

ANNEXE N°1

Marseille, le 28 MAI 2019

Présidente de la Métropole
Présidente du Conseil Départemental des Bouches-du-Rhône

Madame Christina Bauer
Directrice de l'Autorité de gestion du
Programme Interreg Espace Alpin
Salzburger Landesregierung
Gouvernement régional de Salzburg
Abt. 1/01
Südtiroler Platz 11
A-5010 Salzburg
Autriche

Nos réf. : DSPDTSE-20130/2019-05-45039
Dossier suivi par : Luc BONNARD

Objet : déclaration de partenariat FEDER du programme européen INTERREG ESPACE APLIN

ERDF Partner Declaration

ALPINE SPACE INTERREG PROGRAMME

Title and acronym of the project: **Full Autonomous Vehicles in the Alpine Space, FAVAS**

I, the undersigned, **Martine VASSAL**, as the legal representative of **Metropole Aix-Marseille-Provence**, acting as project partner of the above mentioned project:

- 1) state that the institution I represent has public legal status public equivalent legal status
- 2) am aware of the Programme rules on reimbursement and non-existence of advance payment and confirm the availability of own resources for pre-financing the activities
- 3) state that the institution I represent commits itself to the project, and intends to provide EUR **19.036,50** as national co-financing to the total eligible partner's budget¹ as follows:

¹ 15% of the total eligible budget for all partners; 50% of the total eligible budget only for SMEs under Article 20 of the General Block Exemption Regulation (Commission Regulation (EU) No 651/2014)

STATEMENT ON PARTNER CONTRIBUTION

National co-financing	EUR	From
Own public contribution	19.036,50	Metropole Aix-Marseille-Provence
Automatic public contribution ²	<i>insert amount</i>	<i>insert name of the contributing organisation</i>
Other public contribution	<i>insert amount</i>	<i>insert name of the contributing organisation</i>
Own private contribution	<i>insert amount</i>	<i>insert name of the partner organisation</i>
Other private contribution	<i>insert amount</i>	<i>insert name of the contributing organisation</i>

- 4) confirm that no expenditure related to the above mentioned project has been, is or will be funded by any other EU funded programme
- 5) declare that the institution I represent is not under a bankruptcy proceedings, bears full legal capacity and is financially reliable

VAT STATEMENT

6) declare that

- only non-recoverable VAT is included** in the partner budget and that the non-recoverable VAT is borne by the partner and it will be eligible for reimbursement; **OR**
- partly recoverable VAT is included** in the partner budget and am aware that **only non-recoverable VAT** borne by the partner will be eligible for reimbursement; **OR**
- recoverable VAT is not included** in the partner budget and am aware that **recoverable VAT** will not be eligible for reimbursement

STATE AID³ RELEVANCE

7) declare that

- the institution I represent carries out an economic activity in the project (undertaking offering goods and services on the market regardless of its legal status and whether its aim is to make profit or not)

Yes

No

² To be filled in only in case the Member State provides (by automatic or by specific calls) national public contribution at the state level for the project selected by the Steering Committee.

³ According to Article 107 (ex Article 87) of the Treaty on the Functioning of the European Union, State aid is defined as any aid granted by a Member State or through State resources in any form whatsoever which distorts or threatens to distort competition by favouring certain undertakings or the production of certain goods

In case the answer is **YES**, the institution I represent applies for ERDF within the MED Programme under⁴:

- the *de minimis* Regulation (Commission Regulation (EU) No 1407/2013)
 - the General Block Exemption Regulation (Commission Regulation (EU) No 651/2014; article 20)
- 8) declare that the institution I represent commits itself in following the relevant public procurement rules (EC, national and programme) and in making the results available to the public according to the requirements of the Subsidy Contract, which will be signed between the INTERREG ALPINE SPACE Managing Authority and the Lead Partner after the approval of the project proposal
- 9) declare to accept the obligations as a partner deriving from the Subsidy Contract, which will be signed between the INTERREG ALPINE SPACE Managing Authority and the Lead Partner after the approval of the project proposal, and to respect the engagements deriving from the Partnership Agreement
- 10) declare that the information provided on this document is true and complete and am aware that, in case of approval of the project, any intentional false declaration may lead to its deprogramming.

