

URBACT II

(2007 - 2013)



Application Form

Priority-Operation 2-1

Attractive and Cohesive Cities

Exchange and learning

EVUE

Electric Vehicles in Urban Europe

Submitted version

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1. Project Synthesis

1.1 Project identity

Identification

Acronym	EVUE
Program reference	1251967278
Unique number (for search)	3196
Title	Electric Vehicles in Urban Europe
Lead Partner	Westminster City Council (UNITED KINGDOM)

Length of project

Start date	End date
2007-01-01	2015-12-31

1.2 Summarised description of the project

EVUE focuses on the development of integrated, sustainable strategies and dynamic leadership techniques for cities to promote the use of electric vehicles (EV). Urban initiatives to encourage the public and business to use EVs will contribute to EU clean air and car fleet targets, making cities more attractive and competitive. EVUE will exchange and disseminate solutions to key barriers such as public resistance, lack of infrastructure, rapid technology change and obsolete economic modelling.

1.3 Partnership (5 cities from at least 3 different Member States)

	Partner Institution	Type of institution	Convergence / Competitiveness	Country	Area
Lead Partner	Westminster City Council	Local authority	Competitiveness Zone	UNITED KINGDOM	Inner London
	City of Zografou	Local authority	Convergence Zone	GREECE	Attiki
	City of Stockholm	Local authority	Competitiveness Zone	SWEDEN	Stockholm
	City of Frankfurt	Local authority	Competitiveness Zone	GERMANY	Darmstadt
	Municipality of Suceava	Local authority	Convergence Zone	ROMANIA	Nord-Est

1.4 Relation to URBACT thematic coverage

Which of the 16 Priority Topics do you see your project relating to most strongly? (Please select one Priority topic only)

Question	YES	NO
Axe 1.1 Promoting Entrepreneurship - Promoting inclusive entrepreneurship through outreaching for potential new entrepreneurs (with a focus on specific groups such as young people, women, the elderly, immigrants/ ethnic minorities, etc.)		X
Axe 1.1 Promoting Entrepreneurship - Strategies for urban economies facing the crisis through the promotion of entrepreneurship, support to local enterprises, cooperation with universities, etc.		X
Axe 1.2 Improving innovation and knowledge economy - Policies for the development of and access to ICT for all citizens and in particular for disadvantaged groups suffering from the effects of the digital divide		X
Axe 1.2 Improving innovation and knowledge economy - The role of cities in boosting innovation and knowledge economy, especially by promoting eco-businesses and eco-innovation		X
Axe 1.3 Employment and Human Capital - Increasing the employability of groups with low accessibility to the labour market (with a focus on older workers, women, young people, early school leavers, ethnic minorities, the long-term unemployed, the homeless and the handicapped)		X
Axe 1.3 Employment and Human Capital - Improving the matching between needs and supply of skills and qualifications, and recognising generic competences (especially in times of demographic and structural changes)		X
Axe 2.1 Integrated development of deprived areas and areas at risk of deprivation - Renovating degraded public spaces and improving the attractiveness and accessibility of deprived urban areas		X
Axe 2.1 Integrated development of deprived areas and areas at risk of deprivation - Integrated policies for urban renewal (e.g. city-centers, high-density areas, etc.)		X

Axe 2.2 Inclusion - Achieving greater social inclusion by facilitating the integration of marginalised groups (homeless, young people, Roma people, etc.) and migrants/ ethnic minorities, by combating social and spatial segregation and improving access to services (especially in deprived neighbourhoods)		X
Axe 2.2 Inclusion - Dealing with demographic change, especially in small and medium sized cities (e.g. in cases of severe population decline)		X
Axe 2.3 Environmental issues - Urban development and climate change (reducing the carbon footprint, etc.)		X
Axe 2.3 Environmental issues - Integrated policies for energy- efficiency in cities and the use of renewable energy resources in urban areas		X
Axe 2.3 Environmental issues - Protecting natural resources and improving the physical environment (including waste management; designing and implementing urban strategies for improving air quality, waste water treatment, water quality and supply as well as reducing environmental noise; moving to a recycling society; using renewable energies; monitoring the environment; creating and expanding high quality public spaces; redeveloping brownfield & waste disposal sites, etc.)		X
Axe 2.3 Environmental issues - Integrated policies for sustainable transport systems, especially by supporting smarter urban transport, promoting less polluting vehicles and the use of alternative means of transport, improving the affordability, efficiency and effectiveness of public transport, especially linked to the accessibility of deprived urban neighbourhoods	X	
Axe 2.4 Governance & Urban Planning - Urban-rural linkages (Governance and Management issues)		X
Axe 2.4 Governance & Urban Planning - The role of Managing Authorities of Operational Programmes in integrated urban development policies (Working Group)		X

1.5 Fast Track Label

If you are interested in the fast track label, under which of the seven Fast Track thematic areas below do you wish to be considered (Please select one thematic area only)

Question	YES	NO
1. Making healthy communities		X
2. Integrated policies on urban transport		X
3. Developing sustainable and energy-efficient housing stock		X
4. Integrating marginalised youth		X
5. Managing migration and facilitating social integration		X
6. Achieving sustainable urban development		X
7. Re-using brownfield and waste disposal sites		X

1.6 Project cost (in €)

ERDF		Swiss Fund		Norway Fund		Other Financing	Total budget
ERDF	Public total financement	Swiss Fund	Public total financement	Norway Fund	Public total financement		

54,760.00 €	20,065.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	74,825.00 €
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2. Project presentation

2.1 Describe the starting situation and the main challenges that partners face in relation with the theme of the project

Urban centres across Europe face the shared challenge of developing integrated transport strategies that support economic and social objectives as well as achieving high environmental standards. City administrations have to deliver efficient, affordable transport systems that contribute to economic growth and a good quality of life. The realities of climate change now also place environmental sustainability at the heart of transport planning. Energy and climate security are interlinked elements of transport strategies that inform future planning.

At EU level, policy and regulation is leading towards better environmental standards for cities that impact on transport planning. The Renewed EU Sustainable Development Strategy adopted in June 2006 states how EU policies must meet the needs of present generations without compromising the ability of future generations to meet their needs. The Sustainable Development Strategy integrates economic, environmental and social issues and two of the seven key challenges - Climate change and clean energy and Sustainable transport - relate to urban transport planning.

The Commission Communication "A sustainable future for transport: Towards an integrated, technology-led and user friendly system" adopted in June 2009 looks ahead to EU Transport Policy post 2010, and indicates further development towards better environmental sustainability; advanced technological solutions; legal and regulatory frameworks that promote the switch to low carbon transport and better pricing systems with incentives for users, planners and investors in sustainable transport.

In order to meet these challenges and take up the potential opportunities offered by electric vehicles (EV) and plug in hybrids (PHEV) as an integrated part of future plans EU, cities are taking the lead. Their strategies have to incorporate many elements and require the active involvement of diverse stakeholders, such as planners, policy makers, practitioners, manufacturers, energy suppliers, researchers and investors. The views of the end users, such as private car users, employers and fleet managers also need to be sought and incorporated.

Barriers identified by EVUE partners include public resistance, lack of confidence, lack of infrastructure and standards (especially for parking/charging points), rapid technology change which makes future proofing difficult, inadequate cost information, balancing supply and demand in a growing market. At the same time, the experience of partners is that Plug in Hybrid Electric Vehicles assisted by a small combustion engine working on biofuels is also one of the most likely options for the mid-term future of private transport.

Many challenges to increasing EV usage are common across all EU cities, as well as there being regionally specific conditions. In terms of starting points several of the EVUE partners are at the forefront of EV policy with the intention to become model regions. The two convergence partners (Zografou and Suceava) are less advanced and hope to benefit from the transfer of know how to speed up development of local integrated planning for EV. Suceava, as a recent accession country, also has less stable economic conditions which make the challenges greater.

