box - centres for the technological transfer and high competences |
|--|--|

c. Available regional and local funds listing

| | |
|--|--|
| <i>Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls</i> | Each Regional Authority is responsible in Italy for the management and implementation of Structural Funds as Managing Authority of the Regional Operative Plan –ROP- for the different European Funds. |
| <i>Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically)</i> | The Emilia Romagna Region has a high rate in terms of participation to European Programme and also high success rate. Moreover it's among the best performer in terms of use of European funds. |
| <i>How SMEs collect information about available public funding (formally – informally, systematically – sporadically)</i> | No specific information is available about this, however the Emilia Romagna Region displays an effective system for the promotion of European Funds, based on the Regional High Technology Network https://www.retealtatecnologia.it/en/network and the roles of the regional and local Agencies for development and innovation. |
| <i>Programs and calls funded from regional or local funds was available for projects in the green and smart mobility industry (2014 – Today)</i> | Several programmes and calls were addressed to the topic of mobility on one side, therefore addressed to Public Authorities (for instance for the predisposal of SUMP). Whereas on the other side some ERDF funds were allocated for enterprises (within the ROP) especially for innovation and for the sectors included in S3 (engineering and advanced manufacturing were included) |
| <i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i> | This information is not available. |
| <i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country (2014 – Today)?</i> | Regional and local funds addressed to innovation include the priorities of ROP (support to innovative SMEs and start ups). ROP foresees also some funds for IT and especially its adoption by enterprises, furthermore one of the Axis of the regional ROP is addressed to energy efficiency (both for enterprises and PA). However no information is available for the green and smart industries as they don't exist as a whole. |

GREECE

| | CERTH |
|---|--|
| <p>Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge)</p> | <p>CERTH is a research center and participates in several research grants. CERTH has applied for many EU funding projects related to green and smart mobility industry. For this reason, CERTH has a remarkable experience in preparing and responding to EU calls. More specifically CERTH has participated in projects related to green and smart mobility which are among others:</p> <ul style="list-style-type: none"> - Easytrip was the project that offered e-services to the road users tourists such as off-road parking information, road traffic and road safety. - Thessaloniki 's Sustainable Urban Mobility Plan - Reform which aims at facilitating a shift to low-carbon mobility norms at a regional level. <p>Some of the available programs from European union in supporting SMEs in different sectors are:</p> <ul style="list-style-type: none"> - COSME program that supports SMEs to access finance and markets and enhance competitiveness - InnovFin which is an initiative aiming to facilitate and accelerate access to finance for innovative entities in Europe - LIFE Grants: focusing on funding activities related to environment and climate action |

a. Available EU funds listing

| | |
|---|---|
| Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today) | According EU statistics 6.053 SMEs have been funded by EU from (2014-Today) with the amount of 7500 M but information what amount was for green and smart mobility is not available. |
| Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 – Today) | Totally, in thematic priority Smart, green and integrated transport the EU contribution is 2,46 B. Greece has a success rate proposals equal to 24% in this thematic priority while the average rate in EU is 18%. The eligible proposals are 413 out of a total of 6.758 eligible proposals in EU and the requested EU contribution in smart, green and integrated transport is 175,6 M out of a total of 9,26B. |
| Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs | There are several consulting businesses that can provide the appropriate information to SMEs in order to apply for programs and calls. Moreover, they usually support SMEs so that they can prepare a proposal. There exist also the Greek Manpower Employment Organisation that offers subvention programs for enterprises in order to hire unemployed people. |
| Monitoring and screening for public funding opportunities supporting structures, tools, and business models | Available tools of European Union such as: EASME (Executive Agency for SMEs) offers different tools in supporting SMEs and managing EU programs such as: |

| | |
|--|--|
| <p>(online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</p> | <ul style="list-style-type: none"> - SME Instrument: Funding innovative ideas of SMEs and start-ups. - Enterprise Europe network: offers expert advice in order a business to innovate and develop international partnerships. - Your Europe Business <p>European Investment Fund is a EU initiative that helps SMEs to access financing and with the online tool above someone can find all available funding opportunities by choosing its country. http://europa.eu/youreurope/</p> <p>The UptoEurope network (https://www.up2europe.eu/up) which gives the opportunity to everyone to propose his idea and look for partnership and other calls.</p> <p>WelcomeEurope it's a search engine where someone can find all available calls for proposals published by EU Commission and other European funding programme authorities.</p> <p>In <u>Greece</u>, there are organizations with an aim of promoting innovation and entrepreneurship among SMEs like Institute of Entrepreneurship Development and also the Hellenic Confederation of Professionals, Craftsmen and Merchants (GSEVEE) which is active in promoting and consolidating the professional, economical, cultural and broadly social, interests of small and medium entrepreneurs (SMEs) and also GSEVEE has created the Small Enterprises Institute that carries out studies and surveys on the micro, small and medium-sized enterprises active across the Greek economy. Association of Information Technology Companies of Northern Greece participates in programs aiming at enhancing entrepreneurship and offering consultation to enterprises</p> <p>In the private sector there are non-profit companies such as Action Finance Initiative which offers business support, training and mentoring and microloans to entrepreneurs. The amounts for the micro-loans are secured by private donors such as Trafigura Foundation, Stavros Niarchos Foundation, Bodossaki Foundation.</p> <p>Moreover, there are several business consultants offering funding consultation and developing services to SMEs and supporting them in order to apply to project calls. And also business mentors program aims at supporting</p> <p>Also Hellenic Business Angels Network is an important source of funding for enterprises in their early stages of development.</p> |
| <p>Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today)</p> | <p>Scirocco (Interreg MED): Aims to enhance the sustainability of cruise maritime/coastal tourism in the MED area</p> <p>Novelog (Horizon 2020): Aims at enabling knowledge and understanding of urban freight distribution and service trips</p> <p>Mobility4EU (Horizon 2020): Aims at delivering a vision for the European transport system in 2030</p> |

| | |
|--|--|
| | <p>and an Action Plan including a Roadmap to implement that vision.</p> <p>Logimatic (Horizon 2020): Aims at enabling the automation of existing port vehicles with a significantly lower cost</p> <p>E-ferry (Horizon 2020): Demonstration of next generation 100% electrically powered ferry for passengers and vehicle</p> <p>EU funded projects that Region of Central Macedonia has participated:</p> <ul style="list-style-type: none"> - C-Mobile: Aims at deploying cooperative intelligent transport systems (C-ITS) and services. - Reform: supports the implementation and deployment of Sustainable Urban Mobility Plans - Co-gistics: focused on deployment of cooperative intelligent transport systems (C-ITS) focused on logistics. |
|--|--|

b. Available National funds listing

| | |
|--|--|
| <p><i>National (country) policy on local participation in EU funding programs / calls;</i></p> <p><i>Subventions for actors in the green and smart mobility industry</i></p> | <ul style="list-style-type: none"> - The NSRF 2014-2020 is the main strategic plan for the country's development with the support of significant resources from the European Union's Structural Investment Funds and its implementation is regulated by national law. It consists of 7 Sectoral Operational Programs and 13 Regional Operational Programs. The terms and conditions for participation in calls are defined according to the specific call. - The new Development Law (4399/2016) that has been established by Greek parliament provides state aid between 10% and 55% for investments, among others, of enterprises in different sectors of business activities. - The Hellenic Fund for Entrepreneurship and Development (ETEAN SA) was established in order to assume business risk of an SME that a financial institution doesn't assume. ETEAN is financed by national funds and European Regional Development Fund. <p>Moreover, General Secretariat for Research and Development designs and coordinates the implementation of national policy in Research, Technological Development and Innovation and announces calls for tenders in the field of research and innovation.</p> |
| <p><i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>The operational program "Transport infrastructure, Environment and Sustainable Development which aims at promoting the integration of basic TEN-T infrastructures, promoting intermodal transport, modernizing the transport system, improving road safety and developing sustainable and ecological urban transport.</p> <p>The operational program "Competitiveness, Entrepreneurship and Innovation" aims at enhancing the competitiveness and extroversion of enterprises to facilitate transition to quality entrepreneurship with innovation and at the growth of domestic added value as the cutting edge.</p> <p>Calls of this operational program are described below.</p> |

| | |
|--|---|
| Amount of funding projects in the green and smart mobility industry (2014 – Today) | This information is not available. |
| Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today) | <ul style="list-style-type: none"> - Business Grant Program for the employment of 10,000 unemployed young people aged 18-29 with emphasis on graduates of higher education institutions in the university and technology sector. (beneficiaries: private enterprises, program funded by Greek Manpower Employment Organisation). - “We venture abroad” aiming to enhance the international profile of export-oriented SMEs. http://www.antonistikitita.gr/epanek/prokirixeis.asp?id=32&cs= - “Digital Leap” aiming at digital transformation of SMEs. http://www.antonistikitita.gr/epanek/prokirixeis.asp?id=40&cs= - “Digital Step” aiming at digital transformation of SMEs. http://www.antonistikitita.gr/epanek/prokirixeis.asp?id=39&cs= <p>“Quality Modernization” supporting SMEs in product production and high-quality services and improve their exporting capability.</p> <p>http://www.antonistikitita.gr/epanek/prokirixeis.asp?id=41&cs=</p> <ul style="list-style-type: none"> - “Research-Create-Innovate” aiming at linking research and innovation to entrepreneurship and enhancing competitiveness, productivity and outsourcing of companies. http://www.gsrt.gr/DigitalLibrary/Files/Files/ContentFiles248/3ptyxo%20entypo%20gget%5D.pdf |

c. Available regional and local funds listing

| | |
|---|--|
| Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls | There exists a managing authority responsible for administrating the Regional Operational Program of Central Macedonia for the programming period 2014-2020 and managing activities from the Operational programs. |
| Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically) | This information is not available. |
| How SMEs collect information about available public funding (formally – informally, systematically – sporadically) | There are consultants that offer the appropriate information to SMEs and support them in applying for calls. |
| Programs and calls funded from regional or local funds was available for projects in the green and smart | For regional funds beneficiaries are the municipalities and the projects aims at improving the mobility conditions in the cities, such as development of SUMPs, but these funds are |

| | |
|---|--|
| mobility industry (2014 – Today) | not available for SMEs funding. |
| <i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i> | The total operational program budget for Central Macedonia is 964.864.185 € and the total EU contribution is 771.891.345€ coming from ERDF and ESF funds. Funding priorities are, among others, “Enhancing competitiveness of SMEs” (ERDF 10.79% of EU allocation), “Supporting the shift towards a low-carbon economy in all sectors” (ERDF 7.66% of EU allocation), "Promoting sustainable transport and removing bottlenecks in key network infrastructures" (ERDF 37.19% of EU allocation) |
| <i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country(2014 – Today)?</i> | Projects from available local funds are integrated on Strategy for Sustainable Urban Mobility but are not focused on funding SMEs in the sector of green and smart mobility. Their aim usually is on developing the existing local infrastructures. |

FRANCE

| | AFT |
|---|--|
| Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge) | <p>The European programmes related to green and smart mobility industry in which AFT has been engaged in recent years include Interreg Med, H2020 (FP7).</p> <p>In the past, AFT has developed and participated in several projects related to those topics, notably:</p> <ul style="list-style-type: none"> - BESTFACT (FP7) – 2012-2015: the objective of BESTFACT is to develop, disseminate and enhance the utilisation of best practices and innovations in freight logistics that contribute to meeting European transport policy objectives with regard to competitiveness and environmental impact. - SMILE (Interreg MED) – 2013-2015: the SMILE project focuses on the development of innovative strategies, plans and measures on energy efficient mobility solutions and their implementation in smart Mediterranean cities utilizing all available technologies and building upon previous experiences as well as on-going initiatives. - SUCCESS (H2020) – 2015-2018: SUCCESS aims to explore, find and test green and efficient solutions regarding various issues in construction Supply chain and material freight logistics. <p>More recently, AFT has worked with the French Agency for the Environment and Energy Management, the Ministry for Sustainable Development and professional organisations in the transport and logistics industry to encourage professionals in the industry to sign up to the "Destination: CO2 - Carriers commit" charter. By introducing this charter, the road transport industry has committed to actions aimed at reducing vehicles' polluting emissions (European standards) and greenhouse gas emissions. It has adopted both transport organisation and vehicle technology measures.</p> <p>AFT also submitted projects concerning the LIFE program but they did not succeed. However, AFT has acquired a good knowledge of mechanics of this program.</p> |

a. Available EU funds listing

| | |
|--|---|
| Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today) | <p>The exact amount of European funding dedicated to green and smart mobility industry is not known, at national and regional level, but according to the available figures, the global amount of EU funding for 2014-2020 is 28 billion € (data source: http://www.europe-en-france.gouv.fr/Rendez-vous-compte/Chiffres).</p> <p>European funds act for smart, sustainable and inclusive growth.</p> <p>The green and smart industry relates to the field of</p> |
|--|---|

| | |
|---|---|
| | sustainable growth for which 10.7 billion€ has been set for 2014-2020. |
| Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 – Today) | <p>With regard to sustainable growth, € 10.7 billion are planned. 21% of this budget is dedicated to the energy transition, 33% is planned for the climate change, 43% is planned for the environment and 4% for the transport industry.</p> <p><i>See picture 1.</i></p> |
| Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs | <p>Generally, there are local and regional bodies to raise awareness among companies about existing European funds.</p> <p>There are also consulting firms that can assist companies in the drafting of the project.</p> <p>Most of the time, companies applying for grants have a dedicated research and development department. SMEs are not familiar with European subsidies, but efforts were being made to enhance the awareness towards SME's and support them in their projects.</p> |
| Monitoring and screening for public funding opportunities supporting structures, tools, and business models (<i>online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</i>) | <p>http://www.europe-en-france.gouv.fr/ http://www.horizon2020.gouv.fr/pid29771/transports.html</p> <p>In France, in the framework of the European strategy, the PACA region has developed an aid scheme for SMEs to set up European projects (Dispositif régional d'aide aux PME pour le montage de projets européens dans le cadre des programmes thématiques de l'Union Européenne)</p> <p>https://fr.welcomeurope.com/ https://ec.europa.eu/easme/en</p> |
| Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today) | <p>H2020 program:</p> <ul style="list-style-type: none"> - CYBERMOVE (FP5-EESD): A new generation of intelligent and modular electric vehicles has been developed that makes transportation of people more flexible in urban settings. - ECOSHELL (FP7): development of new light high-performance environmentally benign composites made of bio-materials and bio-resins for electric car application - COMETA (FP4): commercial vehicle electronic and telematics architecture - SECUR-ED (FP7): secured urban transportation, European demonstration - ICARE (FP4): integration of contactless technologies into public transport environment - ENCI-LOWCARB (FP7): European Network engaging Civil society in Low Carbon scenarios - S_LIFE (FP7): European Synergies and Co-operation for Sustainable vehicle along the Life-Cycle |

b. Available National funds listing

| | |
|---|---|
| <i>National (country) policy on local</i> | The French Partnership agreement was adopted by the |
|---|---|

| | |
|--|--|
| <p><i>participation in EU funding programs / calls;</i></p> <p><i>Subventions for actors in the green and smart mobility industry</i></p> | <p>European Commission on 08 August 2014 which validates the scope of the 2014-2020 programming of European structural and investment funds (ESIF) in France: the European regional development fund (ERDF), the European social fund (ESF), the European agricultural fund for rural development (EAFRD) and the European maritime and fisheries funds (EMFF).</p> <p>The ESIF's interventions must address three major issues:</p> <ul style="list-style-type: none"> - Employment and economic competitiveness; - Energy and ecological transition and the sustainable management of resources; - Equal opportunities between territories. <p>The European Union's support, which amounts to approximately €26.7 billion for 7 years, will essentially focus on:</p> <ul style="list-style-type: none"> - The competitiveness of small and medium-sized companies and innovation; - Youth employment and personalised progress on the labour market; - Social inclusion to reduce poverty; - The transition to a low-carbon economy; - The protection and preservation of the environment and heritage. <p>This document, produced in close collaboration between the French State and the regions, is the result of one year's concerted action with the national partnership (350 organisations representing the civil society, economic agents, social partners, local authorities and the State). It has been the subject of extensive negotiations with the European Commission.¹</p> <p>Actors in the green and smart mobility industry can ask for subventions in the framework of the European structural and investment funds (ESIF) in France since they meet two of the main objectives defined in the French partnership agreement: the transition to a low-carbon economy and the competitiveness of small and medium-sized companies and innovation.</p> |
| <p><i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>2014: Call for proposals “Public transport and sustainable mobility” (only addressed public authorities). → 99 projects were financed with a total budget of 450 million Euros²</p> <p>The public French Environment & Energy Management Agency (ADEME) finances projects that are linked to its topics:</p> <ul style="list-style-type: none"> - Saving of energy and reduction of greenhouse gas emissions; - Development of renewable energies; - Development of the circular economy and waste management; |

¹ As retrieved on 30/07/2018 from <http://en.europe-en-france.gouv.fr/Europe-gets-involved/Partnership-agreement>

² As retrieved on 30/07/2018 from <http://www.lagazettedescommunes.com/306381/les-99-projets-de-mobilite-durable-que-letat-va-soutenir/>

- Reconversion of wastelands and polluted sites;
- Improvement of the quality of indoor or outdoor air.

The financial support is organised in 4 sections :

- Implementation;
- Knowledge;
- Behavior change;
- Contract of objectives.