Signature

Marseille - 28/05/2019

Place and date

Martine VASSAL

Présidente

Name of the Signatory

Position of the Signatory



Official stamp of the Signatory Structure

⁴ In order to choose the most suitable regime for your structure, please read carefully the section 2.4.9 of the Programme Manual. Only if you have selected the *de minimis* regime, you will have to sign the *de minimis* declaration

ANNEXE N°2

PART A - Project overview

A.1 Project identification

Programme priority	Priority 2 - Low Carbon Alpine Space	
Programme priority specific objective	SO2.2 - Increase options for low carbon mobility and transport	
Project acronym	FAVAS	
Project title	Full Autonomous Vehicles in the Alpine Space	
Project number	915	
Name of the lead partner organisation/original language	Pôle Véhicule du Futur	
Name of the lead partner organisation/English	Cluster Pole Vehicule du Futur	
Project duration 29 months 30 days	Start date	2019-10-02
	Closure date	2022-03-31

A.2 Project summary

Please give a short overview of the project (in the style of a press release) and describe:

- the common challenge you are jointly tackling in the project;
- the main objective of the project and the expected change the project will make to the current situation;
- what makes the project innovative;
- the main outputs you will produce and who will benefit from them, also after the end of the project;
- the approach you plan to take to tackle the identified challenges;
- the added value of the transnational approach: why do you plan to work at transnational level?

Society and cities face today mobility related challenges such as emissions, traffic casualties, traffic jams or land use. As solution, industry is developing (full) autonomous vehicles ((F)AV) with a disruptive potential on mobility and urban services. But literature shows that, depending on the use and degree of cooperation between FAVs and public transport (PT), increased or reduced traffic must be expected and existing mobility services and traffic management (TM) systems will not be adequate anymore. FAVAS aims at raising Public Authorities' (PAs) and Mobility Providers' (MPs) awareness of opportunities, challenges, impacts and risks of FAVs, at developing tools for optimized future low carbon mobility and transport solutions and at contributing to future mobility policies. FAVAS launches cooperation between PAs, MPs, R&D and industry to obtain transnationally applicable and accepted results. Improved knowledge on FAVs will help PAs and MPs taking informed decisions for optimised local and regional mobility and urban services or preparing adapted strategic policies.

The implementation of FAVs needs an integrated transnational approach to allow smooth mobility across borders. FAVAS will gather available knowledge enhanced with results of two surveys (PAs & MPs, citizens), develop and analyse FAV services and TM strategies and set a methodology to apply project results to a given territory. A common methodology and the focus on the Alpine Space (AS) allow covering all relevant use cases and travel purposes as well as intercultural comparisons of results and suggestions and ensures their exportation to other urban and rural areas or places where transnational door-to-door mobility occurs. The outcome is a handbook with guidelines for FAV services, implementation and TM as well as strategic policy recommendations, basis for future studies and pilot projects and helpful for local, regional, national and European PAs, MPs and industry.

A.3 Project budget summary

ERDF

Partner		Programme Co-financing		Contribution	Total Eligible Budget
Partner	Country	ERDF	ERDF Co-Financing(%)	Total Contribution	
Pôle Véhicule du Futur	FRANCE	253.232,00	85,00 %	44.688,00	297.920,00
Mulhouse Alsace Agglomération	FRANCE	88.782,50	85,00 %	15.667,50	104.450,00
Münchner Verkehrs- und Tarifverbund (MVV)	DEUTSCHLAND	137.530,00	85,00 %	24.270,00	161.800,00
Hochschule für angewandte Wissenschaften Kempten	DEUTSCHLAND	147.687,50	85,00 %	26.062,50	173.750,00
BSC, poslovno podporni center, d.o.o., Kranj, Regionalna razvojna agencija Gorenjske	SLOVENIJA	122.485,00	85,00 %	21.615,00	144.100,00
Prometni inštitut Ljubljana d.o.o.	SLOVENIJA	150.960,00	85,00 %	26.640,00	177.600,00
Politecnico di Torino	ITALIA	160.097,50	85,00 %	28.252,50	188.350,00
Città di Torino	ITALIA	98.430,00	85,00 %	17.370,00	115.800,00
Alpine Pearls – Verein zur Förderung eines nachhaltigen Tourismus mit umweltfreundlicher Mobilität	ÖSTERREICH	139.315,00	85,00 %	24.585,00	163.900,00
Land Salzburg	ÖSTERREICH	124.362,22	85,00 %	21.946,28	146.308,50
Universität Innsbruck	ÖSTERREICH	175.856,50	85,00 %	31.033,50	206.890,00
SASA SpA-AG	ITALIA	107.102,12	85,00 %	18.900,38	126.002,50
Metropole Aix-Marseille-Provence	FRANCE	107.873,50	85,00 %	19.036,50	126.910,00
Total		1.813.713,84	---	320.067,16	2.133.781,00