London, Frankfurt and Stockholm all have strategies for EV introduction, with senior political buy in and significant

expertise. Each city seeks to learn from the different approach of the others, and through interregional exchange and peer review, maintain up to date information on research, trials and pilots. This will feed into and add significant value to existing work in this field.

Stockholm has 90,000 alternatively fuelled vehicles among private users and is now looking at the role and EV, including HPEV, as one element of a combined clean vehicle approach, with a better understanding of which type of vehicle is best used for which function (private use, Heavy Good vehicles, fleets etc). The City wishes to build upon its findings to encourage changes for car drivers. For instance, it is extremely important to attain the acceptance of the "normal user" - a new vehicle concept cannot differ too much in comfort and ease to handle compared to what a fossil or biofuelled car may offer. Already the change from petrol to biogas is a significant change for many users. Stockholm also wishes to exchange with other cities on how to prevent a modal shift from public transport and cycling to EV.

Frankfurt is exploring solar energy supply for charging points, and would see this as an exchange focus. The City will share experience of successes such as the first delivery van of UPS with electric engine, Mitsubishi EVs for FRAPORT, the Airport Managing Company and electric Vespas for public use. Frankfurt is planning to start a big campaign for EV use, and can benefit from EVUE partner expertise in its development and implementation.

The Mayor of London has given high priority to, and set ambitious targets for the introduction of EV as part of the city wide integrated transport plans. Successful delivery will require collaboration across all London local authorities, transport and safety agencies, as well as vehicle and infrastructure suppliers. London will be able to test out ideas and approaches in discussion with the EVUE partners operating at a similar level. Thinking through solutions to similar challenges in different contexts will hopefully lead to more creative approaches.

The main common challenges cited by EVUE cities are:

Climate change

Traffic emissions from both private and public vehicles are a major contributor to air pollution in our cities. All cities need to develop integrated transport strategies to comply with EU standards for clean air. Increasing the use of clean vehicles is an important part of the solution. Many cities already have targets for the introduction of EVs and the associated infrastructure, given that EVs emit no pollutants at the tailpipe and are ideally suited for city use.

Safety and Security

Public authorities have responsibility for the safety and security of city transport systems. There are challenges to resolve in the use of EV related for instance to charging, fire hazards, water penetration, adverse weather conditions and emergency scenarios.

Vehicle Cost and Availability

The current high upfront cost of EV is a barrier to increased usage and there is an inadequate supply of suitable vehicles. Economic modeling will be used to explore and publicise life time cost benefits of vehicles, along with joint procurement to stimulate the market.

In order to be accepted, the electric vehicles need to perform as well as normal vehicles when it comes to speed, acceleration, range, heating, cooling, safety, onboard noise, production quality, service requirements etc. At the same time these vehicles - once they're in mass production - need to be competitively priced to contemporary vehicles. It will be important to avoid people buying 2 cars – one for commuting within cities and one for long distances. Plug in Hybrid Electric Vehicles will also therefore be considered within this project.

Lack of standards for infrastructure

To be successful and sustainable EV's need to be capable of moving between as well as within cities. It is therefore important to look at standards for infrastructure and particularly for charging points across geographical/political boundaries.

Rapid technology change and future proofing

The technology behind Electric Vehicles and Plug in Hybrid EVs is changing rapidly. Cities acknowledge that taking action does not mean picking a winner in the technology race. It is important to create a level playing field where new technologies can flourish and innovation can be encouraged whilst ensuring that infrastructure can be used sustainably.

Lack of experience and know how in convergence regions

The two convergence partners lack some of the knowledge required to develop and implement integrated policies to promote clean vehicles. There is a growing awareness amongst citizens and some support for measures to reduce air pollution, but little understanding of how to translate that into effective action.

Lack of national or local support and regulation

Each country, region and city seems to have different regulatory and financial support frameworks for the promotion of and introduction of electric vehicles. If EVs are going to have a genuine role in the future of Europe's transport it will be important to examine these differences and fill any gaps.

Public resistance to change behaviour or take on innovations

In order to be effective electric vehicles will have to be accepted by the average citizen in our cities. They will need to be affordable and efficient. The partner cities are already aware that a culture change will be required to make individuals change their behaviour and the challenge is to understand what would bring this about – in terms of raising awareness and introducing incentives / penalty systems.

2.2 Main objective and expected outputs for the whole projet

The main objective of EVUE is to explore, exchange and implement ideas on how cities can develop integrated and sustainable strategies to increase the use of electric vehicles.

The project will look at different ways that cities can take a dynamic lead by working together with diverse stakeholders and different levels of governance to implement strategies that encourage early adoption, create market and consumer confidence,

and address questions of accessibility and affordability. It will result in lessons on successful promotion of the use of EV as a part of multimodal mobility that builds public confidence that EV are sustainable, future-proof and brings benefits for all people. The definition of EV will also include Hybrid Plug In Electric Vehicles.

The activities over the EVUE project lifetime will be to:

- Promote exchange of experience and learning amongst policy makers and practitioners about introducing EV as part of an integrated and multimodal transport plans
- Disseminate the lessons drawn from the exchange and ensure transfer of knowledge, and maximise the impact of the transnational exchange, both within the EVUE partnership and beyond.
- Support better action planning for city wide transport policies that incorporate introduction of EVs
- Speed up the policy innovation processes and contribute to an information base for the ‘long term revolution’ of clean car use in European cities.

The EVUE partners will focus on the following main areas of work / questions:

a) Vehicles and Infrastructure

- The market is currently small and there is a need to offer an interesting testing ground to vehicle manufacturers. Joint regional/national procurement of EVs could be a solution and the Stockholm partner will share its experience of this.
- Study of existing power points, eg solar powered in Frankfurt, discussion of how to mitigate against rapid technology change to make sure the infrastructure does not become obsolete too quickly,
- How to involve power companies, as partners and stakeholders.
- Standards and placement of re-charging infrastructure, Collaboration between municipalities, energy suppliers and point manufacturers for the deployment of charging points.
- Safety issues such as if magnetic fields disturb the operation of airbags, fire extinguishing (water + electricity), how to assure that re-charging facilities are safe, e.g., after collisions.
- Economic modeling and analysis of cost benefits of EV use, including initial costs of EV purchase, energy and time costs and savings over length of use.

Results can feed into policy recommendations and campaign messages, to attract investment in new technology such as low-carbon vehicle technology.

b) Incentives, Marketing and Communications

- How to promote behavioral change: Comparison of educational and awareness raising campaigns to convince citizens of the benefits of EV ownership, municipal agencies and private businesses of the benefits of converting fleets to clean vehicles. (White van man goes green!). This will look at a combination of incentives for change and penalties for sticking with the status quo – in English this is known as the “carrot and stick approach” – the project will look at fiscal incentives, priority parking spots, exemptions to congestion charges, use of bus lanes etc.

c) Partnership

- Partnerships between, and involvement of, all the diverse actors needed to be involved in increasing EV use. EVUE will look at different models of leadership, and ownership, market intervention, eg municipally owned and/or private sector suppliers of cars, charging points and electricity supply.

The methodology for exchange on EVUE will include on site visits, collaborative working, peer reviews, round tables, masterclasses, demonstration projects, hypothesis testing etc.

The results will be produced and disseminated in different ways to give maximum impact to technical, political and public audiences.

Project Outputs

10 Local Support Groups

LSGs will be developed (or supplemented where existing) that will serve to bring together and mobilise stakeholders, such as local and regional policy makers, transport planners, researchers, energy suppliers, car and infrastructure manufacturers, and drivers associations. Working together in the LSG will result in better political and institutional support; ensure up to date knowledge and encourage reflection and challenging thinking that can lead to more effective and joined up policies.

10 Local Action Plans

The LAPs, produced under the auspices of the LSGs, will feed into new local policies and traffic plans, as well as provide recommendations to each region's Managing Authority for the development of future regional Operational Programmes. In the EVUE partner cities where EV strategies are already in place, the LAP will potentially focus on one specific element, such as changing commuter behavior, and be used to review and feed additional information in.