These ADEME subventions are not systematic. The aid rates apply to eligible expenditure. The amount of aid may vary according to the interest of the project and in particular according to an economic profitability analysis.³

The **Investments for the Future Programme** (PIA, "Investissements d'avenir") is an investment programme of the French state which was launched in 2010 and is still running today. The current government (2017-2022) has committed to a major investment plan of 57 billion euros, conducted throughout the five-year period, to support structural reforms and meet four major challenges for France: carbon neutrality, access to employment, competitiveness through innovation and the digital state.⁴ In the framework of the PIA, the following calls for proposals exist:

- PIA (regional section): Call for projects "Occitanie innovation projects"⁵
 - o Eligible topics (linked with green and smart mobility):
 - Intelligent systems and digitail data
 - o Beneficiaries:
 - SMEs
 - o Amount:
 - 100,000 to 500,000 € maximum per project
- PIA: Call for projects "Experimentation of the autonomous road vehicle (EVRA)"⁶
 - o Eligible topics:
 - Personal vehicle
 - Public or shared transport system
 - Road freight transport system
 - o Beneficiaries:
 - Consortiums
 - One or several companies + at least one territory
 - o Amount:
 - 25 % maximum of the eligible costs for a big company
 - 35 % maximum of the eligible costs for a middle-sized company
 - 50 % maximum of the eligible costs for a small company

³ As retrieved on 30/07/2018 from <https://www.ademe.fr/collectivites-secteur-public/collectivites-lademe-finance-projets>

⁴ As retrieved on 30/07/2018 from: <https://www.gouvernement.fr/le-secretariat-general-pour-l-investissement>

⁵ As retrieved on 30/07/2018 from: http://www.aides-entreprises.fr/aide/8400?id_ter=50007

⁶ As retrieved on 30/07/2018 from: http://www.aides-entreprises.fr/aide/8673?id_ter=50007

| | |
|--|--|
| | <ul style="list-style-type: none"> - PIA: Call for projects “Structuring projects of competitiveness poles (PSPC)”⁷ <ul style="list-style-type: none"> ○ Objective: <ul style="list-style-type: none"> ▪ Support collaborative R&D projects of competitiveness clusters ○ Beneficiaries: <ul style="list-style-type: none"> ▪ Companies of all sizes and economic sectors ▪ Laboratories and research centres ▪ Training centres ▪ Every organisation which is coordinating R&D activities - PIA: Call for projects “Transport and sustainable mobility - Accelerating the development of successful innovation ecosystems”⁸ <ul style="list-style-type: none"> ○ Objective: finance research, development and innovation projects targeting the transport, logistics and sustainable mobility sector regarding <ul style="list-style-type: none"> ▪ Technologies or services ▪ Road passengers or freight transport ▪ Railway and rail transport ▪ Maritime and river ▪ Aeronautics, multimodal and/or infrastructures directly linked to the transport system on which the project is working ○ Beneficiaries: <ul style="list-style-type: none"> ▪ Project leader: company ▪ Partners: research centres ○ Amount: <ul style="list-style-type: none"> ▪ Grant and / or repayable advance of which the amount will be defined according to the project and the type of beneficiary <p>Programme EURIPIDES⁹</p> <p>The objective of the EURIPIDES programme is to support industrial companies conducting projects in the industrial research and / or experimental development phase in the field of intelligent systems.</p> <ul style="list-style-type: none"> ○ Beneficiaries: <ul style="list-style-type: none"> ▪ Companies of all sizes ▪ Universities and laboratories ○ Eligible sectors: <ul style="list-style-type: none"> ▪ Aeronautics and space ▪ Automobile ▪ Medical and health ▪ New energies ▪ Security ▪ Environment ○ Amount <ul style="list-style-type: none"> ▪ 45 % of the eligible investments for SMEs ▪ 30 % of the eligible investments for middle-sized |
|--|--|

⁷ As retrieved on 30/07/2018 from: http://www.aides-entreprises.fr/aide/7077?id_ter=50007

⁸ As retrieved on 30/07/2018 from: http://www.aides-entreprises.fr/aide/8339?id_ter=50007

⁹ As retrieved on 30/07/2018 from: http://www.aides-entreprises.fr/aide/5939?id_ter=50007

| | |
|---|---|
| | companies <ul style="list-style-type: none"> ▪ 25 % of the eligible investments for big companies ▪ 100 % of marginal costs for universities and laboratories |
| <i>Amount of funding projects in the green and smart mobility industry (2014 – Today)</i> | This information is not available. |
| <i>Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today)</i> | Nationally funded projects in the green and smart mobility industry are not known. |

c. Available regional and local funds listing

| | |
|---|--|
| Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls | <p>Regarding the management of the European structural and investment funds (ESIF) in France, the Regional Councils were entrusted with the management of the majority of the European funds. Since 28 January 2014, they are fully responsible politically, legally and financially for the funds entrusted to them. From the development of the strategy of their regional programmes to the allocation and monitoring of the associated European funds, they must guarantee compliance of the projects financed with all applicable local, national and European regulations, and the performance of their programmes. The State, acting alongside them, retains a responsibility equivalent to that of the Regional Councils for the part of the funds it continues to manage, as well as a more general political responsibility for the coherence and seamless implementation of the funds in the national territory. The State, throughout the programming period, oversees the implementation of the jointly managed European policies in accordance with its regulatory obligations in the French territory, and also guarantees the overall strategic coherence of the public action, while respecting respective jurisdictions. The State and its public agencies contribute to the European funds management and control system in their capacity as audit authority, accounts certifying body, certification authority and paying agency. It also assists the authorities responsible for implementing the funds via the national technical assistance programme. When it comes to the European funds, the Regional Councils' missions and those of the State are therefore intrinsically linked.¹⁰</p> <p>Since 2007, each Region has put in place a Regional Innovation Strategy (SRI) at the request of the European Commission within the framework of the Structural Funds policy. In 2014, the notion of "smart specialisation" was added which consists of focusing part of the structural funds on specific themes that have a high potential or are</p> |
|---|--|

¹⁰ As retrieved on 30/07/2018 from: <http://en.europe-en-france.gouv.fr/Europe-gets-involved/Partnership-agreement/Vademecum-governance-State-Regions>

| | |
|---|---|
| | <p>emerging. This is known as the Regional Innovation Strategy for Intelligent Specialisation (SRI-SI) or the Smart Specialisation Strategy (3S). Today, the Occitanie region has made this Regional Strategy for Innovation the real backbone of its innovation policy, in close partnership with the French state and involving all the actors that build up the regional innovation ecosystem. The Regional Innovation Strategy is managed by the AD'OCC Economic Development Agency. It is fully in line with the Regional Scheme for Economic Development, Innovation and Internationalisation (SRDEII) and the Regional Scheme for Higher Education and Research and Innovation (SRESRI), in particular on their innovation components.</p> <p>7 areas of smart specialisation in the Occitanie region</p> <ul style="list-style-type: none"> - Energy transition: from the development of renewable energy to industrial change - Smart systems and digital data chain - Territorial agro-food production and valorisation of biomass - Materials and processes for aeronautics and advanced industries - Medicine and health of the future - Coastal and sea economics - Small and large water cycle <p>The regional economic development agency AD'OCC works for companies of the Occitanie region with a double ambition: increase the region's national and international attractiveness and create added value as well as jobs in the overall territory. Its missions concern 5 axes:</p> <ul style="list-style-type: none"> - Structuring of individual and collective procedures; - Prospection of new national and international markets; - Promotion of the company, its products and know-how, more generally of the products from the Occitanie region; - Role of the interface between companies and the scientific world; - Help for the creation of innovative companies and their development. <p>In this context, AD'OCC supports companies and innovation by deploying the various mechanisms set up by the Region: financial assistance, calls for projects, etc.¹¹</p> |
| <p>Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically)</p> | <p>This information is not available.</p> |
| <p>How SMEs collect information about available public funding (formally – informally, systematically – sporadically)</p> | <p>This information is not available.</p> |

¹¹ As retrieved on 30/07/2018 from: <https://www.agence-adoce.com/>

| | |
|--|--|
| <p>Programs and calls funded from regional or local funds was available for projects in the green and smart mobility industry (2014 – Today)</p> | <p>The regional economic development agency AD'OCC supports companies by deploying the various mechanisms set up by the Region: financial assistance, calls for projects:¹²</p> <ul style="list-style-type: none"> - "Expertise contract" (adopted in 2017)¹³ <ul style="list-style-type: none"> ○ Objective: secure and validate the feasibility of a business project, at any stage of development, as part of the global strategic approach ○ Beneficiaries: regional SMEs ○ Support: partial gant of external costs for expertise (e.g. for market research, elaboration of the strategic development plan, financial risk analysis, fundraising, etc.) - "Pass Occitanie" (adopted in 2017)¹⁴ <ul style="list-style-type: none"> ○ Objective: support SMEs (< 50 employees) and their innovation projects of less than 40,000 € in a globally and reactive way ○ Beneficiaries: SMEs (< 50 employees) with their headquarters or the concerned subsidiary in the Occitanie region ○ Support: proportional investment grant with an intervention rate of 50% of the eligible expenditures; maximum 20,000 € for a 24 month project - "Innovation contract" (adopted in 2017)¹⁵ <ul style="list-style-type: none"> ○ Objective: support projects of technological, process, organisational or social innovation whether they are individual or collaborative ○ Beneficiaries: regional companies (SMEs < 250 / middle-sized companies 250-5,000 / exceptionally big companies > 5,000 employees) with their headquarters or the concerned subsidiary in the Occitanie region ○ Support: grant or refundable prepayment (over a maximum of 4 years) with a minimum eligible amount of 40,000 € depending on: <ul style="list-style-type: none"> ▪ The feasibility study ▪ Industrial research ▪ Experimental development ▪ Process and organisational innovation - Call for projects "READYNOV – Industry of the future"¹⁶ <ul style="list-style-type: none"> ○ Objective: support collaborative innovation projects ○ Beneficiaries: companies or other organisations (e.g. research centres, etc.) with their headquarters in the Occitanie region ○ Support: The Region's support will be between 10% and 60% of eligible expenditure. This rate will depend on the nature of the bearer of the project holder |
|--|--|

¹² As retrieved on 31/07/2018 from: <https://www.agence-adocc.com/accompagnement/innovation/>

¹³ As retrieved on 31/07/2018 from: <https://www.laregion.fr/Contrat-Expertises>

¹⁴ As retrieved on 31/07/2018 from: <https://www.laregion.fr/Pass-Occitanie>

¹⁵ As retrieved on 31/07/2018 from: <https://www.laregion.fr/Contrat-Innovation>

¹⁶ As retrieved on 31/07/2018 from: <https://www.laregion.fr/Appel-a-projets-READYNOV-Industrie-du-futur>

| | |
|--|---|
| | <ul style="list-style-type: none"> - Investments for the Future Programme PIA (regional section): Call for projects "Occitanie innovation projects"¹⁷ <ul style="list-style-type: none"> ○ Objective: aims to support companies engaged in a process of research and development, technological and non-technological innovation to promote their growth and competitiveness ○ Beneficiaries: regional SMEs ○ Amount: 100,000 to 500,000 € maximum per project - Investments for the Future Programme PIA (regional section): Call for projects "Occitanie Sectors"¹⁸ <ul style="list-style-type: none"> ○ Objective: aims to strengthen the competitiveness of regional strategic sectors by allowing the use of shared means of production or research infrastructures, the exchange of data and information, the sharing of technological and market views and the initiation of shared business approaches ○ Beneficiaries: regional SMEs or associations of SMEs or a research centre ○ Amount: 50% max. eligible spendings (only spendings linked to R&D are eligible) ; max. amount: 2 mio € |
| <p><i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i></p> | <p>The exact numbers of funding for green and smart mobility projects is not known.</p> <p>The total budget of the Occitanie region for 2018 is 3.51 billion euros, including European funds. This budget includes 1.17 billion investments, increased by nearly 5% compared to 2017. There are four priority areas, namely: employment and equality of citizens and territories/ the product produced in Occitanie/ mobility revolution/ the ecological and energy transition.¹⁹</p> <p>Regarding European funds, more than half of the 3 billion mobilised by Europe in the Occitanie region for the period 2014-2020 have been attributed. 53,600 projects for business development, innovation, agriculture, energy transition and digital operations received 1.6 billion euros. This balance was made during a meeting in the beginning of June 2018.²⁰</p> |
| <p><i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country(2014 – Today)?</i></p> | <ul style="list-style-type: none"> - Inform train passengers in real-time (FEDER) http://www.europe-en-occitanie.eu/web/Europe/4141-informer-les-voyageurs-en-temps-reel.php#.W2AqIS2FPIU - Promote use of bikes (FEDER) http://www.europe-en-occitanie.eu/web/Europe/4562-promouvoir-l-utilisation-du-velo.php#.W2Aq7y2FPIU - Facilitate mobility using public transport (FEDER) |

¹⁷ As retrieved on 30/07/2018 from: <https://www.laregion.fr/Appel-a-projets-Occitanie-Projets-d-innovation-PIA3>

¹⁸ As retrieved on 30/07/2018 from: <https://www.laregion.fr/Appel-a-projets-Occitanie-Filieres-PIA3>

¹⁹ As retrieved on 31/07/2018 from: <https://www.laregion.fr/budget2018#Mobilites-naissance-du-Service-public-regional-des-transport>

²⁰ As retrieved on 31/07/2018 from: <http://www.touleco.fr/La-moitie-des-Fonds-europeens-pour-la-region-Occitanie-deja,24764>

| | |
|--|--|
| | <p>http://www.europe-en-occitanie.eu/web/Europe/4016-faciliter-les-deplacements-en-transport-collectifs.php#.W2ArGi2FPIU</p> <ul style="list-style-type: none"> - Improvement of railway infrastructures (FEDER) http://www.europe-en-occitanie.eu/web/Europe/3139-se-deplacer-en-train.php#.W2ArUi2FPIU - The Occitanie region created the "FOSTER SMEs" fund, key link of the Regional Strategy for jobs growth aiming to facilitate the access to European funding for SMEs. Managed by the European Investment Fund (EIF), FOSTER mobilises European funds through four European programs 2014-2020 as well as regional resources, for a total of 143M €. http://www.europe-en-occitanie.eu/web/Europe/4981-fonds-de-soutien-territorial-aux-entreprises-regionales-foster.php#.W2AtZS2FPIU - NEW POWER DEAL - New Power Deal is a project for the design, integration and demonstration of electrical power conversion systems based on power components (switches) developed and produced from semiconductor breaking materials. Power conversion systems are today used in all sectors of transport (automotive, aeronautics, rail) and most sectors of renewable energy production (wind, photovoltaic). http://www.europe-en-occitanie.eu/liste-operations/#.W2AtCC2FPIU - SAFEBUS – The overall objective of the project is the commercialisation and promotion of an autonomous shuttle bus for public transport: EZ10. SafeBus aims to improve the safety of the EZ10 autonomous shuttle and increase its functional scope. This vehicle is operated to provide an automatic transportation service on a given route, from 1 km to 1.5 km. http://www.europe-en-occitanie.eu/liste-operations/#.W2AtCC2FPIU - Multimodal exchange hub/station in Baillargues (phase 2) http://www.europe-en-occitanie.eu/liste-operations/#.W2AtCC2FPIU - Multimodal exchange hub/station (phase operational study) http://www.europe-en-occitanie.eu/liste-operations/#.W2AtCC2FPIU |
|--|--|

ANNEXES

Picture 1



SPAIN

| | ANDALUCIA SMART CITY CLUSTER - ANDSC |
|---|--|
| <p>Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge)</p> | <p>Andalucia Smart City Cluster (ANDSC) has a huge knowledge of EU public funds to support SMEs since the ANDSC team has more than 15 years of experience giving advice and support to increase companies' competitiveness and to finance the R&D&innovation activities. ANDSC comprises more than 120 companies the ones receive information and support on EU funds and is also an Information Point on Research, Development and Innovation Activities (PIDi) from Centre for the Development of Industrial Technology, CDTI (a Public Business Entity, answering to the Ministry of Economy, Industry and Competitiveness, which fosters the technological development and innovation of Spanish companies) to give online advisory and information services to andalusian companies on the funding instruments that best meet their needs and projects on R&D&I.</p> <p>ANDSC is also classified by the National Ministry of Industry as a "Innovative Business Group (AEI)", a category given to those clusters which are at national level representative of a sector. These AEIs are called to promote competitiveness in the SMEs through different initiatives. One of this initiative is an Annual Program of Funds to the one from 2014 we have presented more than 40 cooperation projects on Smart City, giving specific support and assistance to more than 75 SMEs. Among all the different EU calls and programs ANDSC has experience presenting proposals to: COSME (EASME), LIFE GRANT, Interreg MED, Interreg SUDOE, Interreg POCTEP, IMPACT GROWTH, ORGANICITY, and H2020.</p> <p>ANDSC, as a business association to foster Smart development of cities, has also knowledge of EU programs directed to cities where companies play a role as service/product providers/developers. Among these programs ANDSC has experienced on Urban Innovative Actions (UIA) an Initiative of the European Union promoting pilot projects for sustainable urban development and URBACT an European exchange and learning programme promoting sustainable urban development</p> |

a. Available EU funds listing

| | |
|---|---|
| Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today) | THIS QUESTION AND NEXT ONE - ARE JOINED SINCE THE INFORMATION IS GIVEN BY AMOUNT OF PROJECTS AND QUANTITY OF FUNDS AS FOLLOWS: |
| Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 – Today) | The Programme Andalucía ERDF 2014-20 OP aims to boost economic growth in Andalusia and contribute to achieving the Europe 2020 targets for smart, sustainable and inclusive growth . It should create jobs and boost productivity, particularly in SMEs. |

| | |
|---|--|
| | <p>EU funding is targeted in line with the region's "Smart Specialisation Strategy", which aims to strengthen research institutions, and to improve their scientific and technological infrastructure. Research and development and innovation (R&D+I) activities will be promoted in the public and private sectors, with enhanced linkages and knowledge transfer between enterprises and research centres.</p> <p>SME competitiveness and the diversification of business activities will be promoted, as well as fostering the position of SMEs on international markets.</p> <p>The Programme will contribute to a more efficient and respectful use of natural resources and to a reduction of carbon emissions. The funds will help the region to respect environmental standards and preserve biodiversity, which is key for its economy.</p> <p>An effort will be also made to promote social inclusion, education and employment. Support will be provided to social housing, infrastructure at all levels of education, employment services and ICT capacity.</p> <p>The Programme is concentrated on a limited number of priorities and its investments focus on key drivers for competitiveness. The most important (% of funding) areas of investment of the Andalusia OP are:</p> <ul style="list-style-type: none"> • R&D+I :15% • ICT: 9% • SME: 20% • Low-carbon economy: 12% • Environment: 14% <p>The planned EU financing (ERDF) for Andalusian within the period 2014-2020 is of 3,2 Billion of €, including national co-financing (789 Million of €). Of this amount 78,6 Million of € are intended to Network Infrastructures in Transport and Energy. Until 30th of June of 2018 nearly 700 million of € has been spent (Data available on: https://cohesiondata.ec.europa.eu/programmes/2014ES16RFOP003# but it is not possible to identify clearly the amount spent on Green and Smart Mobility Industry since on the Public resolutions there is no data on the Project beyond the name and quantity of aid (graph on the end).</p> |
| <p>Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs</p> | <p>In Andalusia there is a high deploy on institutions to support SMEs, some of them dealing specifically with EU funds:</p> <ul style="list-style-type: none"> - The Andalusian Knowledge Agency (AAC) is a public business agency attached to the Regional Ministry of Economy and Knowledge of the Junta de Andalusia that encourages the participation of Andalusian entities in international research and development programs, especially in Horizon 2020 and offers a series of |

| | |
|---|---|
| | <p>personalized and free advice services to Andalusian entities:</p> <ul style="list-style-type: none"> • Information on calls • Help in writing and preparation of proposals • Advice in the search for partners • Support to define strategic plans to internationalize R&D&I • Provision of services linked to advanced training • Facilities to attending international events <p>- CESEAND is the Enterprise Europe Network member for the region of Andalusia (Spain) as an initiative of the European Union to offer support and advice to businesses across Europe and help them make the most of business opportunities in the EU and beyond. The services of CESEAND and the Enterprise Europe Network are specifically designed for small and medium enterprises (SMEs) but are also available to all other businesses, research centres and universities from the region of Andalusia (Spain).</p> |
| Monitoring and screening for public funding opportunities supporting structures, tools, and business models (<i>online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</i>) | <p>Any Andalusian enterprise looking for information on how to get public funding or support on business models can use the offline services of all the public organizations already mentioned on the previous question, the ones also provided quite information online on their own websites. Of course there are also a huge number of private companies giving support the ones use both online and offline tools.</p> <p>There are also online databases sites where it is possible to get information mainly on Public funding structures, as for example:</p> <ul style="list-style-type: none"> - The Ministry of Industry, Commerce and Tourism (National instrument) has a specific portal for SMEs where it can be found a database on Public funding, where for example you can find some Guides published on funds or external support on how to get financial support for a project (More info: http://www.ipyme.org/es-ES/GuiasDinamicas/Paginas/Guiasdinamicas.aspx) - Junta de Andalucia (Regional level) has a portal with a specific area for new companies where they give support on how to start a business and to get funds, as far as a specific area for consolidated companies devoted to the funds and how to grow a business (More info: https://www.juntadeandalucia.es/temas/empresas.html) |
| Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today) | <p>This question has been answered based online information provided by different organizations working on EU-projects, but it is not a exhaustive list.</p> <p>Hereby we enclose detail of some projects on smart and green mobility funded by European programs:</p> <p>CICLA</p> <p>Description: Sostenible Mobility in Andalusia: Practices and Speeches in the use of the Bicycle</p> |

| | |
|--|---|
| | <p>Financed by: Regional Government: Advisory of Development and Housing</p> <p>GARVELAND</p> <p>Description: Its general objective is to promote the electric vehicle in the area of cross-border cooperation through the connection Algarve and Andalusia with "green itineraries" involving municipalities, protected areas and enclaves of tourist interest</p> <p>Financed by: Interreg POCTEP 2014-2020</p> <p>MEDCYCLETOUT</p> <p>Description: Its main objective is the development of a sustainable and responsible tourism. Cycle tourism is an activity that respects the environment, since it supposes a lower emission of CO2 during the holidays, when using the bicycle in combination with public transport. In addition, in the local economy, generates longer stays, with greater spending and consumption of products and services in the area</p> <p>Financed by: Interreg MED</p> <p>TRAM " New regional action plans for sustainable urban mobility"</p> <p>Description: TRAM seeks to seek new approaches to improve mobility in cities, with criteria consistent with the indications of the Transport White Paper in Europe and the Europe 2020 Strategy.</p> <p>Financed by: Interreg EUROPE</p> <p>GOSUMP</p> <p>Description: Improvement of the Plans and Measures of Sustainable Urban Mobility in the Mediterranean belonging to the INTERREG MED program, focused, through its specific objective 2.3, on the development of challenges and solutions for a low carbon society</p> <p>Financed by: INTERREG MED</p> <p>ZEM2ALL "Zero Emissions Mobility to All"</p> <p>Description: Project to massively test the new services and advantages of electric mobility in the city of Malaga, deploying a fleet of 200 electric vehicles, 220 conventional charging points and 23 fast charging.</p> <p>Financed by: Local, National and European Agreement</p> |
|--|---|

a. Available National funds listing

| | |
|--|---|
| <p><i>National (country) policy on local participation in EU funding programs / calls;</i></p> <p><i>Subventions for actors in the green and smart mobility industry</i></p> | <p>Cohesion Policy accounts for about a third of the EU budget and is its main instrument for promoting investment in Member States and their regions. In 2014-20, more than EUR 350 000 million of EU funds will be allocated to this policy which, together with national co-financing, will raise over half a trillion euros. Cohesion policy will invest about 28.600 million in Spain in 2014-2020 and will help to implement the structural reforms needed for sound, sustainable development in the medium and long term.</p> |
|--|---|

The main priority is investing in human capital, with greater labour productivity and access to jobs, and improving education, training and social inclusion, particularly for youth and vulnerable groups. The educational and training system must be adapted to give young people proper support – implementation of the Youth Employment Initiative will help.