Non-ERDF

Partner		Programme Co-financing		Contribution	Total Eligible Budget
Partner	Country	Non-ERDF	Non-ERDF Co-Financing(%)	Total Contribution	
Total		0,00	---	0,00	0,00

A.4 Project outputs

Overview table on project outputs as defined in the work plan					
Programme output indicators	Project output indicator targets	Measurement Unit	Project output quantification (target)	Project output number	Project output (title)
OI2.1.2 - Number of developed strategic elements aiming at establishing trans-nationally integrated low carbon policy instruments	3,00	Number	0,00	T1.1.1	no output
			1,00	T2.1.1	FAVAS Mobility and Urban Services Guidelines
			1,00	T3.1.1	FAVAS Traffic Management Guidelines
			1,00	T4.1.1	FAVAS Policy Recommendations and Guidelines

PART B - Project partners and observers

B.1 Project Partners

Lead partner 1

Partner role in the project	LP
Name of the organisation in original language	Pôle Véhicule du Futur
Name of the organisation in English	Cluster Pole Vehicule du Futur
Abbreviation of the organisation	PVF
Department/unit/division in English	None/empty
Country (NUTS 0)	FR, FRANCE
Region (NUTS 2)	FR43, Franche-Comté
Sub-region (NUTS 3)	FR431, Doubs
Postcode and City	25461 Etupes
Street	Rue Armand Japy 15
Homepage	www.vehiculedefutur.com/en
Type of partner	business support organisation
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	FR 38 487 585 770
Entitled to recover VAT?	yes
Legal representative firstname	Denis
Legal representative lastname	Rezé
Legal representative email	president@vehiculedefutur.com
Legal representative telephone	+33 3 89 32 76 44
Contact person firstname	Bruno
Contact person lastname	Grandjean
Contact person email	bg@vehiculedefutur.com
Contact Person Telephone	+33 6 74 37 37 27
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	Since 2005, PVF cooperates with national and local authorities and its main objective is to create solutions for tomorrow's vehicles and mobility with a view to achieving sustainable development and job creation in Grand Est and Bourgogne-Franche-Comté. PVF addresses 5 strategic business areas and 15 related topics in the development of collaborative research and innovation projects, among them: Hybrid and electric powertrains, E-vehicle charging infrastructure and smart grids, Mobility services, connected and autonomous vehicles. PVF took part in several European funded research and pilot projects for key industrial players and regional public bodies: ELMOs; ENEVATE; S_LIFE, e-Moticon.
What is the partner's role and responsibility in the project?	PVF is FAVAS's LP and responsible for WP.M, contributes to WP.T1-T4 and support WP.C leader in communication activities.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	INTERREG AS,e-MOTICON,e-mobility,WP Leader;INTERREG VA Greater Region, PAE, accelerating automotive SME growth and internationalisation, responsible for project communication; H2020 COSME, EACN for Joint Industrial modernisation Investments, Lead Partner

Project partner 2

Partner role in the project	PP
Name of the organisation in original language	Mulhouse Alsace Agglomération
Name of the organisation in English	Mulhouse Alsace Agglomeration
Abbreviation of the organisation	M2A
Department/unit/division in English	Pole Mobility and Transport
Country (NUTS 0)	FR, FRANCE
Region (NUTS 2)	FR42, Alsace
Sub-region (NUTS 3)	FR422, Haut-Rhin
Postcode and City	68948 Mulhouse Cedex 9
Street	Rue Pierre et Marie Curie 2
Homepage	http://www.mulhouse-alsace.fr/
Type of partner	local public authority
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	FR 3P 2000 660 09
Entitled to recover VAT?	yes
Other national identifying number	
Type of identifying number	
Legal representative firstname	Fabian
Legal representative lastname	Jordan
Legal representative email	loic.schubnel@mulhouse-alsace.fr
Legal representative telephone	+33 3 89 32 58 58
Contact person firstname	Christophe
Contact person lastname	Wolf
Contact person email	Christophe.Wolf@mulhouse-alsace.fr
Contact Person Telephone	+33 3 69 77 60 11
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	Mulhouse Alsace Agglomération (M2A) is an urban territory of about 270 000 inhabitants. For 20 years, its mobility policy has been focused on technological, economical and societal innovations that could be reproducible elsewhere. It mobilizes all kinds of stakeholders (academic or industrial) for development, social inclusion and energy transition, with mobility as a service as the ultimate goal. Its strategy is based on 4 pillars : New uses and business models, Mobility and social inclusion, Energy transition, Autonomous vehicles and the city. M2A has launched a living lab (TUBA Mulhouse) that will be used to capitalize on user feedbacks and best practices. In addition to the running pilot project SIMPHA (autonomous vehicles for people with disabilities), M2A is studying the deployment of autonomous shuttles on specific sites.
What is the partner's role and responsibility in the project?	M2H is leader of Activity 'T2.3 Enhanced FAVs for urban services' and participate to other WPs. M2A provides access to users of the TUBA Mulhouse living lab, and to other PAs and MPs in the Mulhouse region.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	