The Baseline Study will include partner profiles, status of EV policies, stakeholder and problem analysis, learning needs, and draft work plan for the URBACT network.

A Final Report will include:

- Guidelines for joint procurement of cars and charging points
- Information on economic models exploring lifetime costs of EV cars, per mile costs, fiscal measures.
- A review of options for national/EU investment for EV car and infrastructure costs
- Options for the development of standards for charging points.

EVUE will also facilitate the transfer of know how from more to less advanced regions on applying integrated EV action plans: The convergence partners will benefit from the state of the art policies of the Northern European partners. The more advanced cities will benefit from joint study and reflection on different approaches to EV use.

A dissemination tool on Top Tips for EU cities on EV use will be developed to take key messages to cities outside of the partnership, through EU networks, Green Streets, Mobility Week, Eurocities, and to project partnerships working on complimentary initiatives under CIVITAS, INTERREG IVC, FP7 and Intelligent Energy programmes.

In addition it is anticipated that the project will develop an impetus for continuing collaboration after the URBACT funding ends – for example there is a possibility that further transnational cooperation will ensue e.g an EU EV city network.

2.3 Main Issue to be addressed in relation with the selected topic

EVUE is submitted under Priority Axe 2 – Attractive and Cohesive Cities – Theme 2.3. Environmental Issues and the promotion of less polluting vehicles is its core aim. It will explore a range of issues around this to facilitate policy changes leading to the increased use of electric vehicles in partner cities. Affordability, efficiency and effectiveness of EV use will all be tackled and lessons will be documented and distilled into succinct and easy to use policy and dissemination tools.

EVUE also contributes directly to the renewed Lisbon Strategy of 2005, as not only are efficient and effective transport systems essential to economic growth but also the number of high value job opportunities in the associated knowledge based environmental technologies sector are increasing.

Similarly EVUE will address several of the themes of the Gothenburg Strategy - namely clean energy, sustainable transport, sustainable consumption and production, conservation and management of natural resources – by promoting the use of less polluting vehicles in cities.

As set out in DG Regio's report "Promoting Sustainable Urban Development in Europe: Achievements and Opportunities" (2009), "City authorities can be pro-active in designing transport services that are cleaner, more affordable and more efficient. New investment in public transport provides an opportunity to adopt greener technology. Authorities may also decide to encourage more fuel-efficient cars or target congestion problem". The cities in EVUE will be proactive in this field and will share the knowledge and lessons learnt with their peers across the EU to contribute to dynamic city leadership.

As outlined in section 2.1. the use of electric vehicles is central to the sustainability of transport in the 21st century. This is further reinforced in the second Strategic Energy Review by the European Commission in 2008 which indicated that 23% of total EU carbon dioxide emissions arise from road transport, and that reducing vehicle energy intensity and emissions is a major challenge. The ambitious EU targets for reducing CO2 emissions from cars in the medium term are an important challenge for all European policy makers.

Electric vehicles (EVs) are now seen as an essential part of the solution to these twin European challenges of reducing carbon emissions and improving energy security. The plant-to-wheel CO2 emissions of an electric car are about half (80 g/km) those of the average passenger car (160 g/km), making the EU "20-20-20" policy targets easier to achieve. The fact that the electricity industry is subject to emissions trading under the EU system means that electric vehicles would be the only form of

road transport integrated into a carbon cap-and-trade system.

Substantial progress in battery technology research and potential ease of integration into the electricity grid are also making the advent of a mass market for electric vehicles ever more likely in the near future. Optimising the charging of electric cars will in addition provide synergies with greater use of intermittently-available electricity from renewable energy sources.

The EVUE partners are all at different stages of development in policies to support the introduction of EVs. Within existing city wide plans there are varying approaches. New partners joining EVUE during the development stage will no doubt add to this variety, and expressions of interest from Odense, Portuguese cities and others show that there could be a rich diversity of experience to be examined. EVUE will be sure to maintain a balance and encourage additional convergence partners who will be 'net consumers' of the exchange.

However, as outlined in section 2.2. a number of common issues and learning needs have already been identified that will form the basis of the subject matter in the URBACT workplan in the final application form for the implementation stage. These will be the focus of the EVUE project and fit into the headings of a) vehicles and infrastructure; b) incentives, marketing and communication and c) partnerships.

2.4 Expected outputs for development phase

Product	Type	Value	Description
Letters of commitment from all partners	partner	10	□ As well as the 5 partners involved in the DoI we have had interest from a range of others including Porto (PT), Riga (Latvia), Odense (DK), Charleroi (BE) and Ferrara (IT).
Research methodology	document	1	□ The methodology will be easy to follow, concise but robust. It will include information on qualitative and quantitative methodologies to be used by the thematic expert in the baseline study.
Kick Off Meeting	meeting	1	Programme will include structured networking / icebreaking activities and discussion of agree project objectives, activities, workplan, budget, roles and responsibilities etc. Old & new partners plus MA's and members of ULSG will be invited.
Partnership Agreement / Joint Convention	partnership agreement	1	□ This will build upon the urbact requirements and also include information specific to EVUE partners. It will clearly set out roles and responsibilities and timelines for activities and monitoring.

Desk research for baseline study	report	1	Description of state of the art at EU level - activities, policies etc - to be integrated into baseline study
Partner visit reports	report	10	A short report will be drafted following each visit with a summary of findings to feed into the baseline report. These will be in a consistent format to allow comparisons to be made between partners.
Draft baseline study	baseline study	1	Collate all information gathered in research phase and write full study including background and introduction; outline of the "state of the art" of existing knowledge; partner by partner information in comparative format; comparative analysis; conclusions and recommendations.
Final baseline study	baseline study	1	□ The baseline study will include information on the state of the art at EU level and assess the current situation in each of the partner cities. It will be drafted by the Thematic Expert and finalised in consultation with partners and stakeholders.
EVUE ULSG Terms of Reference and LAP Toolkit	document	1	The EVUE toolkit will be based on the templates and toolkit available from Urbact. These will be customised to the contexts and aspirations of the partners and supplemented with terms of reference for the ULSGs for each city.
1st Meeting of ULSG in each partner city	meeting	10	A template will be provided for agenda and meeting notes to ensure consistency.
Complete application form	application	1	□ The application form and all associated documents will be completed and agreed in consultation with all partners.
Communication and dissemination plan	communication tools	1	The plan will identify key project messages and audiences and set out communications activities and timeline. It will also look at dissemination and policy influence vehicles including city and EU level networks working in this field.
EVUE e-brochure / powerpoint	communication tools	1	In order to promote the project to potential new partners a short pdf brochure and animated powerpoint will be designed for use by existing partners
new partners	partner	5	□ EVUE has already attracted interest from a wide range of potential partners (including Odense, Riga, Ferrara and Porto) and had to restrict numbers at Declaration of Interest stage.
Steering Group Meeting	meeting	1	Based on discussions at the kick off meeting a small SG will be created comprising 4 or 5 members of the partnership.

Letters of intent from Managing Authorities	decision maker	10	Letters of intent following the Urbact template in the call for proposals will be collected from the MAs in each of the regions participating.
Contact / Meeting with Managing Authority	meeting	10	In many cases links between EVUE partners and MAs already exist. If this DoI is selected to go forward to the development stage, contact will be made to raise awareness of the EVUE project and to define the MA role in the implementation stage.
EVUE Urbact Local Support Group	local support group	10	□ Every partner will create an ULSG or add a sub group to a relevant existing body. In many cases these groups have already been identified.
robust project management structure and systems and partner guidance	document	1	Many of the partners including the lead partner have experience of EU funding programmes. Robust project systems are a prerequisite of smooth and efficient delivery and form an important part of the development phase.
Budget control and audit tool	document	1	□ A budget control and audit tool will be developed to monitor expenditure and activity progress at partner level, by expenditure item, by activity, by year and by funding source. It will include built in alert tools to highlight variances etc.