Secondly, the production system should evolve towards more added-value activities by stimulating **SME competitiveness**, encouraging entrepreneurship and start-ups, improving productivity levels, and grow their presence in international markets. Companies must have access to finance through guarantees, venture capital, repayable loans, etc. Spain will pioneer implementation of the SME Initiative. Cohesion Policy is expected to help the entire population access 30 Mbps internet speed in 2020, and the number of exporting companies will rise significantly. Selected transport investments are also foreseen when needed to overcome bottlenecks for economic activity.

A favourable business environment for innovation and smart specialisation (RIS3) will be encouraged and R&D strengthened. It is estimated that Cohesion Policy will help increase private participation in R&D activities from 45 % in 2012 to 60 % in 2020, and that 25 % of firms with over 10 employees will incorporate technological innovation (13 % in 2012).

Finally, a more **sustainable use of natural resources** will be encouraged, renewable energies supported and energy efficiency improved in public buildings, housing, SMEs, etc. **Sustainable urban transport and biodiversity** will also be promoted, and **targeted environmental investments made in order to meet EU requirements**.

The Institute for the Diversification and Saving of the Energy (IDAE), an organism attached to the Ministry for the Ecological Transition, through the Secretariat of State of Energy, on which organically depends, is a National tool created to contribute to the achievements that Spain has acquired in terms of improving energy efficiency, renewable energy and other low carbon technologies where green and smart mobility plays a role. It has been designated, by the Ministry of Finance and Public Function (**MINHAF**), as the Intermediary Agency for the management of the funds framed in the Operational Program of Sustainable Growth, specifically of the thematic objective 4 (**OT4- Support the transition to a low carbon economy**), of the European Regional Development Fund (**FEDER**). Furthermore, the origins of the managed resources by **IDAE** come from: **National Energy Efficiency Fund**, General Budget of State

| | |
|--|--|
| <p><i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>and the Institute's own financing.</p> <p>In Spain, there are different programmes for projects in the green and smart mobility industry for the last four years (2014 – Today), we can identify two main organizations, IDAE more focused on local entities and municipalities and CDTI more focused on companies. It must be also mentioned that the Science, Innovation and Universities Ministry has programs on R&D activities mainly for Universities where Smart and Green mobility projects can get funds.</p> <p>IDAE NATIONAL PROGRAMS</p> <p>1. Aid programme for modal shift actions and more efficient use of transport modes (FNEE). The first call sought to encourage the realization of sustainable transport plans, in order to get important changes in the modal Split, with greater participation of more efficient modes, reducing the utilization of private vehicle with low occupation, and, on the other hand, to continue progressing in improvement in fleet managements, thought of audits, implantation of computer systems and training on fleet managements. This programme was provided of a maximum budget of 8.000.000 €, with origin in National Energy Efficiency Fund. http://www.idae.es/ayudas-y-financiacion/para-movilidad-y-vehiculos/programa-de-ayudas-para-actuaciones-de-cambio-modal/primera-convocatoria-programa-de-ayudas-cambio-modal-y-modos-de-transporte The objective of second call was favouring a change in the persons and merchandises mobility toward more efficient methods, like: improve the use means of transport and reduce CO2 emissions. This aid programme ascended to 3.700.000 €. Subsidised the sustainable transport plans to the employment centre, fleet management of persons and merchandises mobility and courses of efficient driving for drivers of industrial vehicles. http://www.idae.es/ayudas-y-financiacion/para-movilidad-y-vehiculos/programa-de-ayudas-para-actuaciones-de-cambio-modal In addition, aid programmes for energy efficient actions in the railway sector expected motivate and promote the realizations of actuaciones in the railway sector that reduced CO2 emissions, through the implementation of savings and energy efficient Project. This programme had a budget of 13.000.000 € http://www.idae.es/ayudas-y-financiacion/para-movilidad-y-vehiculos/programa-de-ayudas-para-actuaciones-de-eficiencia </p> <p>2. For investment projects that favor the transition to a low carbon economy local entities (FEDER-POPE 2014-2020)</p> |
|--|--|

These subsidies are destined for Local Entities of less than 20,000 inhabitants, as well as Ceuta and Melilla, for investment projects in the field of low carbon economy. The percentage of FEDER co-financing to be received will be that assigned to the region in which the project is located, and may be either 50%, 80% or 85% depending on the classification of the region. However, in order to avoid excessive concentration of funds in favor of the same municipality, a limit of 5 million euros has been set by the municipality.

In this first call a total budget of 336 million euros has been established and distributed by Autonomous Community and specific objective.

<http://www.idae.es/ayudas-y-financiacion/para-proyectos-de-inversion-que-favorezcan-el-paso-una-economia-baja-en>

3. Vehicles MOVALT Plan

The aid of this call is directed, therefore, to encourage the acquisition of electric vehicles, liquefied petroleum gas (LPG / Autogas), compressed natural gas (CNG) and liquefied (LNG), vehicles that are propelled with battery fuel and electric motorcycles. Budget of 20,000,000 euros

<http://www.idae.es/ayudas-y-financiacion/para-movilidad-y-vehiculos/plan-movalt-vehiculos>

4. Infrastructures MOVALT Plan

Battery recharging systems for electric vehicles will be the object of assistance, both in the form of direct acquisition and financing operations by renting. As a guide, you can deploy a charging infrastructure for the following uses:

- a) Public use in the non-residential sector (public car parks, hotels, shopping centers, universities, hospitals, industrial parks, sports centers, etc.)
- b) Private and / or public use in parking areas of private and public companies, to serve their workers, customers and their own fleet.
- c) Public use on public roads, urban and interurban roadways and companies.
- d) Public use in road network

CDTI NATIONAL PROGRAMS

CDTI, The Centre for the Development of Industrial Technology (CDTI) is a Public Business Entity, answering to the Ministry of Economy, Industry and Competitiveness, which fosters the technological development and innovation of Spanish companies. It is the entity that channels the funding and support applications for national and international R&D&i projects of Spanish companies, with its own funds and co-financing from European institutions (Structural and Investment Funds, and the European Investment Bank), the following aid programs:

| | |
|--|--|
| | <p>Type of aid: Bonded loan <u>Dedicated to:</u> Innovation and purchase of assets <u>Links:</u> Global innovation</p> <p>Type of aid: Partially reimbursable support <u>Dedicated to:</u> Investigation and development <u>Links:</u> CIEN ; Strategic R&D ; Project R&D ; Technology demonstration projects</p> <p><u>Dedicated to:</u> Innovation and purchase of assets <u>Links:</u> CDTI Innovation ; FEMP Project ; Line expansion</p> <p>Type of aid: Subvention <u>Dedicated to:</u> Investigation and development <u>Links:</u> FEDER Interconecta ; Innoglobal ; CDTI-Eurostars ; CDTI-EraNets</p> <p><u>Dedicated to:</u> New business <u>Links:</u> Neotec aids</p> <p>More details on: https://www.cdti.es/index.asp?MP=14&MS=59&MN=1 Through these programs CDTI has different sectorial areas the ones include Smart and Green Mobility topics: INDUSTRIAL SECTORS- Transport vehicles; TRANSPORT AND INFRASTRUCTURE-Transport.</p> |
| <p><i>Amount of funding projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>CDTI under the sectorial topics: INDUSTRIAL SECTORS- Transport vehicles; TRANSPORT AND INFRASTRUCTURE-Transport has encouraged in the period 2014-July 2018 (last available data) a total of 281 projects with a contribution (grant, loan) of nearly 254.000.000 €.</p> <p>IDAE in its Annual Memory does just make an overall exposition where it is not possible to deal exactly projects on Green and Smart Mobility Industry.</p> |
| <p><i>Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today)</i></p> | <p>NATIONAL PROGRAM “CDTI-FEDER INTERCONECTA” to make projects in cooperation between a Big Company and at least a SME:</p> <ul style="list-style-type: none"> - Prototype for alternative operation of mobility assets (1.219.144,40€) - Sat2car – system for services of connected vehicle by satellite communication (749.410,00€) - Development a prototype of management intelligent system for railway industry, by the use of organize massive data (645.911,00 €) - Optimization and exploitation of traveller transport networks (713.296,60€) - Design and development of a hybrid propulsion system (petrol + electricity) for aircraft - Intelligent, predictive and personalized management of the efficient and safe driving in big transport fleet. |

- Automatic system of transport about demand (ondats)
- System to reinforce the tourism and the shops in cities with cruise terminal based on mobility analysis of accessible and personalized routes

R&D& I PROJECTS FUNDED BY MINISTRY OF SCIENCE, INNOVATION AND UNIVERSITIES (Projects devepoled by research groups):

- Dynamic analysis of mobility and accessibility by means of big data
- Monitoring and biometry architecture for dynamic control of vehicles in smart cities
- Persuasive architecture for sustainable and intelligent use of vehicles in urban fleets.
- Control strategys based on vehicle contextual information for the reduction of fuel consumption and emissions in real conditions of driving
- Cooperative driving on motorways: management strateys in a mixed system (autonomous and traditional vehicles)
- Communications with transceiver lte-a/mmww for advanced services in transport of high mobility
- Communications with transceiver lte-a/mmww for advanced services in transport of high mobility: capa ip adaptable
- Effects of urban configuration about mobility on foot and the pollution in the cities.
- Regulatory strategies for encourage the sustainble transport throught short sea shipping
- Electric vehicle management in intelligenet networks based on renewable energys
- Cooperative system integration for autonomous vehicles in shared traffic: anaysis of driver
- Cooperative system integration for autonomous vehicles in shared traffic: intelligent control unity
- Cooperative system integration for autonomous vehicles in shared traffic: anaysis of driving environment.
- Smartphone and vehicle integration to connect drivers, sensors and environment throught a services architecture
- Predictive interaction among cooperative autonomous vehicles and vulnerable road users, final users- oriented
- Public administration facing social innovations derive of the sustainable urban mobility politics.
- Investigation in energy efficient and sustainables transport in the urban environment: analysis of scientist development and social perception.
- Adaptation mechanism for autonomous and connected vehicles
- Networks and communications 5g and beyond for critical services adapted to demand on autonomous and connected vehicles
- Reduction of co2 emissions in vehicles for transport use dual natural combustion gas-diesel

| | |
|--|---|
| | <ul style="list-style-type: none"> - Scootcity - Security and control in autonomous vehicles - Energy and environmental sustainability in the Spain transport (ii): encourage to zero emission vehicles - Technologies for improving the efficiency and size using inductive transmission for wireless electric vehicle charging <p>MORE INFO AVAILABLE ON: https://sede.micinn.gob.es/portal/site/eSede/menuitem.df29f2378d5d10a0cee63510223041a0/?vgnextoid=e6d5b64259971410VgnVCM1000001d04140aRCRD&vgnextfmt=format_01 </p> |
|--|---|

b. Available regional and local funds listing

| | |
|--|--|
| <i>Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls</i> | <p>In Andalusia there is a high deploy on institutions to support SMEs, such as those devoted to Green and Smart Industry, as well there is no a specific organization dealing with smart mobility industry.</p> <p>At Regional Level: The Agency of Innovation and Development of Andalusia IDEA, is the regional development Agency of the Andalusian Government, which support Andalusian business community with different actions such as the management and incentives granting to companies. In each of the 8 Andalusian Provinces there is an office of IDEA, as far as a regional management office in Seville. IDEA gives support to SMEs once they have their business in order to get support to be more competitive and innovative, giving assistance to ask for their own Regional Funds Programmes as far as for National Funds from CDTI. They also give support on:</p> <ul style="list-style-type: none"> - Technological Surveillance (Search of technological information) - Information and Advice on R&D&i - Patents, trademarks and industrial design (Industrial Property) - Cooperation and Technology Transfer - Investment Collection <p>Andalusia Empreende is a public foundation attached to the Regional Ministry of Economy and Knowledge of the Junta de Andalusia, whose mission is to promote entrepreneurial initiative and business development with the aim of encouraging and supporting the creation and consolidation of companies and employment through the provision of services, provided by a technical team of specialists from a wide network of centers present throughout the region. So, Andalusia Empreende offers (free service) a specialized technical assistance service to help entrepreneurs in the process of creating, setting up and launching their business</p> |
|--|--|

activity:

- Study of the business idea; analysis of its strengths and weakness and possibilities in the market
- Help to prepare a viability plan
- Help to find public and private financing and to request incentives to start the business activity
- Support in all the procedures for the constitution of the company
- Customized business training
- Business accomodation in the initial phase of the project (>3 years)
- Contact with other companies and organizations

EXTENDA is an instrument of the Ministry of Knowledge, Research and University, which implements the internationalization policy of the Andalusian Government aiming to promote the external activity of Andalusian companies. Therefore, through their services, they offer an authentic 'road map' to support internationalization in the field of Information, Training, Promotion, Consultancy and Financing. A catalog of services tailored to Andalusian companies, regardless of their size, sector or origin, which responds to the needs they encounter throughout their internationalization process.

Official Chambers of Commerce, Industry and Navigation are Corporations of Public Law, as consultative and collaborative bodies with the Public Administrations and have as their purpose the representation, promotion and defense of the general interests of commerce, industry and navigation, as well as the rendering of services to the companies that carry out these activities.

Among their functions they have their specificity in a wide range of services that each chamber offers to the Andalusian business sector, entrepreneurs and entrepreneurs and in general to all citizens. With a total of 14 agencies, this cameral network provides permanent, specialized attention to the needs of the business sector of Andalusia, contributing to the territorial structuring, the modernization of its productive fabric and the provision of services to small and medium enterprises.

Among the different services they offer a good example is the **INNOCAMARAS** program which promotes joined-up innovation policies at EU, national and regional level that recognise the bottom-up, demand-driven nature of the process. The project is promoting the importance of innovation as a broad process of converting ideas into action, which is crucial to the survival and prosperity of businesses, especially small and medium-sized enterprises, and to the growth and competitiveness of the economy as a whole.

MUNICIPAL AGENCIES are mainly municipal companies located in each of the 8 provinces and dependind directly

| | |
|--|---|
| | <p>from the City Hall the ones offer different support tools for the creation and consolidation, being their mainly services: business consultation, processing of own incentives and events for companies (Networking).</p> <p>For example in Málaga this municipal agency is PROMALAGA, a local development agency to contribute to the strengthening of the business fabric in Malaga, by promoting and strengthening existing companies or supporting the creation of new ones, with special attention to small and medium-sized companies, such as generating sources of wealth and employment.</p> <p>Among the goals of PROMALAGA it can be mentioned:</p> <ul style="list-style-type: none"> - To facilitate the start-up of new companies, through consultancy and own incentives - To inform the steps and procedures to entrepreneurs, as well as mentor the constitution process - To accelerate the success of companies, through advanced consulting services - To train the management of entrepreneurs and companies through training and workshops. - To promote innovation in new companies, through the search for new products and internationalization. |
| <i>Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically)</i> | <p>Although we have not a public/official data Andalusia has a big rate in terms on participation on Programms and Andalusian SMEs use systematically all public supports given by the different organizations already mentioned.</p> |
| <i>How SMEs collect information about available public funding (formally – informally, systematically – sporadically)</i> | <p>All the organizations mentioned in on regional and local level has online information available on their own websites to be consulted by anyone who wants to know about public funds. Based on our experience, although SMEs consult online information, they prefer to collect information firstly directly with a meeting with all those mentioned organizations and even to keep in contact using all the support they provide.</p> <p>Of course there are also external consultants the ones give support and whose services are used by SMEs looking for funds mainly those SMEs who have no a big structure or experience on R&D&I.</p> <p>Structures, like our Cluster, give also to their associated members information about available funding for their projects.</p> |
| <i>Programs and calls funded from regional or local funds was available for projects in the green and smart mobility industry (2014 – Today)</i> | <p>Some of the programs financed with Andalusia funds that can deal with green and smart mobility are the following ones:</p> <ol style="list-style-type: none"> 1. Agency IDEA makes available to the Andalusian productive fabric, a complete system of incentives and financing instruments that allows meeting the specific needs |

of each of the applicants. To do so, in June 2017, they launched two new incentive programs valid until 2020: an Incentive Program for the Promotion of Industrial Research, Experimental Development and Business Innovation in Andalusia that presents important novelties with respect to previous ones support programs for I + D + i; and an Incentive Program for Industrial Development, Improving Competitiveness, Digital Transformation and Job Creation.

2. The Andalusian Energy Agency is a government-owned entity assigned to the Regional Ministry of Economy, Innovation and Science, whose mission is to develop the policies of the Andalusian Regional Government aimed at optimising the energy supply of our region, from an economical and environmental point of view through the implementation of the Energy Strategy for Andalusia 2020 which includes several initiatives dealing with Mobility:

- Line of Economic Incentives Intelligent Networks for the installation of recharging points by citizens, companies and local entities, as well as for the renewal of fleets or vehicles for public services.
- Line of advice to local Andalusian entities in reference to the possibilities of electric mobility and the Andalusian model.
- Information on financing mechanisms for complementary actions to the economic incentives line (renting, leasing).

3. ANDALUCIASMART 2020. On September 6, 2016, the Andalusia Smart 2020 Action Plan was approved by the Governing Council, through which a series of infrastructures and services based on Information and Communication Technologies will be launched, the objective of achieving a sustainable "smart region" model. The purpose of the PAAS2020 is to set in motion all the initiatives necessary to promote the intelligent development of the Andalusian territory, including a specific incentives line to develop mores sustainable and inclusive territories, whose development includes Smart and Green Mobility initiatives.