Project partner 3

Partner role in the project	PP
Name of the organisation in original language	Münchner Verkehrs- und Tarifverbund (MVV)
Name of the organisation in English	Munich Transport and Tariff Association
Abbreviation of the organisation	MVV
Department/unit/division in English	Regional bus planning
Country (NUTS 0)	DE, DEUTSCHLAND
Region (NUTS 2)	DE21, Oberbayern
Sub-region (NUTS 3)	DE212, München, Kreisfreie Stadt
Postcode and City	80538 München
Street	Thierschstraße 2
Homepage	www.mvv-muenchen.de
Type of partner	infrastructure and (public) service provider
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	DE 129423978
Entitled to recover VAT?	Partly For investments (hardware) and investigations
Other national identifying number	
Type of identifying number	
Legal representative firstname	Bernd
Legal representative lastname	Rosenbusch
Legal representative email	bernd.rosenbusch@mvv-muenchen.de
Legal representative telephone	+49 (89) 210-33286
Contact person firstname	Till
Contact person lastname	Happel
Contact person email	till.happel@mvv-muenchen.de
Contact Person Telephone	+49 (89) 210-33257
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	The MVV region consists of the City of Munich and the eight surrounding counties with a total of 176 municipalities. MVV coordinates all public transport (more than 40 PT service providers), is responsible for suburban and rural bus lines and tariff planning, provision of travel information, conducting transport and market research, collection and distribution of revenue from PT services and long term conceptual planning. Thus MVV is a crucial bridge between the R&D and real-life enablers for the implementation of autonomous driving. New bus services like BRT are getting more and more important in the political discussion concerning innovative, sustainable transport solutions. MVV has 40 years of experience in valuation of bus services in the Munich region and consults its public shareholders. Especially for the regional bus supply MVV needs to know the next steps to implement autonomous driving: Needed infrastructure? Modification of legislation? Impact on public tendering process?
What is the partner's role and responsibility in the project?	MVV is LP for WP.T2 'Mobility and Urban Service development' as well as for Activities A.T1.3 and A.T2.2. MVV will also participate in all other WP and gather information and share results within its 40 PT providers.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	MVV has been (and is currently) actively involved in several EU research projects such as ASTUS, MORECO, PUMAS and SaMBA.

Project partner 4

Partner role in the project	PP
Name of the organisation in original language	Hochschule für angewandte Wissenschaften Kempten
Name of the organisation in English	University of Applied Sciences Kempten
Abbreviation of the organisation	HKE
Department/unit/division in English	Forschungszentrum Allgäu (FZA)
Country (NUTS 0)	DE, DEUTSCHLAND
Region (NUTS 2)	DE27, Schwaben
Sub-region (NUTS 3)	DE273, Kempten (Allgäu), Kreisfreie Stadt
Postcode and City	87435 Kempten
Street	Bahnhofstrasse 61-69
Homepage	www.hochschule-kempten.de
Type of partner	higher education and research
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	DE272696642
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Wolfgang
Legal representative lastname	Hauke
Legal representative email	praesedent@hs-kempten.de
Legal representative telephone	+49 (831) 2523-100
Contact person firstname	Andreas
Contact person lastname	Rupp
Contact person email	andreas.rupp@hs-kempten.de
Contact Person Telephone	+49 (831) 2523-101
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	THEMATIC: strong international oriented HE institution covering a wide range of thematic competences relevant for all Outputs: ICT-systems, electrical power systems, power consumption models based on a driver model and integration in renewable energies; "E-mobility coaching", a method to incentive the adoption of e-mobility-products/solutions. INSTITUTIONAL: educational & scientific work is already embedded internationally. HKE is connected to local & regional technology networks & clusters.
What is the partner's role and responsibility in the project?	Participation in WPT1 to T4 (e.g. data collection, stakeholder & citizen's surveys, support to theoretical use cases. Responsible for the development and application of FAVAS results on a rural AS area (A.T4.2).
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	ENEVATE 2.0 – European Network of Electric Vehicles and Transferring Expertise, INTERREG IVB, North-West Europe; CO2NeuTrAlp, INTERREG Alpine Space: eE-Tour Allgäu in cooperation with VLOTTE, CARE4TECH, e-Moticon