2.5 Summary framework for the Project Development Phase (first 6 months)

Objective	Action	Start date	End date	Description	Localization	Main partner	Participating partners	Products	Amount
1. To finalise the partnership	1.1. contact partners by phone and email	2009-12-01	2010-01-15	Based on work already carried out the partnership will be further developed initially through phone, email in order to have a final partnership which is balanced in terms of geography, sector and context. The aim at this point is to have a partnership of 10.	No particular location.	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - We have already had interest from a number of partners including Porto, PT (convergence), Riga (Latvia) (convergence), Odense (DK) (Competitiveness), Ferrara, IT (competitiveness).	5 new partners - 1 EVUE e-brochure / powerpoint	3,800.00 €
	1.2. Develop robust partnership agreement and contractual arrangements	2010-01-15	2010-04-22	Including roles and responsibilities, Urbact requirements for audit, monitoring, evidence retention, publicity and communications, procurement etc	/No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - □	1 Partnership Agreement / Joint Convention	1,500.00 €

	1.3. Hold Kick Off Meeting with Partners	2010-02-15	2010-02-16	Programme will include structured networking / icebreaking activities and discussion of agree project objectives, activities, workplan, budget, roles and responsibilities (including Steering Group membership) and desired outcome	Inner London - West - Westminster, London	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Managing Authorities and members of ULSG will also be invited to participate in the Kick Off Meeting	1 Kick Off Meeting	12,450.00 €
								Sub total	17,750.00 €
2. To complete a baseline study covering all partners	2.1. develop research methodology	2009-12-01	2010-01-15	An inclusive research methodology and tools (questionnaire etc) will be produced and sent to all partners for comment and approval. The first partners will also complete initial questionnaires which will form part of this methodology. Whilst the thematic expert will lead on this the partners will be closely involved to ensure understanding and ownership.	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Thematic Expert	1 Research methodology	1,250.00 €

	2.2. Carry out desk based and primary research	2009-12-01	2010-01-29	Based on methodology developed and expertise from within and outside the partnership a comprehensive picture of knowledge and activities in the field of EV in urban Europe will be compiled. This activity will be led by the thematic expert in consultation with Stockholm.	No particular location	City of Stockholm	Westminster City Council - City of Zografou - City of Frankfurt - Municipality of Suceava - Thematic expert, existing stakeholder groups	1 Desk research for baseline study	1,250.00 €
	2.3. Partner visits	2009-12-01	2010-03-19	Each partner city will be visited by the thematic expert and in some cases the lead partner's coordinator and interviews held with key members of partner staff and external stakeholders / members of ULSG to explore further the challenges faced, existing and planned actions, potential priorities for Local Action Plan etc	Meetings will take place in all partner cities.	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Thematic expert and 5 new members of the EVUE partnership	10 Partner visit reports	14,775.00 €

	2.4. Write baseline study	2010-03-22	2010-04-23	Collate all information gathered in research phase and write full study including background and introduction; outline of the “state of the art” of existing knowledge; partner by partner information in comparative format; comparative analysis; conclusions and recommendations. Partners will be consulted on draft and invited to share it with their own stakeholders - and potentially with their ULSG and MA where appropriate. Much of this information will feed into the Local Action Plans.	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Thematic expert and 5 new members of EVUE partnership	1 Draft baseline study - 1 Final baseline study	1,125.00 €
								Sub total	18,400.00 €
3. To develop ULSGs in each partner city	3.1. Contact local stakeholders to create / nominate ULSG members	2009-12-01	2010-02-26	Map / explore existing groups in each partner city to identify potential groups which could form ULGS; Where this is not possible identify key stakeholders in city and invite them to participate in LSG.	In each partner city	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - 5 new members of the EVUE partnership and their ULSG members.	10 EVUE Urbact Local Support Group	2,500.00 €

	3.2. Develop ULSG Terms of Reference and EVUE Toolkit for ULSGs	2010-02-01	2010-02-26	Project level terms of reference for ULSGs will be agreed including roles, responsibilities, actions, activities and desired outcomes. The project will also create an EVUE ULSG toolkit based on the programme level toolkit on the Urbact website. This will for example explain what a Local Action Plan is and how EVUE partners will develop one in each city and include hints and tips on meeting management and ideas for maintaining momentum within the ULSGs between meetings.	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Thematic Expert and 5 additional members of EVUE partnership	1 EVUE ULSG Terms of Reference and LAP Toolkit	1,250.00 €
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	3.3. First Meeting of EVUE ULSG in each partner city	2010-02-26	2010-04-19	Agenda for first meetings will include objectives and activities LSG and initial discussion on Local Action Plan based on (but adapting for local contexts where appropriate) the project level terms of reference and toolkit. A template will be provided for the agenda and concise meeting notes to encourage consistency of approach between partner cities.	All partner cities	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - 5 new members of EVUE partnership	10 1st Meeting of ULSG in each partner city	5,000.00 €
								Sub total	8,750.00 €
4. develop project application	4.1. Complete application form	2010-04-09	2010-05-24	Based on all the information collected during the development phase (including the information provided by Urbact at the training days in December 2009) the application form and all associated documents will be completed including workplan, communication and dissemination plan and budget for implementation phase.	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Thematic expert and 5 new members of EVUE partnership	1 Complete application form - 1 Communication and dissemination plan	5,250.00 €

	4.2. Collect letters of commitment from all partners	2010-05-04	2010-05-18	pre completed letters to be sent to all partners, copied onto their letter heading, signed and returned to the lead partner for submission to Urbact with the application form.	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - 5 new members of EVUE partnership	10 Letters of commitment from all partners	750.00 €
	4.3. Steering Group Meeting to validate Application Form	2010-05-04	2010-05-05	Agenda to include presentation of baseline study and time to go through the detail of the application form and all associated documentation. This will provide an opportunity for SG members to make suggested changes to the form and aim to promote ownership across the partnership.	Suceava -	Municipality of Suceava	Westminster City Council - City of Zografou - City of Stockholm - City of Frankfurt - Thematic expert 5 new members of EVUE partnership	1 Steering Group Meeting	9,725.00 €
								Sub total	15,725.00 €
5. involve Managing Authorities	5.1. Contact Managing Authorities	2009-12-01	2010-03-19	Contact the Managing Authorities of all partners meet them, raise awareness of the thematic network. Contact to be made through existing networks and links in each city – in most cases this contact already exists	All partner cities	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - 5 new members of EVUE partnership	10 Contact / Meeting with Managing Authority	5,000.00 €

	5.2. develop strategies to involve MAs	2010-02-01	2010-04-19	Begin work on outline structure and aims of local action plans to ensure that they will be in line with expectations and aspirations of MA and have potential to feed into forthcoming policy debates in the field of Electric Vehicles	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - 5 new members of EVUE partnership	10 Letters of intent from Managing Authorities	1,250.00 €
								Sub total	6,250.00 €
6. Management and Coordination	6.1. Set up project systems and structures	2009-11-24	2010-05-24	Define role of project coordinator, partner helpline, contact database etc	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - Thematic expert and 5 new members of EVUE partnership	1 robust project management structure and systems and partner guidance	3,750.00 €
	6.2. Budget control and audit tool	2010-01-04	2010-05-24	Explore existing partner systems and develop system which can be embedded within this which meets urbact requirements and where possible minimizes additional administrative burden on partners	No particular location	Westminster City Council	City of Zografou - City of Stockholm - City of Frankfurt - Municipality of Suceava - First Level Controllers where appropriate and five new members of EVUE partnership	1 Budget control and audit tool	4,200.00 €
								Sub total	7,950.00 €
								Total	74,825.00 €

2.6 Schedule for the Development phase (first 6 months)

Objective	Action	2009				2010			
1. To finalise the partnership					P	P	P		
	1.1. contact partners by phone and email				A	A			
	1.2. Develop robust partnership agreement and contractual arrangements					A	A		
	1.3. Hold Kick Off Meeting with Partners					A			
2. To complete a baseline study covering all partners					P	P	P		
	2.1. develop research methodology				A	A			
	2.2. Carry out desk based and primary research				A	A			
	2.3. Partner visits				A	A			
	2.4. Write baseline study					A	A		
3. To develop ULSGs in each partner city					P	P	P		