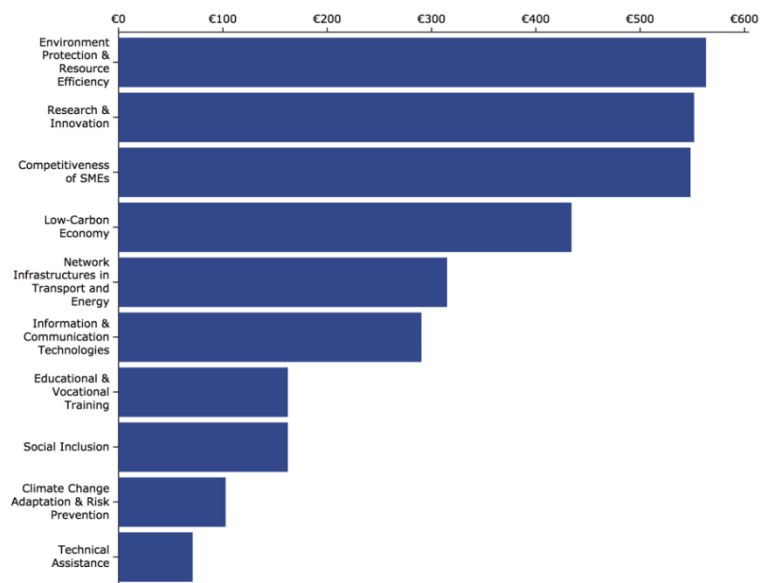
4. General Plan for Sustainable Tourism of Andalusia

Horizon 2020. The Objectives that this plan aims to achieve:

- a) Define strategies and policies to implement a model of sustainable, viable, equitable, competitive and egalitarian tourism development from a gender perspective, which makes optimal use of available resources, respectful of local values and the spaces where tourism is developed and that guarantees territorial cohesion.
- b) Strengthen the tourism business fabric and generate stable and quality employment, promoting the principle of equal opportunities for men and women.
- c) Promote the creation and dissemination of products that disseminate and value the natural, cultural, territorial

| | |
|--|---|
| | <p>and landscape resources of the different territories of our Community, seeking complementarity and the release of synergies between the different segments, the image of the quality of the tourist spaces and the involvement of the local population in the tourist experience.</p> <ul style="list-style-type: none"> d) Linking sustainability to the development of a tourism model based on the integral management of quality in destinations, innovation within the business fabric, especially technology and training and knowledge transfer among its professionals, favoring diversification to promote rupture of gender stereotypes. e) Promote a process of integration between planning and management, which allows adapting to the evolution of the economic situation, thereby promoting the differential growth of supply and demand with greater added value. f) Establish effective participation mechanisms among the actors involved in the tourism development model, which promote the social recognition of tourism and generate spaces and cooperation instruments in the field of decision-making, management and financing. g) To promote the integral rehabilitation of mature destinations on the coast, the greatest innovation and enhancement of the interior offer, as well as encouraging sustainable emerging destinations, improving our traditional offer. |
| <p><i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i></p> | <p>Although there are not isolated data, at the date two have been the main agencies the ones have given incentives/funds.</p> <p>In the period 2014-2020 Agency of Innovation and Development of Andalusia IDEA has a Global Grant, endowed with 629 million euros (ERDF) to improve competitiveness and increase the productive fabric of Andalusia in order to boost economic growth and stable and quality employment in Andalusia. In the period 2014-2016 more than 275 million euros have been granted to SMEs and from 2017, 63 million euros have been granted to a total of 428 businesses projects. So a total amount of 338 million euros have been granted to SMEs but there is no specific details on the amount to Smart and Green Mobility.</p> <p>Andalusian Energy Agency through its PROGRAM OF INCENTIVES FOR THE SUSTAINABLE ENERGY DEVELOPMENT OF ANDALUCÍA 2020 "Andalusia is more" has given financial support (funds) to initiatives regarding Green And Smart Mobility (data available between 2014 and 2016). In detail:</p> <ul style="list-style-type: none"> a. Projects on Saving and Efficient Transport: 787 developed by Companies (Incentives: 2,2 million of €) b. Projects to acquire efficient vehicles: 3.387 (Incentives: 9,3 million of €) c. Projects to develop Urban Mobility Plans: 13 (Incentives: 300.000 €) |

| | |
|---|--|
| <p><i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country (2014 – Today)?</i></p> | <p>This question has been answered based on the information provided by the public resolutions of different funding programs. The first problem found was the fact that most of these resolutions do not include enough information to identify if the funds are targeting innovative, green and smart mobility. So considering this as a living document it could be appropriate to get this information directly from all the companies that are going to take part of the project. Moreover we are going to ask directly to those organizations with regional and local funds.</p> <p>Hereby we enclose detail of some projects on smart and green mobility:</p> <p>PARKAPP Description: Application to facilitate finding parking spaces Financed by: Official Chambers of Commerce, Industry and Navigation</p> <p>LILIGHT Description: Multipurpose light for cyclists, prams and wheelchairs to make them more visible Financed by: Official Chambers of Commerce, Industry and Navigation</p> <p>CICLA Description: Sostenible Mobility in Andalucia: Practices and Speeches in the use of the Bicycle Financed by: Regional Government: Advisory of Development and Housing</p> <p>ZITYFY Description: App to create a carpooling and motopooling community to connect drivers with passengers Financed by: Regional Government: Andalucia Open Future Program</p> <p>LOCAL TERMINAL Description: A BUS sharing platform that provides users with a form of collaborative and sustainable mobility to reach events, concerts and other leisure activities. It allows users to organize their own shared trips as well as to join previously created trips Financed by: Regional Government: Andalucia Open Future Program</p> <p>MAASMALAGA Description: Spain's first comprehensive mobility platform, which offers a shared service that integrates various types of transport in the city, both public and private, in an effective, interactive and sustainable way Financed by: Regional Government: Andalucia Open Future Program</p> |
|---|--|



CROATIA

| | ISTRIAN DEVELOPMENT AGENCY IDA & COUNTY OF SPLIT-DALMATIA SDC |
|--|---|
| Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge) | <p>IDA has participated in “Technical Assistance to Operational Program Competitiveness and Cohesion 2014. - 2020.” project with the aim of increasing the use of ESI funds available, informing the general public about the possibilities and implementation of ESI funds and to support the capacity building of (potential) beneficiaries for the preparation and implementation of projects for co-financing from the European Investment and Structural Funds.</p> <p>Also nowadays, monitoring of relevant EU and national programs and calls is one of the IDA's role in order to fulfil its primary role in stimulating the development of small and medium size entrepreneurship in Region of Istria by securing financial support, providing education and training programmes, developing entrepreneurial infrastructure, investing in research and development, providing information and advisory support to entrepreneurs, offering services to prospective foreign and local investors.</p> <p>IDA has been involved in projects related to Marketing Intelligence by developing Istrian Quality mark(IQ) , a visual sign certifying quality , intended for products of proven quality and as such it contributes to the development of local production, raising the quality of Istrian products and production technology, encouraging creativity and originality as well as research and innovations. IDA has wide enough experience in B2B Matching and Public Funding activities, as well IDA has experience in the specific areas of the green and smart mobility industry, that relate to the clean fuels, low carbon economy, cooperative ITS."</p> <p>IDA and/or SDC have been involved in previous period in following projects related to innovation, R & D and green and smart mobility industry:</p> <ul style="list-style-type: none"> – Programme: EUSAIR / IPA Adriatic Cross Border Cooperation – HIVES - High level Innovation for a Value-driven Exploitation of a joint S 3 in the Adriatic area. – BLUETECH - BLUE TECH ADRION CLUSTER - development of Macroregional Cluster in green shipbuilding technologies sector – NEXT – Creation of a collaborative platform to support innovation and technology transfer in the Countries of the Adriatic area. The enlarged concept of Europe calls nowadays for capabilities of managing diversity and competitiveness while at the same time maintaining cohesion. – SMART INNO project -Smart Network and Sustainable Innovation Cluster to increase RDI Competitiveness of |

| | |
|--|---|
| | <p>SMEs</p> <ul style="list-style-type: none"> – Adriatic Economic Cluster Club – to improve the possibility of development of innovations within territorial and productive systems through cross-border cooperation and market research – MET.R.IS. - creation of an infrastructural basis for innovative research and development in the metals industry in the Region of Istria (continued through METRIS PLUS) – Programme: EBRD – CBC Slovenia-Croatia – SLOHRA SOCIONET - Joint initiative for the development of new employment opportunities with the aid of social entrepreneurship – SLOHRA GLOBALNET - Promotion of global competitiveness of beginner entrepreneurs – SLOHRA ZONET - Network of enterprise zones in Croatia and Slovenia - facilitation of access to information and dissemination of information – INTERINO - Integration of Knowledge, Competencies and Innovation – MLADIEKOIN – targeting e-young together in eco-inventiveness – City_SEC - Regional development and energy agencies supporting municipality_SEC to jointly become active energy actors in Europe project was approved for financing within the programme "Intelligent energy Europe" (IEE) – SEE program – Projekt ClusterPolisEE - Smarter Cluster Policies for South East Europe – Asviloc plus - Agencies Supporting Value of Innovation systems in regional and LOCAL economies – REDECON - project was aimed at the development and implementation of an innovative tool - the creation of a database and of the Geographic Information System - GIS – CoRIIn - Coordinating Regional Primary Sector Policies for Boosting Innovation) project focused on the analysis and the advancement of regional policies in the primary sector, with the aim to stimulate investment into research and innovation. – Interreg III-B / CADSES programme – I-log - The project aimed to rationalize the logistics and transportation in industrial clusters through integrating ICT solutions into the transportation services – The Project of Implementation of the European Charter for Small and Medium-sized Enterprises in the Republic of Croatia <p>Furthermore, IDA and/or SDC are currently involved in following relevant projects:</p> <ul style="list-style-type: none"> – „Transport of goods platform “– TRANSPGOOD |
|--|---|

| | |
|--|--|
| | <p>financed within INTERREG V-A Italy – Croatia territorial cooperation. The project objective is to stimulate efficiency and multimodality and an integrated approach to the development of channels in the transport of goods in the cross-border area through the development of joint innovative IT solutions.</p> <ul style="list-style-type: none"> – Life SEC Adapt - Upgrading Sustainable Energy Communities in Mayor Adapt initiative by planning Climate Change Adaptation strategies – EMPOWERING - Empowering local public authorities to build integrated sustainable energy strategies” - within Horizon 2020 <p>Besides mobility industry, IDA and/or SDC also have experience in other programs with “green objectives” like EMPOWERING (Empowering Local Public Authorities to Build Integrated Sustainable Energy Strategies). Within the project an analysis of the situation in the energy sector will be carried out and the adoption of a new and upgrading of the existing Sustainable Energy Action Plan (SEAP) of the municipalities and cities involved, which will eventually bring them closer to the goal of becoming an energy-efficient community. Municipalities and cities involved in the project will receive support from regional development and regional energy agencies involved in the project and realize activities that will significantly exceed the 20-20-20 goals set by the EU.</p> |
|--|--|

a. Available EU funds listing

| | |
|---|--|
| Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today) | <p>Precise amount of funding projects in the green and smart mobility industry coming from EU funds, from 2014-today, is not publicly available.</p> <p>The total amount of available EU funding for 2014-2020 is 10.676 billion €. Within that amount, under OP Competitiveness and cohesion for Priority axis 7. Connectivity and mobility, 1.310 billion € is allocated. Up to December 31, 2016 under Priority axes 7 the funds contracted with beneficiaries amounted to 0.20 million €. This amount has significantly been increased during the 2017 but the exact figure is not yet publicly available.</p> |
| Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 – Today) | <p>As mentioned previously under Priority axes 7, 1.3 billion € is allocated which is approximately 12.2% of the total allocation for Croatia under this programming period. Under this Priority axes, investment priority 7ii. Development and improvement of environmentally friendly transport systems (including those with low noise), and low emission CO2 systems, including inland waterway and maritime transport, ports, multimodal links and aerodrome infrastructure, to promote sustainable regional and local mobility is</p> |

| | |
|---|--|
| | <p>particularly interesting for green and smart mobility industry.</p> <p>When discussing innovative, green and smart industries in general (not just mobility) funds available under following priority axes can also be interesting: 01 - Strengthening Research, Technological Development and Innovation; 02 - Improving the availability, use and quality of information and communication technologies and 03 - Improvement of competitiveness of small and medium-sized enterprises, the agricultural sector and the fisheries and aquaculture sector.</p> <p>Furthermore, even though the exact amount which is targeted toward innovative, green and smart industries is not specified, when we look at this “green” perspective - in the OP Competitiveness and cohesion it is stated that that the indicative amount which will be used for objectives connected to climate change is approximately 1.2 billion €, out of which approximately 0.3 billion € is envisaged under Priority axis 7.</p> |
| Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs | <p>There are national, regional and local institutions which, among other, have a goal of raising awareness on available EU funds among SMEs.</p> <p>Furthermore, there are consulting companies/experts facilitating flow of information and better usage of EU funds.</p> <p>Even though, SMEs are aware of EU funds availability in general, we would asses that awareness on funds targeting innovative, green and smart industries is modest and that further improvements and actions on raising awareness should be made.</p> |
| Monitoring and screening for public funding opportunities supporting structures, tools, and business models (<i>online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</i>) | <p>Information on EU funding opportunities is available on online site: https://strukturnifondovi.hr/ on which an overview of published calls etc. is available.</p> <p>Furthermore, different ministries, national agencies and cities (centers of urban areas) which are acting as implementing bodies of level 1 or 2 or ITI implementing body also offer information on EU funding opportunities on their websites (e.g. https://hamagbicro.hr/), and some of them offer initial guidance to potential fund beneficiaries.</p> <p>Private institutions like consulting companies are also active in presenting funding opportunities either through their websites, educations/seminars or through direct approach to the client.</p> |

| | |
|--|---|
| Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today) | This information is not publicly available. |
|--|---|

b. Available National funds listing

| | |
|--|---|
| <p><i>National (country) policy on local participation in EU funding programs / calls;</i></p> <p><i>Subventions for actors in the green and smart mobility industry</i></p> | <p>At the level of the Republic of Croatia, the strategic framework for the use of ESI funds is set out in the Partnership Agreement, Operational Programs, Common National Rules and the Law Establishing an Institutional Framework for the use of ESI Funds in the Republic of Croatia for the period 2014-2020 as well as the regulations governing the competence of individual bodies for each ESI instrument.</p> <p>The Partnership Agreement establishes a national strategy for the use of European Structural and Investment Funds and describes how the Republic of Croatia will approach the fulfillment of the common goals of the Europe 2020 strategy with the help of EU budget funds.</p> <p>Actors in green and smart mobility industry may participate mainly on calls published under the Operative program Competitiveness and Cohesion within following priority axes: 01 - Strengthening Research, Technological Development and Innovation; 02 - Improving the availability, use and quality of information and communication technologies; 03 - Improvement of competitiveness of small and medium-sized enterprises, the agricultural sector and the fisheries and aquaculture sector and 07 - Connectivity and mobility</p> |
| <p><i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>Some of the programs which were/are available under priority axis 07 - Connectivity and mobility (mainly for public beneficiaries):</p> <ul style="list-style-type: none"> • Call for co-financing of modernization of tram infrastructure in city of Osijek (available up to November 2017) • Call for delivery of project proposals for the procurement of buses for the provision of public transport services (available up to end of October 2018) <p>Furthermore, program which was funded from ERDF, under OP Competitiveness and Cohesion, and was available (up to December 31, 2016) also for green and smart mobility industry was "Competency and development of SME".</p> <p>Similar programs for SME were:</p> <ul style="list-style-type: none"> • Commercialization of innovation in entrepreneurship (available up to December 31, 2017) • Innovation of newly founded SME (available up to December 31, 2016) • Investment in production technology of SME (available |

| | |
|---|--|
| | <p>up to April 2016)</p> <ul style="list-style-type: none"> Development of production capacities of SME and investments into equipment (available up to April 2016) <p>Finally, it is worth to mention, even though it is envisaged mainly for citizens, the program of Environmental Protection and Energy Efficiency Fund for cofunding acquisition of energy efficient vehicles.</p> |
| <i>Amount of funding projects in the green and smart mobility industry (2014 – Today)</i> | This information is not publicly available |
| <i>Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today)</i> | This information is not publicly available |

c. Available regional and local funds listing

| | |
|--|--|
| <i>Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls</i> | <p>Regional and local participation in EU funding programs is mainly through the role of being beneficiaries, except for Integrated Territorial Investment under which the cities (centers of urban area) are Implementing bodies.</p> <p>However, regional and local policies on measures which can be funded by EU funds (if in line with national level documents) are usually defined in Regional development strategies and Urban area development strategies.</p> <p>Usually there are no significant separate regional or local level funding programs/calls for projects (including green and smart mobility industry) considering the budget constraints of regional authorities and municipalities.</p> <p>However, regional development agencies offer some form of loan financing and issuing of guarantees, and work on facilitating development in: entrepreneurial zones, entrepreneurial incubators and technology incubators.</p> |
| <i>Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically)</i> | This information is not publicly available |
| <i>How SMEs collect information about available public funding (formally – informally, systematically – sporadically)</i> | <p>Based on the previous experience with SMEs, it can be concluded that most of them collect information about available public funding through a combination of informal discussions in business community and through search of publicly available formal information (mainly via Internet, e.g. https://strukturnifondovi.hr/). The collection of this information seems to be mainly sporadic.</p> |
| <i>Programs and calls funded from regional or local funds was available for projects in the green and smart mobility industry (2014 – Today)</i> | This information is not publicly available |

| | |
|--|--|
| <i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i> | This information is not publicly available |
| <i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country (2014 – Today)?</i> | This information is not publicly available |

BOSNIA AND HERZEGOVINA

| | |
|---|--|
| <p>Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge)</p> | <p>Sarajevo Economic regional development agency SERDA</p> <p>Sarajevo Economic Regional Development Agency SERDA has good relationships with different level of authorities in Bosna and Herzegovina. Since 32 municipalities and two cities are SERDA founders, SERDA work closely with mentioned local authorities.</p> <p>As a development agency SERDA, within its structure has no capacity for research in the field of green and smart mobility, but has experience in this field as has worked closely with the expert groups for the needs of the projects that relied on it.</p> <p>SERDA worked on several EU project that refers on areas of green and smart mobility :</p> <p>TISAR –Traveller information system for the Adriatic area /IPA Adriatic programme 2007-2013</p> <p>CAPTAIN - Capitalization of Transport Models in Adriatic-Ionian Network for supporting EUSAIR Development /IPA Adriatic programme 2007-2013</p> <p>SERDA also start few initiatives such are:</p> <p>NEXTBIKE – Initiative and project Implementation of public city bike system</p> <p>FLUIDTIME – A New generation of Information services</p> <p>SERDA is supporting SMEs in green & smart mobility industry through projects :</p> <p>FGSME – support to Fast growing small and medium enterprises in Bosnia and Herzegovina</p> <p>Loan-Guarantee Fund (KGF)</p> <p>Business Incubator</p> <p>Challenge to Change –Support to development of innovative ideas of SMEs and startups in Bosnia and Herzegovina</p> |
|---|--|

a. Available EU funds listing

| | |
|---|--|
| <p>Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today)</p> | <p>Green and smart mobility doesn't exist as a sector on its own, but it represents an industry transversal to different sectors including mobility, IT, Transport and logistics, Automotive and components; Energy; Finance. There are no data for this as an overall industrial sector, but informations are available for some of these sectors.</p> <p>Here we must underline that in this project BiH is only partner country not member of EU (even not a candidate country).</p> |
| <p>Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 –</p> | <p>This information is not available</p> |

| | |
|--|--|
| Today) | |
| <p>Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs</p> | <p>SMEs in BiH are mostly oriented on Regional Development Agencies for the information on EU funding. There are several consulting businesses and NGO organizations (specialized for ecology, energy, social funds) as well as Chambers of commerce (on all levels) that can provide the appropriate information to SMEs in order to apply for programs and calls. Moreover, they usually support SMEs so that they can prepare a proposal.</p> <p>Most impact on awareness on available EU funds among SMEs provides successful implementation of projects cofinanced by EU and their promotion.</p> <p>Currently in BiH innovative and creative industries are becoming part of the mainstream financing opportunities (related to EU goals), but green and smart industries, mobility in particular is not well recognised.</p> |
| <p>Monitoring and screening for public funding opportunities supporting structures, tools, and business models (<i>online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</i>)</p> | <p>In BiH the system is not decentralised, so the key body for EU funds is Directorate for European Integration (DEI), permanent, independent and expert body of the Council of Ministers of BiH. The DEI is responsible for coordination of activities of the BiH authorities and supervision of the implementation of decisions passed by the relevant institutions in BiH concerning the requirements for the European integration. DEI has the role of chief coordinator of the European integration process at the state level (horizontal coordination) and between the state institutions and entities (vertical coordination). Among other things, DEI coordinates financial assistance of the European Union and the DEI Director is also the National Coordinator for IPA (the Instrument for Pre-accession Assistance).</p> <p>More information: http://www.dei.gov.ba/</p> <p>DEI also, provide informations on EU Funds, organizes informative days and workshops for international calls on all EU Programms and funds accesible to subjects from BiH.</p> <p>The SME's in BiH also turn directly to the relevant ministries: on country level government – Council of Ministers:</p> <p>Ministry of Civil Affairs competent for the following: issues regarding citizenship, personal data protection, vehicle registration procedure, definition of international strategy in the following fields: healthcare and social protection, innovation, science and education, etc.</p> <p>More information: http://www.mcp.gov.ba/</p> <p>In specific case to Ministry of Communications and Transport competent for the: Policy and regulation of common and international communication devices; International and inter-entity transport and infrastructure; Development of contracts, agreements and other acts that fall within international and inter-entity communications and transport; Preparation and development of strategic and planning documents in the field of international and inter-entity communications, transport, infrastructure and information technologies.</p> <p>More information: http://www.mkt.gov.ba/ , or to entity level ministries:</p> <p>Ministry of Development, Entrepreneurship and Crafts of FBiH), related to jurisdiction of the Federation BiH in the following areas: stimulation of</p> |

| | |
|---|--|
| | <p>development, entrepreneurship and crafts; support to application of innovations and introduction of modern technologies in the area of entrepreneurship and crafts; increase of entrepreneurship and crafts share in the economy; organizing of institutions for entrepreneurship and entrepreneurial infrastructure in the economy; training of entrepreneurs and craftsmen through regular and supplemental courses, as well as other tasks established by law.</p> <p>More information: http://www.fmrpo.gov.ba/</p> <p>Federation of Bosnia and Herzegovina is constituted from ten Cantons. Beside this federal ministry, each cantonal government has ministries of economy, which are in some way involved in support to SMEs.</p> <p>In Republica Srpska there is centralized government with Ministry of Economic Relations and Regional Cooperation, competent for the all issues of economy development.</p> <p>More information: http://www.vladars.net/eng/vlada/ministries/MERRC/Pages/default.aspx</p> <p>There are four Regional Development Agencies in FBiH (SERDA, REZ, NERDA and REDAH) organized on regional principle (covering four regions of FBiH) and one governmental specialized Agency in RS (Republic Agency for the Development of Small and Medium Enterprises).</p> <p>Their official website provide informations on EU funds for SMEs: https://serda.ba/ https://www.rez.ba/start/ http://www.nerda.ba/ https://www.redah.ba/ http://www.rars-msp.org/en </p> <p>There are also several cantonal development agencies (covering territory of cantons) and lot of local agencies in Municipalities (all are established in public sector), providing support to applicants on EU Funds. Experts working in NGO sector are well trained and skilled, but organizations are small without significant capacity, resulting in narrow specialization.</p> <p>There are few private consultant companies with significant expertise and they are focused on large projects (infrastructure and similar) not focused on SMEs, especially micro companies (up to 10 employees) which are mostly in innovative and creative industries in BiH.</p> |
| <p>Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today)</p> | <p>In operational planning period of EU 2014-2020 for BiH was available funds from IPA II and following EU Programs (funds):</p> <ul style="list-style-type: none"> - Framework Program for Research and Innovation - Horizon 2020 - Program for competitiveness of enterprises and small and medium enterprises - COSME - Erasmus + - Creative Europe - Europe for Citizens - Employment and Social Innovation Program - Program for Rights, Equality and Citizenship - Health for development |