	3.1. Contact local stakeholders to create / nominate ULSG members				A	A			
	3.2. Develop ULSG Terms of Reference and EVUE Toolkit for ULSGs					A			
	3.3. First Meeting of EVUE ULSG in each partner city					A	A		
4. develop project application							P		
	4.1. Complete application form						A		
	4.2. Collect letters of commitment from all partners						A		
	4.3. Steering Group Meeting to validate Application Form						A		
5. involve Managing Authorities					P	P	P		
	5.1. Contact Managing Authorities				A	A			
	5.2. develop strategies to involve MAs					A	A		
6. Management and Coordination					P	P	P		

	6.1. Set up project systems and structures				A	A	A		
	6.2. Budget control and audit tool					A	A		

2.7 First attempt at an estimate of the carbon footprint and resource consumption for the Development phase

We have attempted to calculate an estimate of the carbon footprint and resource consumption based on:

Short flights (1 hour in air)

Number of planned journeys X 0.2 tonnes of carbon

SG, KO & baseline visit flights $6 \times 0.2 = 1.2$ tonnes

Medium flights (2 hour in air)

Number of planned journeys X 0.4 tonnes of carbon

SG, KO & baseline visit flights $10 \times 0.4 = 4$ tonnes

Long flights (3 hour in air)

Number of planned journeys X 0.6 tonnes of carbon

SG, KO & baseline visit flights $6 \times 0.6 = 3.6$

Medium train journeys (more than 300km)

Number of planned journeys X 0.2 tonnes of carbon

Paris training $2 \times 0.2 = 0.4$

Other trains to & from airports $6 \times 0.2 = 1.2$

Total = 10.4 Tonnes

All face to face meetings (both between partners and with MAs / ULSGs) will be held in venues close to public transport links and minimise the use of natural resources.

Between the face to face meetings (which are essential to the development of a successful project and partnership), every effort will be made to hold partner meetings via skype and other teleconferencing facilities.

Where airlines offer the opportunity to offset carbon partners will be encouraged to pay this charge although it is acknowledged that this may not be eligible for ERDF support.

In the development phase a project brochure / powerpoint will be developed and designed in pdf to avoid the resource implications of unnecessary printing. This project has at its heart the promotion of sustainable consumption and pollution reduction.

3. Initial partners involved in the project

3.1 Lead partner's experience

The lead partner is the City of Westminster in London. Westminster has a wealth of experience in related projects being the lead partner for the central London regeneration partnership known as Cross River Partnership (CRP). CRP comprises a range of organisations including local authorities, the London Development Agency, Transport for London, a range of public sector organisations including Visit London and Learning and Skills Council as well as business representation through local Business Improvement Districts.

Cross River Partnership's creative regeneration solutions create physical and social links between the two sides of the river in central London, breaking down barriers and creating conditions for economic growth.

Cross River Partnership's work focuses on three main areas:

1. Transport

Through its transport programme, Cross River Partnership aims to bring London's communities closer, improve access to jobs, healthcare and education and enhance public realm. Westminster is also at the heart of the Electric Vehicle debate in London, sitting on the capital's Electric Vehicle Working Group.

2. Regeneration

Bridging the gap between deprivation and prosperity in central London, CRP's regeneration programme not only focuses on physical improvements, but also enhancement of accessibility to jobs and support for local enterprise.

3. Employment

Cross River Partnership works with a large number of small to medium sized enterprises to encourage innovation and entrepreneurship, providing general business support.

Westminster City Council has been involved in a range of European funded projects (ESF and ERDF) and most recently

- High Speed Train Integration (HST4i) – funded through Interreg IIIB and led by the South East of England Development Agency. This project aimed to enhance the high speed rail network across the transnational region (UK, Belgium, France, Netherlands, Germany) through targeted infrastructure investment, upgrading of station environments and accessibility and the creation of multi-nodal transport hubs. With the overall aim of supporting the HST network, the projects also addressed the supporting infrastructure and mobility management services e.g. feeder routes, bus travel, information services, joint ticketing measures etc.

- Supply Cross River – funded through the London ERDF Programme and led by Westminster City Council. This project aims to promote diversification of suppliers to major public and private sector buyers in Central London. It will develop the capacity of small businesses to bid for and win contracts and contribute to the economic recovery of the City.

- Environmental Performance in Business Improvement Districts (BIDs) – funded through the London ERDF Programme and led by Westminster City Council. This project delivers support to businesses located in central London BIDs' and employer partnerships' areas, to improve their resource efficiency and reduce their contribution to climate change.

Through its involvement in these projects Westminster City Council has developed the systems necessary to run an efficient and effective EU funded project.

The proposed Project Coordinator (Matthew Noon) and Finance Officer (Maku Obuobi) have both been at the heart of the development and delivery of the above projects and thus have the skills and expertise required to successfully implement EVUE.

Matthew's current responsibilities include Project managing all aspects of the Transport and Public Realm activities within the central London area for Cross River Partnership. Ensuring close integration and partnership working with the City of London, City of Westminster, London Boroughs of Lambeth and Southwark and Transport for London. Key activities include:

- Project manager for Cross River Partnership as a delivery partner of the INTERREG High Speed Train Integration programme responsible for €4.9million investment in central London. Including all partnership working and ensuring all policies and processes were followed in accordance with EU ERDF guidelines.

- o 27 Partners from 5 countries with a total investment €4935million across NW Europe

- o Transnational partnership working increasing knowledge and sharing best practice

- o Ongoing project management with staffing, contracting, monitoring, publicity, procurement and ERDF requirements.

- Financial oversight and delivery of public realm schemes within central London. Approximate Value of schemes: £50,000 - £700,000.

- Partnership lead on Cross River Tram development ensuring five local authorities, regional transport and policy agencies were aligned, identification and mitigation of problems to achieve strategic and technical consistency and outcomes.

- Commissioning and procurement of schools education programme throughout central London to provide curriculum appropriate public transport and environmental education modules.

- To investigate, research and feedback on applicable developments to influence key stakeholders and scheme delivery

A full CV in europass format is attached to this Declaration of Interest.

3.2 Lead Partner's political involvement

Cllr Brian O Connell will be the leader of political involvement within the Lead Partner. Brian is Portfolio holder for Economic Development and a lead member of Westminster's Cabinet. He works closely with Cllr Danny Chalkley who leads on City Management on transport and infrastructure issues. Both councilors have close links with the Mayor of London and his team.

3.3 Experience and expectations of each partner

Name of partner	Local problem and challenge regarding this problematic	Policies and concrete ac-tions developed regarding this problematic	Willingness to define and adopt a local action plan	Willingness to set up an URBACT Local Support Group	Experience of working in related fields through transnational exchange	Expected learning from the network
Westminster City Council	X - The negative impacts of travel (air & noise pollution) and growing need to reduce carbon emissions to mitigate climate change are a key concern. London needs to maintain its competitive edge as an attractive and clean world city.	X - The Mayor has committed London to deliver 25000 electric vehicle charging points by 2015, which along with associated incentives and policy changes, seeks to encourage the adoption of new electric vehicles to improve London's environment and health.	X - Yes. We are very committed to develop a local action plan as we recognize the strengths and weaknesses involved with our current delivery programme for electric vehicle and seek to implement best practice to achieve a wider update of EV's.	X - Yes. The LSG will be the London EV Working Group bringing together local and regional authorities and public agencies involved in transport delivery including sustainable travel, air quality, climate change, EV and communication.	X - At an organisational as well as individual level, a high level of experience has been developed at the transnational level through Interreg IIC 'Cities Divided by Rivers in Europe and Interreg IIIB High Speed Train Integration programme.	X - Through sharing London's experiences with our partners and learning from other cities, we aim to inform and improve the policies and methods utilised so as to encourage faster uptake and adoption of electric vehicles in London.
City of Zografou	X - Athens has a major air pollution problem caused by private cars and freight traffic. Zografou has several institutions that attract heavy traffic. Challenges include lack of knowhow, political support and public resistance.	X - The municipal strategic plan and the operational program for development include green transport priorities, and also for reduction of pollution by cars.	X - A LAP is essential to introduce an integrated approach for the forthcoming traffic plan and efficient measures for EV, such as citizens awareness, research, pilot measures for public transport and utility vehicles, infrastructure, incentives.	X - YES. The composition of the ULSG will include: Ministries of Transport, & Planning, Region, Public transport municipal enterprise, Waste collection municipal enterprises, Universities and Schools, commercial associations, citizens and opinion leaders.	X - Zografou municipality is experienced in working with other EU cities, exchanging knowledge and transferring know-how. Examples: InterregIIIBmedoc project "GreenLink" (2006-2008), Culture 2007-2013 project "Garden Art Design" (2008-2010)	X - Zografou is keen to work with more experienced partners to import knowledge on the development of urban EV integration. Interest is focused on integrated approach, efficiency, sustainability, and transfer of know-how for managing action plans.
City of Stockholm	X - Stockholm sees the current challenges as poor availability of suitable vehicles, lack of both local and EU standards and infrastructure, and safety issues both in cars and at charging points.	X - The City has been working on clean vehicles for over 15 years as part of its strategy to be fossil free by 2050. Recent actions include a joint procurement initiative, collaborative research, testing EVs and monitoring of energy use.	X - There is already a local EV and PHEV strategy adopted by the City's Environmental Board. Preparation is ongoing to launch 1,000 – 2,000 EVs and PHEVs. Through EVUE this work will be subject to interregional exchange and review to improve planning.	X - Representatives of the local "Climate Pact" comprising 70 local companies, e.g. energy and taxi companies, car club, delivery firms with the regional Public transport provider and manufacturers like Scania will form a Stockholm electrical vehicle LSG	X - 15 years experience in EU clean vehicle collaborations, eg Zeus (Zero and low Emission vehicles in Urban Society), Elcidis (Electric vehicle goods distribution systems in cities), E-TOUR (Electric Two-wheelers on Urban Roads), Trendsetter (Civitas)	X - Compare efficiency of different incentives; Increase the number of Charging places on public ground; Common input to standardisation of charging; How to avoid modal shift from PT, bike, walking and other sustainable modes,

City of Frankfurt	X - Frankfurt will become a model city in Electric Vehicle Use. Today there is a low density of use and our challenge is to increase this in a sustainable way, where possible using renewable energy.	X - Frankfurt will start in accordance to their policy of promoting sustainable mobility a campaign for EV use and for implementing more charging stations through the city. The first was opened in this year as "solar charging station" (CO2-free produced)	X - YES Yes the City of Frankfurt will define a local action plan and starts some actions to develop this plan.	X - After discussion with the potential partners the City is keen to build a local support group including the city departments for environment, economics and traffic, Mainova AG (electricity supplier), traffiQ and Frankfurt Economic Agency.	X - Frankfurt is working since 2002 in some transnational projects for mobility (SAVE, PIMMS, PIMMS TRANSFER (interreg IVC) , ICMA) and does a good work in exchange of ideas and best practice.	X - How can we successful promote the use of EV as a part of multimodal mobility and how we can bring confidence to the public that EV is sustainable, future-proof and brings benefits for all people.
Municipality of Suceava	X - Pollution from traffic emissions and the impact on greenhouse gases is a major environmental issue in Suceava. Since Accession to the EU the City has additional; challenge to comply with EU regulations on clean air.	X - As part of EU funded project Suceava has piloted measures to reduce traffic pollution, including diversion of heavy traffic from city centre, promotion of walking and cycling and awareness raising about clean vehicles.	X - Yes the Municipality will develop a Local Action Plan to inform transport policies and start awareness of EV.	X - Yes The City sees the need for a LSG to bring our stakeholders together for the first time to learn from others and consider developing a joint local approach.	X - Participation in 1) CIVITAS project GUARD- SMILE 2) CATCH- Clean Accessible Transport for Community Health, 2002-2005	X - Transfer of know how from more advanced regions and economies to develop and implement a local integrated strategy for clean vehicles.

3.4 Integration of ULSG activities to project activities and outputs

Each of the partners involved in the Declaration of Interest has confirmed commitment to integrating ULSG activities to project activities and outputs. In most cases there is an existing body looking at Electric Vehicle policies and issues which could take on the role of ULSG.

The EVUE Local Action Plan toolkit will be a key part of the development of the ULSG. This will build upon the programme level toolkit and customize it to the specific contexts, needs and aspirations of the project partnership. It will clearly and concisely set out what constitutes an action plan and what steps will be taken by EVUE partners to develop one in each city. This is likely to include:

- A review of the evidence base (partly through the baseline study)
- Stakeholder and problem analysis
- Policy mapping
- SMART objectives for planned activities in each partner city
- Framework for action including engaging Managing Authorities and other policy stakeholders
- Consultation
- Launch

The toolkit will also include hints and tips for partners on how to successfully engage relevant stakeholders e.g. ideas on meeting management and how to maintain momentum and action between face to face meetings.

It will make use of the templates and guidance provided on the Urbact Website and tailor them to the needs of the project partners.

Members of ULSGs will be encouraged to participate in project meetings and activities both during the development phase and the implementation phase and this will be reflected in the project budget.

3.5 Participation of Managing Authorities of Operational Programmes

All partners involved in the Declaration of Interest have considered how they will engage MAs in this project:

Westminster City Council works closely with the Greater London Authority which comprises of the Mayor's office, London Development Agency and its sister organisation Transport for London, both of which sit on the Board of Cross River Partnership. Transport for London have been directly involved in the development of this DoI and have already sent a letter of intent which is attached to this Declaration of Interest. During the development phase a 3 way meeting is proposed between the LDA, TfL and Westminster City Council. From this an action plan will be developed outlining the role of the LDA and a timeline for future meetings and consultation. Westminster is a lead partner on 2 existing ERDF projects under the London Competitiveness Programme and has good relationships with the European Programme Monitoring Unit. The LDA's

participation will link closely to the work of the London Working Group on Electric Vehicles and inform future Operational Programmes in the region where appropriate.

Zografou is in Attiki and their Managing Authority is the Ministry for the Environment, Physical Planning and Public Works. Zografou is already involved in developing several projects regenerating public spaces that introduce innovative concepts for predominant pedestrian, cycle and clean public transports, and sustainable use of private cars within the framework of the Regional Operational Programme for the Attiki region from 2007-2013.

The OP includes four strategic objectives:

- making the region more attractive,
- improving quality of life and environmental protection,
- improving the competitiveness of the region's economy,
- creating more and better jobs.

Zografou is committed to engaging the MA in EVUE discussions and will share all project results with them with a view to informing future work in this field.

The Managing Authority in Sweden is Nutek - Swedish Agency for Economic and Regional Growth. The City of Stockholm is involved in the delivery of the Stockholm Operational Programme which focuses on the development of the region's international competitiveness. About 24% of the programme budget is currently dedicated to improving accessibility. The City of Stockholm is a leader in the development of Electric Vehicles and will meet the MA early in the Development Phase to explore how the results of EVUE can feed into future policy debates.

In Germany the Operational Programmes are run at regional level and Frankfurt is part of the Hessen region. The Managing Authority is the Ministry for Economy, Transport and State Development of the State of Hesse and the City of Frankfurt has established links with them. The programme aims to create and safeguard sustainable, competitive and well-paid jobs by enhancing the competitiveness of businesses in Hessen. The City of Frankfurt will engage the MA in discussions about EVUE in early stages of the development phase and will define a clear role for the MA in the implementation stage to ensure that results are fed into relevant policy debates.

In Romania the Operational Programmes are arranged by sector and the Managing Authority for the Transport OP is the Ministry of Transport in Bucharest. EVUE will also be of interest to the Environment OP whose MA is the Ministry of the Environment and Sustainable Development.