- Consumer program
- Environmental and Climate Action Program - LIFE
- Customs 2020
- Fiscalis 2020
- Pericles 2020
- Hercule III
- Judiciary
- Asylum and Migration Fund
- Internal Security Fund - border and visa component
- Internal Security Fund - police component
- Union Civil Protection Instrument
- The Connecting Europe Tool
- Galileo
- Copernicus

First two are of most significance for innovative, green and smart industries, although some of the projects applied in other programs contained some elements of this industry.

Regarding IPA II there was programmed Funding allocation 2014-2017: €165.8 million (not including the allocation for Cross-Border Cooperation).

Here are the list of project interventions under IPA II:

- **Special Measure:** for flood recovery and flood risk management – Annex BiH: 2014/037-703, EUR 41 million

With following actions:

- Action Title: Regional reconstruction and improvement of flood protection infrastructure in the Sava river basin
Amount: 20 mill. EUR
Implementation: Direct management - The Delegations of the European Union to Bosnia and Herzegovina and to Serbia
- Action Title: Support to Civil Society in awareness raising, advocacy and recovery assistance to flood affected areas
Amount: 2 mill. EUR
Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina
- Action Title: Support to Civil Protection
Amount: 2.5 mill. EUR
Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina
- Action Title: **Strengthening SMEs Competitiveness**
Amount: 9 mill. EUR
Implementation: Indirect – GiZ
- Action Title: Flood recovery-Housing interventions
Amount: 12.5 mill. EUR
Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina
- Action Title: Support to Flood Protection and Water Management
Amount: 15 mill. EUR
Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina
- **Country Action Programme for BiH** for the year 2014
Annex 2014/037-662: EUR 7.58 mill + 2014/037-663: EUR 15 mill.
With following actions

| | |
|--|---|
| | <ul style="list-style-type: none"> - Action Title: Support to transformation of care institutions Amount: 1 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: SME competitiveness support facility Amount: 24 mill. EUR (EU contribution 4 mill. EUR) Implementation: Indirect – European Bank for Reconstruction and Development (EBRD) - Action Title: Support to International Commission on Missing Persons Amount: 2.95 mill. EUR (EU contribution 1 mill. EUR) Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: Support to implementing anti-corruption strategies Amount: 0.75 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: Support to participation in EU Programmes Amount: 0.74 mill. EUR (EU contribution 0.64 mill. EUR) Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: European Integration Facility Amount: 2.09 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: Improving Capacity of the Indirect Taxation Authority (ITA) Amount: 3.1 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Country Action Programme for BiH for the year 2015 Annex 2015/037-888: EUR 37.2 mill. With following actions: - Action Title: Support to Law Enforcement Agencies in BiH Amount: 6 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: Enhanced Justice Sector and cooperation in Rule of Law Amount: 16.5 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: Support to participation in EU Programmes Amount: 5.41 mill. EUR (EU contribution 4.61 mill. EUR) Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: European Integration Facility Amount: 4.59 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina - Action Title: Support to the Public Administration Reform and the Reform of the Statistics system Amount: 3.5 mill. EUR Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina |
|--|---|

- Action Title: Improving Public Internal Financial Control (PIFC)
Amount: 2 mill. EUR
Implementation: Direct management - The Delegation of the European Union to Bosnia and Herzegovina
Bosnia and Herzegovina participates in six programmes under **territorial co-operation** (2014-2020)
- 1. Cross-border Programme **Bosnia and Herzegovina – Montenegro** (<http://cbc.bih-mne.org/>), focuses the support around its three priorities: (1) promoting employment, labour mobility and social and cultural inclusion across the border; (2) protecting the environment, promoting climate change adaptation and mitigation, risk prevention and management and (3) encouraging tourism and cultural and natural heritage. It was only one public call – contracted projects in April 2018:
 - Life on BiH/MNE Border – Ancient traces of ageless Heritage and Tradition
Grant amount: 281,491 EUR (84.86%)
Implementation: JU "Kulturni centar Trebinje", BiH
 - P.O.W.E.R.-People with disabilities: new Opportunities for Work, Employability, professional Rehabilitation
Grant amount: 390,800 EUR (85%)
Implementation: Caritas Bosne i Hercegovine, Sarajevo, BiH
 - Persons with disabilities – Leaders in beekeeping
Grant amount: 208,580 EUR (85%)
Implementation: NVO Savez udruženja roditelja djece i omladine sa teškoćama u razvoju 'Naša inicijativa' Podgorica, MNE
- 2. Cross-border Programme **Serbia- Bosnia and Herzegovina** (<http://srb-bih.org/>) focuses on (1) promoting employment, labour mobility and social and cultural inclusion across the border; (2) protecting the environment, promoting climate change adaptation and mitigation, risk prevention and management, and (3) encouraging tourism and cultural and natural heritage. It was only one public call – in second step of procedure – Full application filling.
- 3. Interreg IPA Cross-border Programme Croatia – Bosnia and Herzegovina – Montenegro (<http://www.interreg-hr-ba-me2014-2020.eu/>) with four priority axes: (1) Improving the quality of the services in public health and social care sector; (2) Protecting the environment and biodiversity, improving risk prevention and promoting sustainable energy and energy efficiency; (3) Contributing to the development of tourism and preserving cultural and natural heritage; (4) **Enhancing competitiveness** and developing business environment in the programme area. Allocated 21.26 mill. Eur (85%). Allocation on 21 Individual projects not accessible.
- 4. Adriatic-Ionian transnational programme (Interreg **ADRION**) – (<http://www.adrioninterreg.eu/>), structured on four priorities interconnected with the EUASAIR: Innovative and Smart Region; Sustainable region; Connected region; Supporting the governance of the EUSAIR.
- 5. Interreg Danube (<http://www.interreg-danube.eu/>), focus on four priorities: (1): Innovative and socially responsible Danube region; (2) Environment and culture responsible Danube region; (3) Better

| | |
|--|--|
| | <p>connected and energy responsible Danube region and (4) Well governed Danube region. In first CfP, total 54 projects approved for financing. BiH partners in two:</p> <ul style="list-style-type: none"> - Danube Framework for Responsible Research and Innovation using Socio-Technical Integration D-STIR Grant amount: 208,580 EUR (85%) Implementation: SEŠRDA, BiH - High-performance Computing for Effective Innovation in the Danube Region Grant amount: 208,580 EUR (85%) Implementation: SERDA, BiH <p>6. Interreg Mediterranean (Interreg MED) – (http://www.programmemed.eu/) based on the following thematic areas, notably: Strengthening innovation capacities; Environmental protection and promotion of a sustainable territorial development; Improvement of mobility and of territorial accessibility; Promotion of a polycentric and integrated development of the Med space.</p> |
|--|--|

b. Available National funds listing

| | |
|---|-----------------------------------|
| <i>National (country) policy on local participation in EU funding programs / calls; Subventions for actors in the green and smart mobility industry</i> | |
| <i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i> | |
| <i>Amount of funding projects in the green and smart mobility industry (2014 – Today)</i> | This information is not available |
| <i>Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today)</i> | |

c. Available regional and local funds listing

| | |
|--|--|
| <i>Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls</i> | |
| <i>Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically)</i> | |

| | |
|--|------------------------------------|
| <i>How SMEs collect information about available public funding (formally – informally, systematically – sporadically)</i> | |
| <i>Programs and calls funded from regional or local funds was available for projects in the green and smart mobility industry (2014 – Today)</i> | |
| <i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i> | This information is not available. |
| <i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country (2014 – Today)?</i> | |

SLOVENIA

| | E-ZAVOD |
|---|--|
| <p>Organization knowledge of EU funds (programs and calls) opened for the green and smart mobility industry accessible in region (Past business or knowledge)</p> | <p>E-institute in an Institute for comprehensive development solutions and is focusing on environmental protection, innovative economy, social welfare and moral values. E-institute has participated in many EU funding projects, couple of them also on green and smart mobility industry. E-institute participated or still is participating in the following projects on green and smart mobility:</p> <ul style="list-style-type: none"> - User-driven Participatory Solutions for Innovation in Digitally-centred Ecosystems – Smart City Maribor (Programme: FP7 – REGIONS – 2012-2013-1) (2013-2016). The Smart City Maribor Initiative (SCMI) was launched to spark sustainable development of a smart city environment, to pursue innovation in the city of Maribor, and to develop pilot projects that will enable the provision of smart city activities (in the field of smart services, technology and products. E-institute is an active member of the cluster Smart City Maribor which is still active. - MELINDA (Programme Interreg Alpine Space) (2018-2021) - Its general objective is to support policy making on mobility, air quality, territorial development, contributing to EU/local strategies. |

a. Available EU funds listing

| | |
|--|--|
| <p>Amount of funding projects in the green and smart mobility industry coming from EU funds, (2014 – Today)</p> | <p>The sustainable mobility section in the Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030 envisages investments in the period 2016–2022 in the amount of EUR 213.65 million, of which EUR 186.58 million from the state, and EUR 815.00 million for subsidies and compensations. In the frame of sustainable mobility, co-financing with EU funds in the estimated amount of EUR 47 million is envisaged.</p> <p><i>According to EU funds report 50.605.547 EUR have been given to SME's in Slovenia in 2014 - 2018. No data is available how many of those projects were funded in the green and smart mobility.</i> (http://www.eu-skladi.si/portal/sl/razpisi/komu-so-namenjena-sredstva/prednostne-nalozbe-za-mala-in-srednja-podjetja)</p> <p><i>See also more data in Annex 1 and Table 5-7.</i></p> |
| <p>Percentage of EU funds total amount targeted toward innovative, green and smart industries are drawn on the projects in the green and smart mobility industry, (2014 – Today)</p> | <p>In October 2014, the EC and the Republic of Slovenia concluded a Partnership Agreement for the Implementation of European Funds for the period 2014-2020, which, after the change of the Operational Program for the Implementation of the European Cohesion Policy 2014-2020 for the Purpose of the Investment for Growth and Jobs in December 2017, EUR 4.174 billion of assets, of which:</p> |

| | |
|---|--|
| | <ul style="list-style-type: none"> - EUR 3,312 billion from European cohesion policy (of which € 3.068 billion of ERDF, ESF, KS and Youth Employment Initiatives - YEI; € 159.8 million for Connecting Europe - CEF; € 64 million for European Territorial Cooperation; 21 million euros from the European Aid Fund most vulnerable). Of this, EUR 159.8 million is earmarked for the Connecting Europe Facility (for transport). Certified expenditure by 30. 6. 2018 was in ERDF 9%. - 837.8 million from the European Agricultural Fund for Rural Development (EAFRD Fund), - 24.8 million euros from the European Maritime and Fisheries Fund. <p>On the basis of a joint decision by Slovenia and the European Commission, the amount of funds with additional funds ("overcommitment") can climb even up to 110 million euros (depending on the agreement for the development of regions), which is much more than originally planned (84 million). The purpose of the measures is to promote hiking, cycling and the use of public transport, and the implementation of comprehensive cycling links and footpaths that people will actually use to change their current travel habits to cities. The goal should not only be the construction of infrastructure, but the change in travel habits.</p> <p>Certified expenditure by the end of March 2015 amounts to EUR 3,215,475,991 (EU share) representing 78.41% of the available funds.</p> <p>See also answers in points 2 and 8.</p> |
| Level of awareness on available EU funds (programs, calls) targeting innovative, green and smart industries among SMEs | <p>The SME's turn directly to the ministries, Slovene Enterprise Fund or Regional Development Agencies and Funds for the information on EU funding. There are several consulting businesses as well as Chambers of commerce that can provide the appropriate information to SMEs in order to apply for programs and calls. Moreover, they usually support SMEs so that they can prepare a proposal.</p> |
| Monitoring and screening for public funding opportunities supporting structures, tools, and business models (<i>online and offline databases sites, applications and services; Public institutions (i.e. government, cooperatives, industry representatives, etc.); Private organizations (i.e. consultants, advisors, mentors, companies, etc.)</i>) | <p>In Slovenia the system is that every Ministry is responsible for their own area of work which goes also for EU grants and they publish tenders on their official website. SME's can refer to:</p> <ul style="list-style-type: none"> - <u>Ministries.</u> <p>For the SME's is most relevant: Ministry for Economic Development and Technology (http://www.mgrt.gov.si/) and others depending on the area of interest for funding. Municipalities and NGOs can also apply at the Ministry for the Environment and Spatial Planning (http://www.mop.gov.si/), The Government Office for Development and European Cohesion Policy (http://www.svrk.gov.si/) also provides information regarding funding on cohesion development.</p> <p>All EU calls are published at the www site:</p> |

| | |
|---|--|
| | <p>http://www.eu-skladi.si/si/</p> <ul style="list-style-type: none"> - Slovenian Regional Development Fund whose purpose is more permanent achievement of public objectives in the field of regional development and rural development. It gives subsidies, loans and guarantees to municipalities, businesses, agricultural holdings, cooperatives and development institutions. (http://www.regionalnisklad.si/) - Regional Development Agencies – there are 12 Regional development Agencies in Slovenia, the list of them can be found on the following web page: http://www.mgrt.gov.si/delovna_podrocja/regionalni_razvoj/institucije_regionalnega_razvoja_na_ravni_razvojnih_regij/regionalne_razvojne_agencije/ - Slovenian Enterprise Fund Slovenski podjetniški sklad (https://www.podjetniskisklad.si/si/). Republic of Slovenia has founded the fund in 1992 in order to improve access to finance for small and medium-sized enterprises. - Chambers: Chamber of Commerce of Slovenia (http://www.gzs.si/) and regional chambers like: Štajerska gospodarska zbornica (https://www.stajerskagz.si/), Primorska gospodarska zbornica (http://www.pgzslo.si/). - SME's can also use Chamber of Trades and Crafts and their regional section in order to obtain the information on EU funding (http://www.ozs.si/). - There are also several NGO's that publish open calls from all sectors and ministries, like Center of non-governmental organizations of Slovenia CNVOS (). - There are several business consultants offering funding consultation and developing services to SMEs and supporting them in order to apply to project calls. - The Slovenian platform for sustainable mobility promotes integrated traffic planning. It is a support service to Slovenian cities and municipalities that have decided to deal with mobility issues in a holistic and long-term manner. (http://www.trajnostnamobilnost.si/si/domov.aspx). |
| <p>Projects funded from available EU funds (programs, calls) targeting innovative, green and smart industries in last four years (2014 – Today)</p> | <p>Within the Operational Program for the Implementation of the European Cohesion Policy, the Ministry of Infrastructure has planned funds for the preparation of approximately 30 integrated transport strategies for the period 2014-2020, and for co-financing the implementation of measures of these strategies, such as the regulation of safe access to public transport stations and stations, the arrangement of parking stands and car parks, the P + R system ("park and ride"), the arrangement of stops for public transport, sidewalks and cycling routes.</p> <p>Bellow are some of the EU funded projects in Slovenia:</p> <ul style="list-style-type: none"> - Zelena Keltika: is a project in the framework of which ten |

charging stations for electric vehicles on the regional road from Logatec to Bovec were installed

- EDISON: is a strategic mobility project of Slovenia and the wider region as a laboratory of green mobility of the future – it efforts to improve the efficiency of cars with internal combustion engines, to significantly reduce their discharges and to install charging stations for electric cars on the motorways of Muenchn-Salzburg-Ljubljana-Zagreb-Belgrade-Skopje-Athens-Istanbul.
- Project "Central European Green Corridors" – CEGC, whose aim was to establish a dense network of fast-loading filling stations for electric vehicles at the motorway cross-country of Slovenia by the end of 2015. The project was approved and co-financed by the European Commission on the basis of a public tender in the field of trans-European transport and energy networks - Trans-European Transport Network (TEN-T). In the EU co-financed project, 26 rapid filling stations were installed that allow users of electric vehicles to charge with 50 kW DC and at the same time 43 kW AC.
- In cooperation with Petrol, as part of the URBAN-E project, we will set up 50 new filling stations for electric vehicles, introduce a web platform for sustainable mobility in connection with Bratislava and Zagreb. Within the project we plan to introduce a taxi service with electric vehicles. The project, co-financed by the EU, will last from 1 October 2017 to 31 December 2020.
- The Ministry of Infrastructure, by the Government Office for Development and European Cohesion Policy, received a decision on support for the project "Measures of sustainable mobility", which will be implemented from 2018 to 2021. The project presents the implementation of 5 measures promoting sustainable mobility at the state level, namely:
 - awareness-raising campaign and promotion of sustainable mobility,
 - mobility plans for institutions,
 - education on sustainable mobility for kindergartens and primary schools,
 - green city logistics,
 - Sustainable parking policy, restriction of traffic in urban centers and the use of modern technologies for managing mobility.

The investment value of the project amounts to 3,394,469.76 EUR. The project is part of the Operational Program for the Implementation of the European Cohesion Policy for the period 2014-2020 and will be co-financed by the Cohesion Fund in the amount of 2,869,536.90 EUR.

- In the first half of 2017, the Ministry of Infrastructure, in cooperation with the Government Office for Development and European Cohesion Policy, has prepared public invitations financed by the Cohesion Fund within the 4th priority axis. Promoting the transition

to a low-carbon economy is a public call for co-financing the purchase of smart charging stations. It is envisaged to co-finance 630 public smart charging stations and 3150 private smart charging stations, with a grant of EUR 2 million in grants over the next four years.