The Transport OP includes modernization of transport sector aiming at higher degree of environmental protection, human health and passenger safety amongst its priorities which is of clear relevance to EVUE. The Environment OP includes a range of priorities which aim to mitigate climate change and reduce pollution. Suceava is committed to engaging the MAs in the work of the project and to sharing project results with the MA with a view to informing future policy in this field.

3.6 Appointed Lead Expert

Sally Kneeshaw

Sally has a strong background in European level campaigning and partnership management. As External Expert Sally was instrumental in developing the Eurotowns network mobility taskforce from which an EU wide programme (Interreg IVC MMOVE Mobility Management over Europe, led by Reggio Emilia, Italy) was born. She managed the kick off phase of MMOVE and recently wrote the final report of the Interreg IIIB High Speed Train and Connect projects for the South East of England Development Agency. For the European Blind Union she ran successful campaigns to influence the design of the Euro and EU telecommunications regulations. Sally has managed a number of European funded transnational projects, and has extensive experience of facilitating groups and managing knowledge transfer in international partnerships.

A full Europass CV for Sally is attached to this Declaration of Interest.

4. Project Finance

4.1 Financial contribution by partner and source

ERDF

Name of partner	ERDF	% ERDF	Public contributor							Total	
			EX ANTE	State	Region	Local	Other public financing	Private	Public total financing		
Westminster City Council	19,355.00 €	70.00 %	0.00 €	0.00 €	0.00 €	8,295.00 €	0.00 €	0.00 €	8,295.00 €	27,650.00 €	
City of Zografou	9,060.00 €	80.00 %	0.00 €	0.00 €	0.00 €	2,265.00 €	0.00 €	0.00 €	2,265.00 €	11,325.00 €	
City of Stockholm	8,417.50 €	70.00 %	0.00 €	0.00 €	0.00 €	3,607.50 €	0.00 €	0.00 €	3,607.50 €	12,025.00 €	
City of Frankfurt	7,927.50 €	70.00 %	0.00 €	0.00 €	0.00 €	3,397.50 €	0.00 €	0.00 €	3,397.50 €	11,325.00 €	
Municipality of Suceava	10,000.00 €	80.00 %	0.00 €	0.00 €	0.00 €	2,500.00 €	0.00 €	0.00 €	2,500.00 €	12,500.00 €	
Sub total	54,760.00 €		0.00 €	0.00 €	0.00 €	20,065.00 €	0.00 €	0.00 €	20,065.00 €	74,825.00 €	
Total	54,760.00 €	73.18	0.00 €	0.00 €	0.00 €	20,065.00 €	0.00 €	0.00 €	20,065.00 €	74,825.00 €	
Total %	73.18 %	73.18 %	0.00 %	0.00 %	0.00 %	100.00 %	0.00 %	0.00 %	26.82 %	100 %	

4.2 Legal basis for decision of funding

ERDF

Name of partner	Public contributor	Total	Legal basis			
Westminster City Council	ERDF	19,355.00 €	19,355.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	8,295.00 €	8,295.00 €	Westminster City Council	2009-09-02	Cross River Partnership Board Meeting
	Other public financing	0.00 €				
City of Zografou	ERDF	9,060.00 €	9,060.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	2,265.00 €	2,265.00 €	City of Zografou	2009-09-23	Letter of commitment signed by Mayor
	Other public financing	0.00 €				
City of Stockholm	ERDF	8,417.50 €	8,417.50 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				

	Local	3,607.50 €	3,607.50 €	City of Stockholm	2009-09-21	Signed letter of commitment
	Other public financing	0.00 €				
City of Frankfurt	ERDF	7,927.50 €	7,927.50 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	3,397.50 €	3,397.50 €	City of Frankfurt	2009-09-21	Letter of commitment signed by elected representatives
	Other public financing	0.00 €				
Municipality of Suceava	ERDF	10,000.00 €	10,000.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	2,500.00 €	2,500.00 €	Municipality of Suceava	2009-09-10	Letter of commitment signed by elected representative
	Other public financing	0.00 €				

4.3 Expenditures per year and main budget line

Expenditure category	2009	2010	Total	%
Project coordination	0.00 €	0.00 €	0.00 €	0.00 %
Personnel	5,767.50 €	32,682.50 €	38,450.00 €	51.39 %
Meetings organisation	0.00 €	3,625.00 €	3,625.00 €	4.84 %
Travel and accommodation	500.00 €	15,750.00 €	16,250.00 €	21.72 %
Communication and dissemination	0.00 €	800.00 €	800.00 €	1.07 %
External expertise	0.00 €	7,200.00 €	7,200.00 €	9.62 %
Equipment	1,000.00 €	0.00 €	1,000.00 €	1.34 %
URBACT Local Support Groups	0.00 €	5,000.00 €	5,000.00 €	6.68 %
Managing Authorities	0.00 €	2,500.00 €	2,500.00 €	3.34 %
Total	7,267.50 €	67,557.50 €	74,825.00 €	100 %
%	9.71 %	90.29 %	100 %	-

4.4 Expenditures per year and source

Contributor nature		2009	2010	Total	%
ERDF	ERDF	5,282.25 €	49,477.75 €	54,760.00 €	73.18 %
	EX ANTE	0.00 €	0.00 €	0.00 €	0.00 %

	State	0.00 €	0.00 €	0.00 €	0.00 %
	Region	0.00 €	0.00 €	0.00 €	0.00 %
	Local	1,985.25 €	18,079.75 €	20,065.00 €	26.82 %
	Other public financing	0.00 €	0.00 €	0.00 €	0.00 %
	Private	0.00 €	0.00 €	0.00 €	0.00 %
Swiss Fund	Swiss Fund	0.00 €	0.00 €	0.00 €	0.00 %
	State	0.00 €	0.00 €	0.00 €	0.00 %
	Region	0.00 €	0.00 €	0.00 €	0.00 %
	Local	0.00 €	0.00 €	0.00 €	0.00 %
	Other public financing	0.00 €	0.00 €	0.00 €	0.00 %
	Private	0.00 €	0.00 €	0.00 €	0.00 %
Norway Fund	Norway Fund	0.00 €	0.00 €	0.00 €	0.00 %
	State	0.00 €	0.00 €	0.00 €	0.00 %
	Region	0.00 €	0.00 €	0.00 €	0.00 %
	Local	0.00 €	0.00 €	0.00 €	0.00 %
	Other public financing	0.00 €	0.00 €	0.00 €	0.00 %
	Private	0.00 €	0.00 €	0.00 €	0.00 %
	Total	7,267.50 €	67,557.50 €	74,825.00 €	100 %

	%	9.71 %	90.29 %	100 %	-
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4.5 Project cost per budget line

Expenditure category	Subcategories	Total
Project coordination		
Personnel	Project Coordinator	34,450.00 €
	Finance Officer	4,000.00 €
	Total	38,450.00 €
Meetings organisation	Kick off meeting	2,100.00 €
	Steering Group Meeting	1,525.00 €
	Total	3,625.00 €
Travel and accommodation	Travel for partner visits	6,000.00 €
	accommodation for partner visits	1,800.00 €
	Travel for kick off meeting	2,000.00 €
	Accommodation for kick off meeting	2,900.00 €
	Travel for SG meeting	1,850.00 €
	Accommodation for SG meeting	1,200.00 €
	Travel for urbact Training, Paris, Dec 2009	200.00 €
	Accommodation for Urbact Training, Paris, 2009	300.00 €
	Total	16,250.00 €
Communication and dissemination	Design and print	800.00 €
	Total	800.00 €
External expertise	Auditor	1,200.00 €

	Translation	6,000.00 €
	Total	7,200.00 €
Equipment	lightweight laptop	1,000.00 €
	Total	1,000.00 €
URBACT Local Support Groups	Inception Meetings	5,000.00 €
	Total	5,000.00 €
Managing Authorities	Participation at Kick Off Meeting	2,500.00 €
	Total	2,500.00 €
	Global budget	74,825.00 €