- Arrangement of the network of bicycle connections in the City Municipality Celje (European Cohesion Fund)
- Arrangement of the cycling infrastructure between the MČ and KS (Maribor Municipality) (European Cohesion Fund)
- Establishment of the New Cycling network in Nova Gorica (European Cohesion Fund)
- City cycling network – west in municipality Velenje (European Cohesion Fund)
- Bicycle connections in Kranj 1-6 (European Cohesion Fund) (European Cohesion Fund)
- Editing bicycle connections - Phase 1 (municipality Murska Sobota)
- Drava cycling route (municipality Maribor) (European Cohesion Fund)
- Arrangement of bicycle connections in settlement Ptuj - section 1 (municipality Ptuj) (European Cohesion Fund)
- Arrangement of the MOL cycling network with co-financing ERDF (CTN) in the area of the Dunajska Street, Vodnikova Street, Niezoseva Street and Drenikova Street (municipality Ljubljana) (European Cohesion Fund)
- Vertical mobile connection within the settlement of Koper (municipality Koper) (European Cohesion Fund)
- Integrated regulation of the Poljanska Street (CTN) - co-financing ERDF (municipality Ljubljana) (European Cohesion Fund)
- Arrangement of the Drava cycling route (municipality Maribor - investment of 1,7 mio EUR (European Cohesion Fund)
- Cycling routes within the city of Mariboru - investment of 1,3 mio EUR (European Cohesion Fund)
- Park & ride systems in Maribor – investment of 850.000 EUR (European Cohesion Fund)
- "REGIO-MOB - Interregional Learning Towards Sustainable Mobility in Europe: the REGIO-MOB Experience", implemented in the framework of Interreg Europe. The project, co-financed by European sources of EUR 1.14 million of the European Regional Development Fund, will be implemented by the end of March 2020. The purpose of the project is to promote the development and use of good sustainable mobility practices in European regions based on the transfer of successful solutions and mutual learning between the regions involved. The REGIO-MOB project, its purpose and goals of the project is actively supported by the Ministry of Infrastructure of the Republic of Slovenia and participates in the implementation of the project as a

| | |
|--|---|
| | <p>central key stakeholder in Slovenia.</p> <ul style="list-style-type: none"> - MobiTour - Sustainable mobility of coastal tourist areas and cross-border hinterland (financed by the Interreg V-A program Italy-Slovenia 2014-2020). The main objective of the MobiTour project is the joint planning of sustainable mobility measures and strategies to promote the use of alternative means of transport and the reduction of pollution and promote a better link between coastal areas and the karst hinterland. The project started in October 2017 and will end in March 2020. - City Walk Ptuj – Programme Interreg Danube Transnational Programme (2016 – 2019), (2,2 mio EUR). The objectives of the project, which will improve the conditions for walking, are to improve urban mobility by effectively combining various modes of transport with reduced noise emissions and traffic congestion, increasing safety, contributing to the health of the population and increasing the satisfaction of the inhabitants of the region. |
|--|---|

b. Available National funds listing

| | |
|--|--|
| <p>National (country) policy on local participation in EU funding programs / calls; <i>Subventions for actors in the green and smart mobility industry</i></p> | <p>One of the most important levers to promote economic development is to ensure a harmonized, reliable and economically efficient operation of the entire transport system. Of key importance are investments in public railway infrastructure, high quality national road and motorway network, developed airport infrastructure and competitive port infrastructure. In the context of sustainable mobility, the main purpose is to promote an integrated system of public passenger transport, thereby simplifying the use of public transport and the affordability of public passenger transport services, ensuring road safety and managing transport policy.</p> <p>The key tasks relate primarily to the implementation of activities in the field of promoting the development of sustainable mobility. The management of transport policy also includes activities for the development of the trans-European transport network (TEN-T) in Slovenia by linking to the basic transport network of neighboring countries, improving the functioning of the existing transport system and promoting sustainable mobility in Slovenia and improving mobility and multimodality in the Danube region. Slovenia has a Transport Development Strategy until 2030 and a Resolution on the National Programme for the Development of Transport until 2030 and their implementation is regulated by national law. In the Strategy the situation analysis from the aspect of spatial development is written, analyses of transport in Slovenia is done, transport infrastructure management, transport evaluation, SWOT analyzes made and the vision, objectives,</p> |
|--|--|

measures and indicators of transport development of Republic of Slovenia defined. In the Resolution the purpose of the National Programme and its key guidelines are defined, the National program content on roads, railways, sustainable mobility, water-borne transport and air transport written, financing activities defined (budgetary resources, EU funds, non-budgetary resources) and the expected effects of the implementation of the measures from the Strategy and the activities set in the National Programme and 6-year operational plans defined.

Financing is from 3 sources:

a) Budgetary resources:

- integral funds allocated for the financing (co-financing) of EU projects, domestic projects and for regular maintenance and other services;
- earmarked funds allocated for the financing (co-financing) of EU projects, domestic projects, for investment maintenance and for construction and other services.

b) EU funds:

- Cohesion Policy funds (determined in the OP ECP 2014–2020): Cohesion Fund funds (CF) and the European Regional Development Fund (ERDF);
- resources from the domestic policy of the EU: CEF resources from the tender and the CEF
- resources from the so-called national envelope.

c) Non-budgetary resources:

- Tolls and other income of DARS, d.d. (only for DARS, d.d., investments),
- loans from EIB and other international institutions,
- debt securities,
- loans from commercial banks,
- fees for public service financing,
- own resources of Luka Koper,
- resources collected by Luka Koper for entry to the Port, where it performs the role of port administration

In 2015, a total of EUR 860 million of resources was spent. It should be noted that this is the year when the absorption of funds from the previous financial perspective (2007–2013) was completed and in which the most intensive investment cycle so far took place. Particularly large is the share of funds from the EU in the railway section, which exceeded EUR 281 million in 2015.

In the medium term, funds in the amount of approximately EUR 730 million per year are planned for the realisation of the set objectives, whereby this value may also be increased through the activation of an increased range of the so-called non-budgetary resources, for example DARS, d.d., Luka Koper, d.d., and Slovenske železnice, d.o.o., resources.

The investment holders must, if the projects correspond to appropriate basic required criteria, also verify the suitability

| | |
|--|--|
| | <p>of the use of the EFSI mechanism (European Fund for Strategic Investments).</p> <p>If the public concessionaire remains classified outside the state sector, the state may not finance it in more than 50%. The state may also not ensure explicit guarantees for more than 50% of the value of the funds.</p> |
| <p><i>Programs and calls funded from National funds available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>Public tender for co-financing sustainable mobility measures - P + R nodes (JR-UTM_P + R / 2017) in the framework of the Operational Program for the Implementation of the European Cohesion Policy for the period 2014-2020 - The subject of the call for tenders is the co-financing of operations that will contribute to the development of sustainable mobility and thus to improving the quality of urban air and to better connect urban areas with their hinterland, reducing traffic congestion, improving the quality of living space in urban areas and increasing traffic safety.</p> <p>The subject of the public tender is the granting of grants to individual municipalities for the co-financing of operations representing investments in the P + R nodes (Park and Preset) and is divided into two strands:</p> <p>Lot I: co-financing of at least two P + R nodes, regardless of type (types A, B1, B2 and C according to Guidelines for setting up P + R system), the envisaged co-financing for this set is up to 4.010.037,59 EUR.</p> <p>Lot II: co-financing of at least four smaller P + R type C-type nodes, the envisaged co-financing for this set is up to EUR 1 000 000.</p> <p>Eligible are municipalities with urban areas (urban settlements with associated settlements of urban areas) with the adopted integrated transport strategy in accordance with the national guidelines (CPS).</p> <p>Call for tender for the co-financing of sustainable mobility measures (JR-UTM_1 / 2017) in the framework of the Operational Program for the Implementation of the European Cohesion Policy for the period 2014-2020 - The subject of the public tender is the granting of grants to individual municipalities for the co-financing of operations representing investments in: infrastructure for pedestrians, infrastructure for cyclists, bus stops. With the European cohesion policy funds, 80% of the eligible costs of the operation will be co-financed according to the limits of this call for tenders (of which 85% are from the Cohesion Fund and 15% of the ICZ integral funds). Means of own participation of 20% or more of the eligible costs and unjustified costs and possible costs of the deficit must be provided by the beneficiary. The indicative amount of the European Cohesion Policy grant available for co-financing operations under this call for tenders is EUR 20,037,309. With the European cohesion policy funds, 80% of the eligible costs of the operation will be co-financed according to the</p> |

| | |
|--|--|
| | <p>limits of this call for tenders (of which 85% are from the Cohesion Fund and 15% of the Ministry for infrastructure's integral funds). Means of own participation of 20% or more of the eligible costs and unjustified costs and possible costs of the deficit must be provided by the beneficiary.</p> <p>Public tender for co-financing operations "Integrated Transport Strategies" under the Operational Program for the Implementation of the European Cohesion Policy for the period 2014-2020 (2015) - The subject of co-financing is operations that will contribute to the development of urban mobility and thus to improving the quality of urban air and to better connect urban areas with their hinterland, reducing traffic congestion, improving the quality of living space in urban areas and increasing traffic safety. The purpose of the public tender is to establish sustainable traffic planning in Slovenian municipalities through the development of strategic documents. 85% of the public eligible expenditure of each operation is financed. Funds up to this amount are provided from dedicated funds of the European Union, the European Cohesion Fund and the budget of the Republic of Slovenia in the ratio of 85:15. EU funds for cohesion policy, together with the funds of the Slovenian participation, are provided in the budget of the Republic of Slovenia on the register project no. 1541150007 Promoting low-carbon strategies in the amount of:</p> <ul style="list-style-type: none"> - 4.4. Sustainable mobility - EU 1420 Cohesion fund (KS) - 3.187.500,00 EUR - 4.4 Sustainable mobility of the EU 1420 Cohesion Fund (KS) - Slovenian participation - EUR 562.500,00. <p>The execution of contractual obligations shall be postponed until the right to use the allocated funds in the special part of the budget is provided for this purpose. 15% of public eligible expenditure and the means of ineligible expenditure must be provided by the beneficiary. The maximum amount of co-financing can be 110.000,00 EUR.</p> |
| <p><i>Amount of funding projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>Share of traffic in Slovenian BDP in was:</p> <p>2014: 2,80%</p> <p>2015: 2,90%</p> <p>Share of traffic and traffic infrastructure in Slovenian budget is (starting point: 2009):</p> <p>2014: 7,37%</p> <p>2015: 8,78%</p> <p>No access to more information regarding the amount of funding projects.</p> |
| <p><i>Projects funded mostly from available National funds (programs, calls) targeting innovative, green and smart industries (2014 – Today)</i></p> | <p>Projects funden mostly from National funds:</p> <ul style="list-style-type: none"> - Eko sklad – The Eco Fund, the Slovenian Environmental Public Fund (Eco Fund) was established in 1993 as a body governed by public law under the Environmental Protection Act. It is the only specialized institution in Slovenia that provides financial support for |

| | |
|--|---|
| | <p>environmental projects. Financial assistance The Eco Fund offers primarily through lending from dedicated assets and from 2008 through irreversible financial incentives. The key advantages of lending compared to commercial banks are lower interest rates and longer repayment periods. Some estimates of the effective interest rates on Eco Fund loans indicate that the cost of investments is 15% lower than the costs of investments made through commercial banks. It offers grants and loans for electric vehicles to private individuals, companies and public sector.</p> <ul style="list-style-type: none"> - Eles (is a company that takes care of the Slovenian electricity system) – Eles has a pilot project for a unified platform for managing a charging infrastructure with public funds <p>Smart Green Packaged Delivery - twocompanies: Pošta Slovenije and GEN-I joint forces in this project and developed package delivery in cities by electric vehicles.</p> |
|--|---|

c. Available regional and local funds listing

| | |
|--|--|
| <i>Regional (county, canton, or other administrative territory formulated as a part of country) and local (Municipal) policy on local participation in EU funding programs / calls</i> | <p>National/Regional authorities (Ministries/Municipalities) support all interested parties to apply in EU funding programs/calls. Ministries, National Agencies and Funds responsible for the Operational programs and public calls (depending on the area of work) give educational workshops on the programs. They also appoint an expert – a contact person who supports all potential applicants with the content as well as operative questions.</p> <p>Other supportive organizations in the country (non-financial support):</p> <ul style="list-style-type: none"> SPIRIT Slovenia, public agency, Business and university incubators, Technology parks, SPOT Entrance Points (VEMs), Offices for technology transfer, European Enterprise Network (EEN). |
| <i>Level of use above incentives and supporting structures in terms of frequency (formally – informally, systematically – sporadically)</i> | <p>All public tenders are formally issued in Official Gazette of the Republic of Slovenia (formally - weekly).</p> <p>The ministries, agencies, NGOs issue regularly e- newsletters where everybody can subscribe to and where open calls for funding are issued (formally - weekly or monthly).</p> <p>E-VEM is a www portal that offers support to SME's at establishing, managing and closing a company. The idea is to give all the information an entrepreneur needs for managing its company in one spot</p> <p>(http://evem.gov.si/evem/drzavljani/zacetna.evem).</p> <p>SME's who have direct idea of the project and search for information on possible EU funding also can go to the private advisory companies for advice and information regarding project funding.</p> <p>SME's can also receive the information about open calls and tenders at Slovene Enterprise Fund which is specialized for</p> |

| | |
|---|---|
| | <p>SMEs. (https://www.podjetniskisklad.si/sl/).</p> <p>SME's can turn for the information also to Chaimer of commerce and Regional development agencies.</p> |
| <p><i>How SMEs collect information about available public funding (formally – informally, systematically – sporadically)</i></p> | <p>They follow Official Gazette of the Republic of Slovenia where all public tenders are issued, they follow the seminars, conferences and workshops organized by Ministries and agencies of Republic of Slovenia, they attend, they follow publications, web pages and newsletters of Ministries, agencies, Slovene Enterprise Fund, chaimbers of commerce, via portal www.eu-skladi.si. They also use informall news among other entrepreneurs.</p> <p>SMEs in Slovenia normally don't have a specific person who gathers such information. Bigger companies may have a person in legal department or project office who may follow available public fundings.</p> |
| <p><i>Programs and calls funded from regional or local funds was available for projects in the green and smart mobility industry (2014 – Today)</i></p> | <p>For regional funds beneficiaries are the municipalities and the projects aims at improving the mobility conditions in the cities, such as development of SUMP's, but these funds are not available for SMEs funding.</p> <p>The call: Call for tender for the co-financing of the "Integrated Transport Strategy" under the Climate Change Fund for 2017 and 2018. The amount of the grant of the Climate Change Fund, available for co-financing operations under this call for tenders, is EUR 400,000.00.</p> |
| <p><i>Amount of funding projects in the green and smart mobility industry coming from region or local communities funding (2014–Today)</i></p> | <p>For subsidies for the purchase of electric vehicles, Slovenia is going to spend 5 million EUR and 200,000 EUR a year for filling stations.</p> <p>The EU funden project listed in other point will be partially financed by municipalities or Republic of Slovenia.</p> |
| <p><i>Projects funded mostly from available regional and/or local funds (programs, calls) targeting innovative, green and smart industries in region or country (2014 – Today)?</i></p> | <p>In Slovenia, we have no practice and experience with strategic traffic planning. Strategic national and local documents (spatial, environmental and development) are otherwise united in the aim of achieving sustainable transport, but this has led to a hierarchically lower level of documents and measures are usually lost.</p> <p>Bellow are listed some projects on green mobility and best practices funded mostly from regional/local funds:</p> <ul style="list-style-type: none"> - Project "Zelena Keltika – Green Keltika" - the establishment of a basic infrastructure network for all electric vehicle users - companies together with the municipalities of Ajdovščina, Bovec, Idrija, Kobarid, Medvode and Tolmin collected funds for 10 electric charging stations along the so-called Zelena Keltika, that is the regional road between Bovec, Kobarid, Tolmin, Sp. Idrija and Idrija (2016). - Project "Zelena Dolenjka – Green Dolenjka" - the establishment of a basic infrastructure network for all electric vehicle users - new 10 charging stations for e-vehicles on the regional route Ljubljana - Novo Mesto – Čatež (2018) |

- Bicike(lj) - bicycle rental system in Ljubljana : it is a network of 51 stops with 500 bicycles, available 24 hours, 7 days per week (over 27,000 registered users)
- The second group of good practices is walking – with the reorganization of the city center Ljubljana, they increased significantly in a few years and improved and increased pedestrian areas. Four new bridges and pedestrian footpaths were built across river Ljubljanica. An electric vehicle is transported in the pedestrian area of the elderly, so called Kavalir.
- Higher quality and more flexible public passenger transport in Ljubljana, where the main achievements are the introduction of a modern electronic payment system - Urbana single ticket, extension of city bus lines (some also to suburban municipalities) and introduction of time display of bus stops at stops. Passengers have more precise, clearer and more transparent information about the arrival of buses.
- Sharing of Avant2Go electric vehicles in many cities (Ljubljana, Maribor, Murska Sobota, Kranj and others)
- Urban project (in the testing phase) - is an upgrading of e-Golf passenger car services to be carried out in areas where buses run less and where there are fewer passengers (city of Ljubljana).
- Use of P + R parking systems in Ljubljana - the user leaves his/her personal car in a parking lot on the outskirts of Ljubljana, then relocates to the bus, which takes him/her to the center of the city. There are five such parking lots in Ljubljana at the Long Bridge, Bar, Stožice, Studenc and Ježica.
- After the regular Ljubljana tourist circle, the electric tourist train Urban runs. With it, tourists without noise and emissions can see the most important attractions in Ljubljana, as it is equipped with all the accompanying video and audio equipment. The development and production of this vehicle is the result of Slovenian knowledge.
- Arrangement of the overall traffic portal PROMinfo - Ljubljana will set up a portal with different data for users on the current traffic situation, which will include, inter alia, information on traffic density in Ljubljana area, arrivals of buses to stations, status at Bikelj terminals, free parking spaces in the LPT (Ljubljana's public transport - busses) management
- Expansion of the car sharing system in Ljubljana - the system of car sharing (ie, car sharing), which is becoming more and more accessible with new stops. Eight new parking spaces reserved for the users of this service are on the Square of Youth Working Brigades, Prešernova Street, Grudnovo nabrežje, Dunajska Street at Gospodarsko razstavišče, Devinska Street, Bregarjeva Street, Štefanova Street and Kotnikova Street

- Arranging bike paths (in Ljubljana by railway Dolenjska and Vojkova Street)
- European week of mobility – is nationally promoted week with no cars and encouraging alternative mode of mobility (bikes, public transport, walking etc.)
- The project Sustainable mobility at school - The aim of the project was to show municipalities and schools simple and advanced solutions towards sustainable mobility within school districts. The project was co-financed by the Ministry of the Environment and Spatial Planning, coordinated by the Institute for Spatial Policy, and the partners are Cipra Slovenija, the Focus society and the society prostoRož. It ran from September 2016 until the end of October 2017.
- Free local bus (in municipalities Nova Gorica and Šempeter – Vrtojba (they also carry out common urban passenger services), Murska Sobota, Velenje.
- Free local bus in Maribor's city center (electric)
- Extension of bus lines to suburban settlements (from Ljubljana to Grosuplje and Brezovica)
- a dead end street with a walk for pedestrians and cyclists (Kantetova Steet, Ažmanova Street in Ljubljana)
- Two-way cycling in one-way streets (Ljubljana and other cities)
- Narrowing of the carriageway – kidney (Ljubljana and other cities)
- Shared transport space (the abolition of physical separations between space intended exclusively for motor traffic and spaces intended for pedestrians and cyclists(Ljubljana and other cities)
- Accompanying children to school - "Pešbus" "Bicivlak"(on foot and by bicycles accompanied by an adult) (Ljubljana, Novo mesto and cities)
- Combining regular and school bus routes in Grosuplje (introduced on seven bus lines) - Other citizens can also drive with a school bus (the carrier, after agreement with the municipality and the Ministry of Infrastructure, registers school transport as a regular route).
- Free transport for the elderly - Zavod Sopotnik
- Alternative to public transport is joint travelling (platforms: Prevoz.org, deliva.si, sopotnistvo.si, peljime.si) where private persons offer rides to other private persons
- Slowing traffic in Alpine valleys (Kranjska gora) (public bus via mountain pass Vršič, bicycle paths, mountainbike routes, local bus hop-on – hop-off, walking paths, free bike rental, free local bus)
- Mobility card in Bohinj which enables free parking, free public transport in Bohinj, free sightseeing of natural sights and museums and other benefits
- Bohinj Ski train (train ticket from other cities in Slovenia to Bohinj) and ski pass.

| | |
|--|--|
| | <ul style="list-style-type: none"> - Summer hop-on-hop –off bus from Bled to Bohinj and Pokljuka and electrical bikes in Bohinj - Park & bike in Bohinj - Hidria Optimus PSG- With the Faculty of Mechanical Engineering company Hidria developed and tested the best European green innovation in 2016 Hidria Optymus PSG: It is a cold-ignition system for a diesel engine with a pressure sensor that will reduce fuel consumption and toxic emissions from modern diesel engines by up to 30 percent from 2018. |
|--|--|

| Municipality | Number of citizens 2014 | Year of preparation of Sustainable Urban Mobility Plan (SUMP) | Status of SUMP |
|----------------------|-------------------------|---|---|
| Nova Gorica | 31773 | 2006, 2015 | Adopted in the municipal council (2006), SUMP for Goriška region (2015) |
| Murska Sobota | 19016 | 2008 | Adopted in the city council |
| Ljubljana | 285857 | 2011 | Adopted in the city council |
| Ljutomer | 11573 | 2012 | Adopted in the municipal council |
| Piran | 17753 | 2012 | Professional basis - the municipal council did not address |
| Maribor | 112088 | 2015 | Adopted in the city council |
| Brda | 5707 | 2015 | SUMP for Goriška region |
| Kanal | 5557 | 2015 | SUMP for Goriška region |
| Miren – Kostanjevica | 4828 | 2015 | SUMP for Goriška region |
| Renče – Vogrsko | 4324 | 2015 | SUMP for Goriška region |
| Šempeter - Vrtojba | 6302 | 2015 | SUMP for Goriška region |

Source: Slovenska platforma za trajnostno mobilnost, 2015

In the last couple of years also some other municipalities prepared their SUMP.

REFERENCES

Kohezijski e-kotiček, Government Office for Development and European Cohesion Policy, <http://www.eu-skladi.si/kohezija-do-2013/za-medije/novice-in-sporocila-za-javnost/e-novice>, 27. 7. 2018

Prinčič Peter et al., Trajnostna mobilnost v praksi, Ljubljana, Inštitut za politike prostora, 2016, <http://www.cipra.org/sl/publikacije/zbornik-dobrih-praks-trajnostna-mobilnost-v-praksi>, 28. 7. 2018

Republic of Slovenia, Ministry of Infrastructure, Transport Development Strategy of the Republic of Slovenia Unitl 2030, 2017, http://www.mzi.gov.si/fileadmin/mzi.gov.si/pageuploads/DMZ/Strategija_razvoja_prometa_v_RS/Strategije_razvoja_prometa_v_RS_do_leta_2030_1.pdf, 28. 7. 2018

Republic of Slovenia, Ministry of Infrastructure, Resolution on the National Programme for the Development of Transport in the Republic of Slovenia until 2030, 2017,
http://www.mzi.gov.si/fileadmin/mzi.gov.si/pageuploads/DMZ/Strategija_razvoja_prometa_v_RS/Resolucija_o_nacionalnem_programu_razvoja_prometa_do_2030.pdf, 28. 7. 2018

<http://evem.gov.si/evem/drzavljeni/zacetna.evem>, 28. 7. 2018

<https://www.podjetniskisklad.si/si/>, 28. 7. 2018

<http://www.gzs.si/>, 28. 7. 2018

<https://www.stajerskagz.si/>, 28. 7. 2018

<http://www.pgzslo.si/>, 28. 7. 2018

<https://www.cnvos.si/>, 28. 7. 2018

<http://www.mgrt.gov.si/>, 28. 7. 2018

<http://www.ozs.si>, 28. 7. 2018

<http://www.trajnostnamobilnost.si/>, 28. 7. 2018

<http://www.slovenija-co2.si/index.php/dobre-prakse/trajnostna-mobilnost>, 29. 7. 2018

<https://ipop.si/2016/09/01/trajnostna-mobilnost-v-soli/>, 29. 7. 2018

<http://www.acs-giz.si/novice/2017-07-11-Projekt-EDISON-Slovenija---referencna-drzava-zelene-mobilnosti>, 29. 7. 2018

<https://www.sodo.si/hitre-polnilnice/pogosta-vprasanja-in-odgovori/o-projektu-cegc-in-zeleni-koridorji-slovenije>, 29. 7. 2018

<https://skupnostobcin.si/kategorija/trajnostna-mobilnost/>, 30. 7. 2018

<https://trajnostni.org/slovenija-je-povrsno-pripravljena-na-e-mobilnost/>, 30. 7. 2018

<http://www.zelenaslovenija.si/revija-eol-/aktualna-stevilka/logistika/3556-slovenija-je-lahko-v-eu-vzornci-primer-elektricne-mobilnosti-eol-104-105>, 30. 7. 2018

<http://www.nastirihkolesih.si/z-zeleno-keltiko-slovenija-med-vodilne-v-zeleni-mobilnosti-prihodnosti/>, 31. 7. 2018

<http://www.ce-sejem.si/sporocila-za-javnost/rally-rotary-2018-edison-in-zelena-dolenjka-na-dirkaliscu-cerklje/>, 31. 7. 2018

<http://primorskival.si/novica.php?oid=7980>, 31. 7. 2018

http://www.avto.info/Obvestila/Skrb_za_ljudi_okolje_in_zeleno_mobilnost_prihodnosti/, 31. 7. 2018

Strategija na področju razvoja trga za vzpostavitev ustrezne infrastrukture v zvezi z alternativnimi gorivi v prometnem sektorju v Republiki Sloveniji, Ministry for Infrastructure of Republic of Slovenia, 2017
<https://e-uprava.gov.si/.download/edemokracija/datotekaVsebina/301694>, 31. 7. 2018

<http://www.digitalna.si/vzorni-primeri-digitalizacije-4-del-ko-dijaki-naredijo-aerodinamicno-hibridno-vozilo-04-10-2017.html>, 1. 8. 2018

<https://www.ljubljana.si/si/mestna-obcina/>, 1. 8. 2018

<https://www.nova-gorica.si/>, 1. 8. 2018

<http://www.maribor.si/>, 1. 8. 2018

<https://mariborinfo.com/novica/lokalno/mestni-svet-potrdil-tri-projekte-za-spodbujanje-trajnostne-mobilnosti/145805>, 1. 8. 2018

http://www.mop.gov.si/si/javne_objave/javni_razpisi/?tx_t3javnirazpis_pi1%5Bshow_single%5D=1067, 1. 8. 2018

http://www.rekreatur.si/novi_rr/go-e-bikes-sistemi-izposoje-elektricnih-koles/, 1. 8. 2018

<https://www.ita-slo.eu/si/vse-novice/events/projektni-dogodek-mobitour-focus-group>, 1. 8. 2018

<https://www.bistra.si/projektna-pisarna/projekti-v-izvajanju/citywalk>, 1. 8. 2018

<http://radiokrka.si/clanek/novice/priznanje-mo-novo-mesto-na-podrocju-trajnostne-mobilnosti-601442>, 1. 8. 2018

http://www.mzi.gov.si/fileadmin/mzi.gov.si/pageuploads/DPR/STMP/JR_UTM_Zapisnik_Informativni_dan.pdf, 2. 8. 2018

http://www.svrk.gov.si/fileadmin/svrk.gov.si/pageuploads/Dokumenti_za_objavo_na_vstopni_strani/Porocilo_crpanje_jan_mar_2015.pdf, 2. 8. 2018

<http://www.agencija-poti.si/Clanki/Vsi-clanki/ArtMID/637/ArticleID/425/Polnilne-postaje-za-elektri%C4%8Dna-vozila>, 2. 8. 2018

<https://www.ekosklad.si/o-eko-skladu/o-skladu>, 2. 8. 2018

https://www.uradni-list.si/_pdf/2015/Ra/r2015078.pdf#!r2015078-pdf, 3. 8. 2018

http://www.mf.gov.si/fileadmin/mf.gov.si/pageuploads/Prora%C4%8Dun/Sprejeti_prora%C4%8Dun/2018/OBR18oPOL13oPromet.pdf, 3. 8. 2018

ANNEXES

*Table 5-7: The planned dynamic
 of investing in investments,
 sustainable mobility
 (in EUR million)*

| Sustainable mobility | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Total 2016–2022 | Total 2023–2030 |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|-----------------|
| 1. Preparation | 0.92 | 0.32 | 0.02 | 0.01 | 0.01 | 0.00 | 0.05 | 1.33 | 0.15 |
| 1.1 MInf | 0.90 | 0.30 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 | 1.26 | 0.15 |
| 1.2 Municipalities | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.07 | 0.00 |
| 2. Implementation | 9.56 | 23.75 | 40.36 | 56.49 | 37.36 | 22.40 | 22.40 | 212.32 | 44.93 |
| 2.1 MInf | 9.56 | 16.25 | 33.36 | 49.49 | 31.86 | 22.40 | 22.40 | 185.32 | 44.93 |
| 2.2 Municipalities | 0.00 | 7.50 | 7.00 | 7.00 | 5.50 | 0.00 | 0.00 | 27.00 | 0.00 |
| 3. Total MInf | 10.46 | 16.56 | 33.37 | 49.49 | 31.86 | 22.40 | 22.45 | 186.58 | 45.08 |
| 4. Total municipalities | 0.01 | 7.51 | 7.01 | 7.01 | 5.51 | 0.00 | 0.00 | 27.07 | 0.00 |
| 5. Total investments (3 + 4) | 10.48 | 24.07 | 40.38 | 56.51 | 37.37 | 22.40 | 22.45 | 213.65 | 45.08 |

Table 5-8: The planned dynamic of investing in subsidies and compensations (in EUR million)

Annex 1 – Sustainable mobility projects from the Resolution on the National Program for the Development of Transport in the Republic of Slovenia until 2030

| Subsidies and compensations | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Total 2016–2022 | Total 2023–2030 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|-----------------|
| Subsidies and compensations (bus transport) | 60.00 | 60.00 | 60.00 | 60.00 | 60.00 | 60.00 | 60.00 | 420.00 | 480.00 |
| Integrated system of public passenger transport (railways) | 45.00 | 45.00 | 61.00 | 61.00 | 61.00 | 61.00 | 61.00 | 395.00 | 488.00 |
| Total subsidies and compensations – investments of the state | 105.00 | 105.00 | 121.00 | 121.00 | 121.00 | 121.00 | 121.00 | 815.00 | 968.00 |

| Code | Measure | Description of measures | Link between measures | Preparation – Time schedule | Preparation – Holder of activity | Execution – Time schedule | Execution – Holder of activity |
|-----------------------|---------------------------|--|-----------------------|-----------------------------|----------------------------------|---------------------------|--------------------------------|
| City network elements | | | | | | | |
| U.1 | Kamnik–Ljubljana corridor | It is one of more important radial roads to the capital city of Slovenia, with high traffic density, especially in the form of daily commuters. Also the corridor public passenger transport is widely spread. However, it could be improved, especially in the field of railways. This will be achieved through the increase of capacities and quality of passenger transport services. A double-track line (or at least a partial double-track line) has to be ensured for this purpose to enable a clock-face timetable and electrification. Measure U.40 must be taken into account when siting and designing. | | | | | |
| U.1.1 | Upgrade of SV devices | | R.23.3 | 2016–2018 | DRSI | by 2025 | DRSI |

| | | | | | | |
|---|---|----------------|-----------|------|---------|------|
| U.1.2 Upgrade of Ljubljana Črnuče, Domžale and Jarše Mengeš stations, the stops must be suitably equipped | | R.23.3 | 2016–2018 | DRSI | by 2025 | DRSI |
| U.1.3 Implementation of a partial two-track arrangement on the Ljubljana Šiška–Domžale line | | R.23.3 | 2016–2018 | DRSI | by 2025 | DRSI |
| U.1.4 Implementation of end solution (complete two-track arrangement) | Solutions in compliance with a comprehensive study of the development of stations and radial lines in the Ljubljana railway hub | U.14.1, R.23.3 | 2022–2025 | DRSI | by 2025 | DRSI |

U.2 Kamnik–Ljubljana corridor It is one of more important radial roads to the capital city of Slovenia, with high traffic density, especially in the form of daily commuters. corridor Also the public passenger transport is widely spread. However, it could be improved, especially in the field of railways. This will be achieved through the increase of capacities and quality of passenger transport services. A double-track line (or at least a partial double-track line) has to be ensured for this purpose to enable a clock-face timetable and electrification. Measure U.40 must be taken into account when siting and designing.

| | | | | | | |
|--|--|-----|-----------|------|---------|------|
| U.2.1 Upgrade of SV devices | | R.3 | 2016–2020 | DRSI | by 2025 | DRSI |
| U.2.2 Upgrade of Medvode, Škofja Loka, Kranj stations, construction of additional stations in Bitnje | | R.3 | 2016–2020 | DRSI | by 2025 | DRSI |

| | | | | | | |
|--|---|----------------|-----------|-----------|------------|------|
| U.2.3 Construction of an additional track on Ljubljana–Kranj section | Solutions in compliance with a comprehensive study of the development of stations and radial lines in the Ljubljana railway hub | U.14.1, R.3.2 | 2016–2022 | DRSI | | DRSI |
| <p>U.3 Southeast Ljubljana corridor It is one of more important radial roads to the capital city of Slovenia, with high traffic density, particularly by passenger vehicle. Public corridor passenger transport, in particular by rail, could also be improved with specific measures on this section. This will be achieved through the increase of capacities and quality of passenger transport services. A double-track line (or at least a partial double-track line) has to be ensured on the Ljubljana-Grosuplje section for this purpose to enable a clock-face timetable and electrification. Measure U.40 must be taken into account when siting and designing.</p> | | | | | | |
| U.3.1 Upgrade of SV devices Ljubljana–Grosuplje | R.23.2 | 2016–2018 | DRSI | 2018–2022 | DRSI | |
| U.3.2 Upgrade of Ljubljana Rakovnik, Škofljica, Grosuplje and Šmarje-Sap stations | | R.23.2 | 2016–2018 | DRSI | 2018–2022 | DRSI |
| U.3.3 Implementation of final solution (complete two-track arrangement) | Solutions in compliance with a comprehensive study of the development of stations and radial lines in the Ljubljana railway hub | U.14.1, R.23.2 | 2022–2025 | DRSI | after 2025 | DRSI |
| <p>U.4 Connection of Ljubljana with the airport Jože Pučnik Airport does not have the proper public passenger transport connections to the capital city of Ljubljana. Proper bus Ljubljana with the connections must be introduced (direct connections, not through surrounding areas, e.g. a direct connection between the airport and Ljubljana), airport and/or combined vehicles on demand or a proper railway connection provided. Measure U.40 must be taken into account when siting and designing.</p> | | | | | | |
| U.4.1 Connection with eco-friendly minibuses (bus shuttle) | Studying the connection with eco-friendly minibuses | | 2016–2018 | DRSI | 2018–2022 | DRSI |

| | | | | | | |
|--|---|--------|-----------|------------|-----------|--|
| U.4.2 Examining the appropriateness of other connections (e.g. railway connection) | Examining a link with eco-friendly minibuses or railway connection, establishing the economic viability of solution and proposing a suitable solution | U.14.1 | 2022–2025 | DRSI | - | DRSI |
| City network | | | | | | |
| <p>U.11 <u>Ljubljana P+R (park and ride)</u> Ljubljana is the largest Slovenian city and the capital of Slovenia with the largest number of daily commuters. They could be provided (park and ride) with more convenient and better commuting services through the introduction of the P+R system. The car parks are directly connected to the capacities of public transport, which enable users direct access to the city centre in an environment-friendly way. Users avoid a stressful drive through congested city streets, while the city is relieved of passenger vehicles and their negative consequences – from overcrowded streets and car parks to the pollution and general degradation of the city centre environment. 25 P+R locations are planned for Ljubljana. Measure U.40 must be taken into account when siting and designing.</p> | | | | | | |
| U.11.1 P + R for the Ljubljana area with gravitational hinterland | | | 2016–2020 | LUR | 2016–2020 | Municipalities within the LUR and EU funds upon a successful candidacy of municipalities |
| <p>U.12 <u>Maribor P + R</u> Ljubljana is the largest Slovenian city and the capital of Slovenia with the largest number of daily commuters. They could be provided with more convenient and better commuting services through the introduction of the P+R system. The car parks are directly connected to the capacities of public transport, which enable users direct access to the city centre in an environment-friendly way. Users avoid a stressful drive through congested city streets, while the city is relieved of passenger vehicles and their negative consequences – from overcrowded streets and car parks to the pollution and general degradation of the city centre environment. 25 P+R locations are planned for Ljubljana. Measure U.40 must be taken into account when siting and designing.</p> | | | | | | |
| U.12.1 P + R for the Maribor area with gravitational hinterland | | | 2016–2020 | MO Maribor | 2017–2019 | MO Maribor and EU funds upon a successful candidacy of municipalities |

U.13 Slovenia P + R Slovenia is a very specific country in terms of population distribution. It has around 6000 settlements; translated into acreage this means 20,273 km² and in terms of population number approximately 2 million. The application of P+R (park and ride) seems a suitable way to promote the use of public passenger transport. It is a combination of parking lots and public transport stop facilities which enable the user to drive in their own car or another vehicle to more important points on the outskirts of the city or to main radial roads they enter the means of public transport or rent a bicycle. Potential points for constructing P+R were suggested by the traffic model, but a more detailed study will be necessary to plan their precise locations. 72 P+R locations are planned for Slovenia. Measure U.40 must be taken into account when siting and designing.

| | | | | | | |
|---|---|------------------|------|-----|-----------|-----|
| U.13.1 P + R at public passenger transport stations and stops | A single system for managing the existing parking areas according to the P+R principle, methods of arranging P+R systems, payments, suitability of land available for P+R system with proposals of measures, whereby: within the scope of intermodal points, the P+R system must also be determined at the national level, intermodal points and P+R system must be categorised (e.g. according to the volume of transfers, offer of parking places, programme arrangement (e.g. a wider commercial and other offer, a narrower commercial and other offer, without additional offer)), study microlocational possibilities to introduce the P+R system and accesses, design simple and comfortable transfers | R.32, R.34, R.40 | 2016 | MzI | 2017–2025 | MzI |
|---|---|------------------|------|-----|-----------|-----|

U.14 Development of stations Through the proper analysis of the existing state and the expected development of traffic system and social and economic circumstances stations in city and regional areas – from the aspect of sustainable mobility/integrated public transport plans - it will be possible to recognise the need for reconstruction/upgrade of stations or their new constructions where this is justifiable in terms of the level of mobility. On the other hand, this could also mean the closure or functional degradation of some existing stations, where expected levels of mobility become insufficient. The development of stations will focus mainly on improving accessibility for passengers, especially persons with reduced mobility, through which passenger safety will be ensured, along with the introduction of information systems and systems for public communication. Special attention must be paid to the arrangement of the currently inadequate Ljubljana passenger station. Measure U.40 must be taken into account when siting and designing.

| | | | | | | |
|--|--|--|-----------|------|------------|------|
| U.14.1 Comprehensive study of the development of stations and radial lines in the Ljubljana railway hub | The study to solve urban traffic of the Ljubljana hub | U.1, U.2, U.3, U.4, R.4, R.22, R.23.17 | 2016–2018 | DRSI | | DRSI |
| U.14.2 Rearrangement of the Ljubljana main station | The upgrade of the existing station tracks on the south side of the station, upgrade of station tracks and track connections on the northern part of the station, upgrade of tracks 50 and 51 and removal of cleaning facility and wagon washing station, construction of additional platforms, increase of the availability of longer platform tracks | R.4.2 | 2016–2018 | DRSI | after 2022 | DRSI |
| U.14.3 Upgrade of SVTK devices at the Ljubljana hub | | R.4.2 | by 2020 | DRSI | after 2020 | DRSI |
| U.14.4 The Tivoli Arc | Construction of the Tivoli Arc | R.4.1 | 2016–2020 | DRSI | after 2020 | DRSI |
| U.14.5 Upgrade of the Ljubljana–Litija section | Upgrade of SV devices, arrangement of additional, trapezoidal track connections, upgrade or arrangement of Litija, Laze, Kresnice stations and Jevnica stop | R.5.1 | 2016–2018 | DRSI | 2018–2022 | DRSI |
| U.14.6 Upgrade of Ljubljana–Logatec section | Additional trapezoidal track connections to be constructed (Brezovica station, Preserje, Verd and Logatec), upgrade of Brezovica, Borovnica, Verd and Logatec stations, introduction of APB or ERTMS at level 2, upgrade and complete the power supply of stations, provide a suitable length of station tracks | R.1.4 | 2016–2018 | DRSI | 2018–2022 | DRSI |