4.6 Expenditure breakdown per objective and main budget line

	1. To finalise the partnership	2. To complete a baseline study covering all partners	3. To develop ULSGs in each partner city	4. develop project application	5. involve Managing Authorities	6. Management and Coordination	Total
Project coordination	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €
Personnel	9,950.00 €	7,000.00 €	3,750.00 €	8,250.00 €	3,750.00 €	5,750.00 €	38,450.00 €
Meetings organisation	2,100.00 €	0.00 €	0.00 €	1,525.00 €	0.00 €	0.00 €	3,625.00 €
Travel and accommodation	4,900.00 €	7,800.00 €	0.00 €	3,550.00 €	0.00 €	0.00 €	16,250.00 €
Communication and dissemination	800.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	800.00 €
External expertise	0.00 €	3,600.00 €	0.00 €	2,400.00 €	0.00 €	1,200.00 €	7,200.00 €
Equipment	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	1,000.00 €	1,000.00 €
URBACT Local Support Groups	0.00 €	0.00 €	5,000.00 €	0.00 €	0.00 €	0.00 €	5,000.00 €
Managing Authorities	0.00 €	0.00 €	0.00 €	0.00 €	2,500.00 €	0.00 €	2,500.00 €
Total	17,750.00 €	18,400.00 €	8,750.00 €	15,725.00 €	6,250.00 €	7,950.00 €	74,825.00 €

5. Bank information

Partner		Bank info.
Westminster City Council	Bank name	Lloyds TSB Bank plc
	Adress	O Box 72, Bailey Drive, Gillingham Business Park, ME8 OLS, Gillingham, UK
	Bank code	30-12-18
	Account number	59012067
	IBAN number	GB07 LOYD 30121859012067
	SWIFT number	
	Internal reference	Gary Ramsden +44(0) 1925 485 252
	Account holder	City of Westminster (Euro Account)
City of Zografou	Bank name	
	Adress	
	Bank code	
	Account number	
	IBAN number	
	SWIFT number	
	Internal reference	
	Account holder	
City of Stockholm	Bank name	
	Adress	
	Bank code	
	Account number	
	IBAN number	
	SWIFT number	
	Internal reference	
	Account holder	
City of Frankfurt	Bank name	
	Adress	
	Bank code	
	Account number	
	IBAN number	

	SWIFT number	
	Internal reference	
	Account holder	
Municipality of Suceava	Bank name	
	Adress	
	Bank code	
	Account number	
	IBAN number	
	SWIFT number	
	Internal reference	
	Account holder	

6. Detailed information on the Lead and project Partners

Lead Partner Westminster City Council

Partner Institution	Westminster City Council
Address	Westminster City Hall 64 Victoria Street
Postcode	SW1E 6QP
City	London
Area	Inner London
Country	UNITED KINGDOM

Contact list

Name	M. Noon Matthew
Type	Lead Partner
Service	Cross River Partnership
Function	
Phone number	+442079260080
Mobile phone	
Fax	
Email	mnoon@lambeth.gov.uk

Name	Ms Obuobi Maku
Type	Finance Officer
Service	
Function	Programming and Planning Manager
Phone number	+442076412198
Mobile phone	
Fax	
Email	mobuobi@westminster.gov.uk

Name	M. Nagpul Anil
Type	Certifying Body
Service	Finance
Function	Assistant Director
Phone number	
Mobile phone	

Fax	
Email	anagpul@westminster.gov.uk

Partner City of Zografou

Partner Institution	City of Zografou
Address	7 Zografou Street
Postcode	15773
City	Zografou
Area	Attiki
Country	GREECE

Contact list

Name	M. Poulaki Maria
Type	Certifying Body
Service	Single Paying Authority
Function	First Level Control Unit
Phone number	+302131500471
Mobile phone	
Fax	+302131500453
Email	mpoulaki@mnec.gr

Name	Ms Botou Anastasia
Type	Local coordinator
Service	
Function	
Phone number	0039 055 587202
Mobile phone	0030 210 7779705
Fax	
Email	abotou@deadiz.gr

Partner City of Stockholm

Partner Institution	City of Stockholm
Address	The Environment & Health administration P.O. Box 8136

Postcode	SE-104 20
City	Stockholm
Area	Stockholm
Country	SWEDEN

Contact list

Name	M. Anjevall Tommy
Type	Certifying Body
Service	Joint Unit for Regional Structural Funds
Function	
Phone number	+4686819616
Mobile phone	
Fax	+4663513230
Email	tommy.anjevall@tillvaxtverket.se

Name	M. Ericson Jonas
Type	Local coordinator
Service	Environment and Health Administration
Function	Project manager, Clean Vehicles in Stockholm
Phone number	0046-761 228 946
Mobile phone	0046-761 228 946
Fax	
Email	Jonas.Ericson@miljo.stockholm.se

Partner City of Frankfurt

Partner Institution	City of Frankfurt
Address	traffiQ Stiftstrasse 9-17,
Postcode	D-60313
City	Frankfurt am Main
Area	Darmstadt
Country	GERMANY

Contact list

Name	M. Hauptmann Torsten
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Type	Certifying Body
Service	KPMG AG Wirtschaftsprüfungsgesellschaft Frankfurt am Main
Function	Partner audit - Wirtschaftsprüfer
Phone number	
Mobile phone	
Fax	+49 69 9587-1050
Email	thauptmann@kpmg.com

Name	M. Ansgar Roese
Type	Local coordinator
Service	Frankfurt Economic Development
Function	Director Centre of Logistics and Mobility
Phone number	+49 6921238764
Mobile phone	+4916090971198
Fax	+49692129824
Email	ansgar.roese@frankfurt-business.net

Name	M. Theissen Johannes
Type	Local coordinator
Service	
Function	Head of European Projects Unit
Phone number	004969 212 25108
Mobile phone	004969 212 25108
Fax	
Email	J.Theissen@traffiQ.de

Partner Municipality of Suceava

Partner Institution	Municipality of Suceava
Address	1 Mai boulevard no 5A , 720224 , Suceava , Romania
Postcode	720224
City	Romania

Area	Nord-Est
Country	ROMANIA

Contact list

Name	M. Dura Dan
Type	Project Coordinator
Service	European Projects Department
Function	
Phone number	0040722620020
Mobile phone	
Fax	
Email	dandura@primariasv.ro

Name	Ms Enache Mrieta
Type	Certifying Body
Service	Head of Unit
Function	Directorate for coordination of territorial activity
Phone number	0372111565
Mobile phone	0749196175
Fax	0372111565
Email	marieta.enache@mdipi.ro

7. Certifying bodies

Name of partner	Certifying body
Westminster City Council	M. Nagpul Anil - Finance - Assistant Director - Westminster City Hall 64 Victoria Street - SW1E 6QP - London -
City of Zografou	M. Poulaki Maria - Single Paying Authority - First Level Control Unit - 11, Navarchou Nikodimou 10558 Athens, Greece - 10558 - Athens -
City of Stockholm	M. Anjevall Tommy - Joint Unit for Regional Structural Funds - - Fyrvallavagen 1 Box 3034 - SE-831 03 - Ostersund -
City of Frankfurt	M. Hauptmann Torsten - KPMG AG Wirtschaftsprüfungsgesellschaft Frankfurt am Main - Partner audit - Wirtschaftsprüfer - Marie-Curie-Straße 30 60439 Frankfurt am Main - 60439 - Frankfurt am Main -
Municipality of Suceava	Ms Enache Mrieta - Head of Unit - Directorate for coordination of territorial activity - Stre. Apolodor nr. 12 Mezanin, Camera 15 Sector 5 - - Bucuresti -

8. Certification

I hereby certify that the information stated in this application is to the best of my knowledge accurate and true.

Signature :	Signature (Finance Director):
Name (Capital Letters):	
Function :	
Date:	

Official Stamp