U.15 Separation of transport types – giving priority to public transport, elimination of congestion
Public urban

transport (buses and possibly a light railway) has to coexist with other transport modes, since the space in towns is always transport types – limited. More attention will be paid to public transport and the return of a section of urban space to use by residents. In this regard and giving priority to due to the increased efficiency of public transport, the extent of separation of private and public transport will be increased by public transport, constructing driving lanes for public transport only (buses and possibly the light railway) and carrying out measures providing the right of elimination of way for public transport through traffic management elements such as traffic lights. Obstacles which prevent an efficient public transport congestion flow, cause delays and may endanger the road safety (e.g. level crossings) will also be eliminated. Measure U.40 must be taken into account when siting and designing.

| | | | | | | | |
|---|--|--|-------------------------------------|-----------|----------------|--|--|
| U.15.1 | Evaluation of the possibility of introducing yellow lanes for large cities | When preparing comprehensive transport strategies, the municipalities reasonably include the introduction of yellow lanes | | 2016–2020 | Municipalities | | |
| U.16 Enhancing intermodality Public urban transport (buses and possibly a light railway) has to coexist with other | | | | | | | |
| transport modes, since the space in towns is always intermodality limited. More attention will be paid to public transport and the return of a section of urban space to use by residents. In this regard and due to the increased efficiency of public transport, the extent of separation of private and public transport will be increased by constructing driving lanes for public transport only (buses and possibly the light railway) and carrying out measures providing the right of way for public transport through traffic management elements such as traffic lights. Obstacles which prevent an efficient public transport flow, cause delays and may endanger the road safety (e.g. level crossings) will also be eliminated. Measure U.40 must be taken into account when siting and designing. | | | | | | | |
| U.16.1 | Intermodality of transfer points | Within the scope of measures U.13, U.14, the analysis of other types of transfer points is prepared to increase the efficiency of the system and attractiveness of the public passenger transport offer. Intermodal points must be categorised (quantity, size, transport and non-transport equipment) | U.11, U.12, U.13, U.14, R.40, Ro.34 | 2016–2018 | | | |

U.17 Bicycle network It is necessary to prepare a plan for the organisation and classification of national and sub-urban cycling routes and related equipment. The priority tasks will be to link already constructed cycling sections into larger, logically closed units, the provision of a higher standard or level of services for cyclists, additional reduction of the number of traffic accidents involving cyclists (the "zero" vision principle is applied abroad) and construction of local cycling connections which are linked to the national cycle network and provide cyclists with higher mobility. The final long-term plan period foreseen for the construction of the entire network is 25 years. The construction will be carried out in phases. The investment in the establishment of national cycle network has to be balanced according to the individual projected short-term, mid-term and long-term planning stages. Prudent planning of measures is necessary according to the financial and spatial possibilities and available road infrastructure. It is reasonable to use as many existing roads with low average annual daily traffic as possible, which have to be reorganised or equipped with traffic signalisation for the safe operation and management of cycle traffic. The construction of new cycling routes is foreseen only for locations where the cycling route standard so demands. The construction of cycling routes and cycling lanes is foreseen especially in settlements and where it is really necessary from the aspect of traffic safety. Measure U.40 must be taken.

| | | | | | | |
|---|--|----------------|-----------|------------------------------|---|---|
| U.17.1 Establishment of national bicycle network | Daily commuters and remote connections | U.16.1, U.13.1 | 2016 | MzI, DRSI in relation to DRI | - | - |
| U.17.2 Categorisation of the bicycle network | | U.17.1 | 2016–2017 | MzI, DRSI in relation to DRI | - | - |
| U.17.3 Establishment of a single platform at the state level to arrange, signalise and categorise national bicycle connections and pertaining equipment | | | - | - | - | - |

Functioning/organisation of city traffic

U.31 Introduction of a uniform ticket One of the most tangible benefits for users of integrated transport systems is the introduction of integrated tariff systems. The level of uniform ticket integration of tariff system and types of tickets and technologies which will be used (single tickets and/or electronic tickets, smart cards contactless payment, etc.) will be analysed in a case-by-case approach on the basis of the competence of a relevant transport body and by taking into account all possibilities, such as the options of smart card for P+R payment, parking in the street, tolls, etc.

| | | | | | | |
|---|---|--|------|-----|------|-----|
| U.31.1 Introduction of the integrated ticket system in the RS | Introduction of a single integrated ticket system that foresees harmonised timetables, tariffs and settlement systems between transport operators, good management of PPT, providing information to passengers and promotion of PPT | | 2016 | MzI | 2016 | MzI |
| U.31.2 Establishment of the IPTT operator at the national level | Integrated public passenger transport requires good planning, management and control of PPT. The Republic of Slovenia establishes an operator that will take care of the PPT planning, harmonisation of timetables between transport operators, settlements between transport operators that will implement integrated lines and transports, control, providing information to passengers and promotion of the use of PPT. The operators must have all relevant system tools and staff. | | 2016 | MzI | 2016 | MzI |

U.32 Introduction of on- demand public transport services One of the main objectives of the strategy for transport development is to increase the sustainability of the transport system and provide demand public the solutions for public transport at the same time which will be accessible to the majority. By taking into account that there is insufficient transport services demand in some parts of Slovenia to justify the introduction of regular public transport lines (e.g. rural areas or areas of dispersed population), the introduction of public transport services on demand will make the option of public transport services available in the aforementioned areas.

| | | | | | | |
|---|---|------------|------|-------|------|----------------------|
| U.32.1 Transport on demand | In the countryside and areas of dispersed population where line transport is not economically viable, on call transport is provided to the nearest transfer points or municipal centres. On call transport is implemented according to pre-determined lines and pre-determined departures which are carried out only if there is a demand for transport. | U.31, U.33 | 2016 | MZI | 2018 | Mzl or IPTT operator |
| U.32.2 Transport on demand for the physically disabled people | Transport on demand for physically disabled people is organised according to good practices of non-governmental disability organisations that provide their members such service. The offer of transport is divided between individual organisations and the environments where they operate. The introduction of a single system would increase the mobility of people with special needs and provide them a possibility to be more equally integrated in all activities related to work and spare time. | | 2016 | MDDSZ | 2018 | MDDSZ |
| <p>U.33 <u>Adjustment of timetables (harmonised)</u> To increase the share of public transport in the city, sub-urban and regional transport, the timetables have to be harmonised to improve timetables the connectivity, efficiency and coordination of various transport modes. Further studies will analyse this possibility by observing the (harmonised) passenger potential and operation and infrastructure requirements.</p> | | | | | | |

| | | | | | | | |
|---|--|--|------|------|----------------------|------|----------------------|
| U.33.1 | Introduction of integrated cyclic timetables | The project "IPPT introduction in the Republic of Slovenia" foresees the harmonisation of timetables between individual modes of transport (railway passenger transport, public line intercity passenger transport, city passenger transport) that will provide the timetables to supplement each other and support the best offer for passengers and promote the use of modes of transport which have a priority on a specific route. | U.31 | 2016 | Mzl or IPTT operator | 2017 | Mzl or IPTT operator |
| <p>U.34 <u>Administrative capacities and training</u> The introduction of integrated transport means and new technologies together with the need for increasing financial sustainability and capacities and efficiency leads to the definition of the lack of administrative capacities and adequately trained personnel as one of the key issues in this training sector and at the same time as one of the priority tasks of the EU cohesion policy. The use of additional administrative capacities is important in this sector, in particular in terms of creating new jobs for integrated transport systems and project preparation and control. The introduction of new technologies means that existing and new personnel have to be trained to operate and maintain these systems. Due to a close connection between the city, sub-urban and regional transport with zero emissions and users of passenger vehicles, the trainings on safe use of various transport modes will be conducted in combination with educational programmes for users. The training and educational programme also has to be developed inter alia:</p> <ul style="list-style-type: none"> – to increase the capacities and qualification of administrative personnel; – to train the personnel of various carriers for a cost-efficient and safe driving and communication with passengers; – to train students in the field of use and safety of bicycles and public transport; – to raise the awareness of the public on the safe driving and efficient and safe use as well as advantages of public transport with the emphasis on the vulnerable groups (e.g. the disabled and the elderly). <p>The programme will be based on case studies and examples of good practice. In this way, it will provide a dynamic and permanent education.</p> | | | | | | | |
| U.34.1 | Establishment of the IPPT operator | The establishment of the IPPT operator is implemented within the measure U.31 to provide a suitable planning, management and control of the system with a suitable organisation, qualified staff and control. | U.31 | | Mzl | 2016 | Mzl |

U.35 Vehicle fleet modernisation Apart for some exceptions, the current fleet of public transport vehicles is old and based on out-of-date and inefficient technologies. In modernisation order to increase the competitiveness of public transport in comparison with private vehicles, the vehicle fleet has to be modernised and comply with the highest quality standards and safety and environmental standards, including its accessibility to people with limited mobility. The modernisation of the vehicle fleet will be carried out together with the projected improvements of the infrastructure. The first steps in the development of this measure are a comprehensive analysis of the current organisation, operation and maintenance structures of the respective operators and the analysis of future requirements and operation and maintenance plan. After establishing the actual needs, the specific technical requirements regarding the vehicle fleet will be defined on the basis of further studies.

U.35.1 The state adopts the measures to promote (help) transport providers in efficient drawing of EU funds for upgrading the vehicle fleet

Ro.35, U.4.1

-

-

-

-

U.35.2
Modernisation of the vehicle fleet

Bus operators have 1,100 buses nominated for implementing public utility service of passenger transport. The modernisation of the vehicle fleet will be included in a tender to grant multi-annual concessions to implement a public utility service for a quick change of means of transport that are worn out and irrational in terms of comfort and passenger safety, environmental demands and rational operation. As per the conditions and lines, a gradual transfer to technologies is foreseen.

U.31

2016

Mzi +
Climate fund

2019–2025

Mzi +
Climate fund

U.36 Information platform

Raising the awareness of the public on the efforts of administration and advantages of public transport is important for the successful platform implementation of other measures. Promotion groups will be organised for raising the awareness on the adopted measures. These will include traditional public media, advertisements, public workshops and the establishment of special information platforms, which will also operate as public forums.

| | | | | | | |
|---|--|------------------------------|------|-----|-----------|-----------------------|
| U.36.1 Establishment of an informational platform within the scope of NTMC for public transport users | Providing information, promoting and awareness-raising of the public through the portal or public forum which will operate within the scope of NTMC on novelties and advantages of using specific public transport due to the use of an integrated ticket, adjusted timetables, P+R, information on the status | Ro.32.1 | - | - | - | Mzi |
| U.36.2 IPPT portal | The information portal for passengers that will provide all information on timetables, PPT advantages and will also be a portal for stating an opinion on PPT | U.31, Ro.3, Ro.12.1, Ro.12.2 | 2016 | Mzi | 2016–2017 | MZI, operator of IPPT |

U.37 Support for non-profit groups in the field of transport Non-profit groups promoting the use of alternatives to passenger vehicles proved very successful in numerous cities across Europe. profit groups in There are also groups which stimulate the every-day use of bicycles, groups which advocate for the rights of passengers, maintenance the field of of pedestrian zones or even traffic control. These groups (neighbourhoods or groups with joint interest, non-governmental organisations, transport etc.) can assist local administrations and bodies in their tasks and the implementation of the use of public transport. For this reason, the cooperation of such associations, local communities and non-governmental organisations have to be encouraged and taken into account in decisions related to transport planning.

| | | | | | | |
|---|--|--|--|--|-----------|--|
| U.37.1 Promoting non-profit groups in preparing the promotion to purchase vehicles on alternative fuels | | | | | 2020–2030 | |
|---|--|--|--|--|-----------|--|

U.38 Transport and logistics management and related information Among other things, new technologies also enable the collection of data and monitoring of traffic conditions and the use of public management and transport in real time. To utilise these new technologies, centres for centralised public transport management will be established, which related information will be equipped with the latest IT solutions. New public transport vehicles will be equipped accordingly; IT platforms will be used to plan routes; traffic signs will be updated so they are integrated into the centralised management system (e.g. 'smart traffic lights' or measures favouring public transport). In this way, the quality of planning and monitoring public transport, user information for passengers, traffic control and data collection on traffic jams, and arrivals of public transport vehicles in real time will rise.

| | | | | | | |
|--|---|------------------------------------|--------------------|-----|-----------|----------------------|
| U.38.1 Collection and processing of data in the data model within the scope of NTMC | | Ro.32.2 | | | | Mzl |
| U.38.2 Monitoring of public transport in real-time within the scope of NTMC | Monitoring of timetables, arrivals, delays of public transport in real time and display on the portal or applications | Ro.32.4 | | | po 2020 | Mzl |
| <p>U.39 <u>Review/modernisation of local/regional central transport plans</u> In regard to obligations for traffic planning, the functional regions and/or cities will have to develop proper plans for sustainable mobility modernisation of in the cities (mobility plans can cover the area of one or several joined cities (functional regions)). These plans will facilitate an analysis of local/regional central the current state of the traffic systems, not only from the infrastructural, but also from the operational and organisational aspect, while on transport plans the basis of the analysis, future needs will be defined. The existence of these plans is a precondition for investments in public transport systems. These mobility plans have to be examined and updated; they have to be in accordance with high-level planning documents, such as the transport development strategy .</p> | | | | | | |
| U.39.1 Comprehensive strategies | The purpose of tenders is to establish sustainable planning of transport in Slovenian municipalities with prepared comprehensive transport strategies (CTS). The prepared CTS is a precondition for the municipalities to stand as a candidate for the public tender to obtain non-refundable funds for the measures stated below. | | - | - | 2016 | Mzl + municipalities |
| U.39.2 Pavements, bicycle infrastructure, P + R system, PPT stops | Arrangement of safe accesses to PPT stations and stops, arrangement of stands and overhanging roofs for bicycle parking, P+R system, PPT stops, pavements, cycling paths. | U.11, U.12, U.13, U.14, U.16, U.17 | 2016, 2017 in 2018 | Mzl | 2017–2020 | Mzl + municipalities |

| | | | | | | |
|---|---|------------------|------------|-----|-----------|----------------------|
| U.39.3 Promotion of walking | Preparing of the national strategy to promote walking. Norms and standards for pedestrian zones. | U.39.1, U.39.2 | 2016, 2017 | MZI | 2017–2020 | MZI |
| U.39.4 Measures of sustainable parking policy | By limiting the parking in city centres, financial policy of more expensive parking in centres and cheaper parking on the city outskirts and P+R system, the traffic volume in cities is managed | U.11, U.12, U.13 | 2018 | Mzi | 2019–2020 | Mzi + municipalities |
| U.39.5 Preparation of mobility plans | Different institutions prepare their own mobility plan according to the specifics of their location, travel habits and possibilities of a sustainable arrival at work and school and promote the changing of travel habits of their employees | U.31, U.33 | 2019 | Mzi | 2018–2019 | Mzi + municipalities |

| | | | | | | |
|--|---|--------------------------------------|-----------|----------------------|-----------|----------------------|
| U.39.6 Green city logistic sustainable urban strategies, P+R system, limiting the transport in city centres for private transport and measures in the field of air quality | Green city logistics: cities will determine the policy in the field of goods supply that will stipulate the conformity of delivery vehicles with environmental standards, time frames of delivery and promote alternative solutions in terms of the specifics of location in city centres. Limiting the transport in city centres for private transport: a city determines the limits of private vehicle access to wider or narrower transport centre on the basis of different criteria, such as vehicle emission standards (environmental zones) or closures of individual areas. In selected cities, the measures could be supported through a mechanism of comprehensive territorial investments. | U.11, U.12, U.13, U.15, U.16, U.40.1 | 2017–2020 | MOP + municipalities | 2018–2019 | MOP + municipalities |
| U.39.7 Educating and awareness-raising activities | Educating and awareness-raising activities on sustainable mobility will be directed to different target groups: from kindergartens, primary schools, secondary schools, students to the adult car drivers and different professional groups of the public | U.36 | 2016–2019 | Mzi | 2016–2019 | Mzi |
| U.39.8 Application of modern technologies for efficient mobility management | Numerous mechanisms are available, e.g. monitoring of vehicles in real time with displays at the PPT stops, information portals for passengers with a possibility of using mobile phones, etc. | U.40.1 | 2019–2020 | Mzi | 2019–2020 | Mzi |

U.40 Measures to prevent, mitigate and maximise the elimination of the consequences of significant impacts of the plan on the environment, nature, health and cultural heritage (mitigation measures) Reducing pollutant emissions by adopting the measure that the road vehicle fleet in public transport is regularly modernised and when mitigating and maximising purchasing new vehicles, ensuring that these are in compliance with the state of technology; the same attention as to encouraging the elimination of use of public transport in urban centres is also paid to other modes of sustainable mobility (cycling, pedestrian zones or low emission zones). When preparing spatial acts for new infrastructure activities or for the extension of the existing transport network, the following of significant impacts general guidelines must be observed in order to attain the objective of reducing ambient air pollution: - measures to reduce pollutant of the plan on the emissions (prevention of traffic congestions, provide smooth traffic flow at moderate travel speeds between 60 and 90 km/h, traffic environment, nature, detours) must be provided to the greatest extent possible; - measures to prevent increased traffic flow on individual sections of the health and cultural road network, and measures to prohibit the entry of motor vehicles (especially cargo vehicles) which do not meet environmental standards heritage (mitigation for new vehicles must be implemented in areas with excessive ambient air pollution; - the integration of measures in populated areas measures) which are especially sensitive to ambient air pollution (residential buildings, health care facilities, tourist areas) should be avoided. Measures to protect the environment from noise caused by city transport in particular include measures to reduce noise at source, measures to prevent the spread of noise into the environment and measures on buildings. Therefore, sustainable land management and soil protection must be ensured when integrating urban infrastructure into the environment. It is also necessary to avoid water protection areas and areas at risk of flood and related erosion and areas of cultural heritage and exceptional landscape. When siting, it is necessary to avoid areas with nature conservation status (Natura 2000 areas, protected areas, ecologically important areas, areas proposed for protection). When fragmenting migration paths, adequate passages must be provided following good practices in the European Union. This strategy also states specific mitigation measures according to individual areas which must be taken into account in the preparation of spatial plans and designing of railway infrastructure.

| | | | | | | |
|---|--|---------|---|---|---|-----|
| U.40.1 Transport management within the scope of NTMC | Transport management with the assistance of a dynamic simulation model which will provide a smooth flow of traffic and thus a reduction of emissions | Ro.32.4 | - | - | - | Mzi |
| U.40.2 Determining the effect of individual measures on the reduction of pollution through the transport model within the scope of NTMC | Transport management with the assistance of a dynamic simulation model which will provide a smooth flow of traffic and thus a reduction of emissions | Ro.32.3 | - | - | - | Mzi |

U.41 Preparedness for extreme weather conditions Pursuant to Article 41 of Regulation (EU) No. 1315/2013 with regard to adaptation to climate change: ensuring the preparation of the extreme weather analysis of the sensitivity of transport infrastructure to climate change, and on the basis of the findings of the analysis, implementing conditions measures and adaptations that adequately improve the resistance of infrastructure to these changes. Guidelines, methodologies and procedures for collecting information on extreme weather conditions and for planning and implementing measures to reduce the sensitivity of transport infrastructure to these phenomena have to be developed.

U.41.1 Preparation of guidelines to reduce the sensitivity of transport system to extreme weather

All measures

2016

DRSI

2016

DRSI