Project partner 5

Partner role in the project	PP
Name of the organisation in original language	BSC, poslovno podporni center, d.o.o., Kranj, Regionalna razvojna agencija Gorenjske
Name of the organisation in English	BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska
Abbreviation of the organisation	BSC Kranj RDA of Gorenjska
Department/unit/division in English	Transnational projects
Country (NUTS 0)	SI, SLOVENIJA
Region (NUTS 2)	SI02, Zahodna Slovenija
Sub-region (NUTS 3)	SI022, Gorenjska
Postcode and City	4000 Kranj
Street	Cesta Staneta Žagarja 37
Homepage	http://www.bsc-kranj.si/
Type of partner	sectoral agency
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	SI32865597
Entitled to recover VAT?	Partly Partially. The share of VAT to be recovered annually is specified each year by external accounting office.
Other national identifying number	
Type of identifying number	
Legal representative firstname	Rok
Legal representative lastname	Šimenc
Legal representative email	info@bsc-kranj.si
Legal representative telephone	+386 (4) 281 72 30
Contact person firstname	Blanka
Contact person lastname	Odlazek
Contact person email	blanka.odlazek@bsc-kranj.si
Contact Person Telephone	+386 (4) 281 72 42
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	BSC Kranj RDA of Gorenjska has the public authority to: perform the activities on balanced regional development of 18 municipalities (by the Government Office for Local Self-Government and Regional Policy authority), prepare Regional Development Plans and cooperate with local and national authorities for regional policy development, coordinate the Council of Gorenjska region and Development council of Gorenjska region (18 municipalities, 18 companies, 9 NGOs). Our main regional priority is establishment of a sustainable and functional mobility and initiation of specific policy actions implementing infrastructural and technological innovation for FAV including autonomous driving technologies involving cooperation with local public transport, PAs also responsible for infrastructure and private mobility users.
What is the partner's role and responsibility in the project?	BSC Kranj RDA of Gorenjska is responsible for A.T.1.4: coordinating citizen surveys, testing the feasibility and acceptance of FAV by PAs, tourism sector and citizens and contributing to policy development by PAs on all levels.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	2014-2020: from 26 current INTERREG programmes: Alpine Space: e-MOTICON, e-mobility infrastructure; PEACE Alps, SEAPs; SaMBA, low emission vehicles; Europe: e-MOPOLI, AFV policies; Danube: LENA, e-biking development.

Project partner 6

Partner role in the project	PP
Name of the organisation in original language	Prometni institut Ljubljana d.o.o.
Name of the organisation in English	Institute of Traffic and Transport I.I.c.
Abbreviation of the organisation	PI
Department/unit/division in English	none
Country (NUTS 0)	SI, SLOVENIJA
Region (NUTS 2)	SI02, Zahodna Slovenija
Sub-region (NUTS 3)	SI021, Osrednjeslovenska
Postcode and City	1000 Ljubljana
Street	Kolodvorska 11
Homepage	www.prometni-institut.si
Type of partner	higher education and research
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	SI34722645
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Peter
Legal representative lastname	Verlič
Legal representative email	peter.verlic@prometni-institut.si
Legal representative telephone	+386 (1) 2914627
Contact person firstname	Aleksandar
Contact person lastname	Dobrijević
Contact person email	aleksandar.dobrijevic@prometni-institut.si
Contact Person Telephone	+386 (4) 133 60 15
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	PI is a research organisation founded by Slovenian Railways with 50 years of experiences in research, consultancy and technical knowledge in transport. PI employs 15 experts specialized in the fields of: Transport economics, Traffic technology, Civil engineering, Transport related IT/T, Railway infrastructure, Traffic and transport models, Investment documentation and Legislation and standardization of transport sector. During its development PI has become an internationally recognized research institute placed on International Railway Research Board (IRRB) at UIC (International Union of Railways). PI is also included in membership in Slovenian Chamber of Engineers and is registered at Slovenian Research Agency.
What is the partner's role and responsibility in the project?	PI is lead for WP.T4 and A.T4.1. PI cooperates in all WP with the PP and contributes with its expertise and rigorous scientific working methods to get high quality results.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	TransSAFEAlp, Transitects, AlpinnoCT (Alpine Space), ACROSSEE (South East Europe), ADB Multiplatform, GIFT, MEDNET, SMART PORT (MED Programme), REZIPE, SUBNODES (Central EU), CIVITAS ELAN (FP 7), SocialCAR (H2020), PI manages nat. PT integration project.

Project partner 7

Partner role in the project	PP
Name of the organisation in original language	Politecnico di Torino
Name of the organisation in English	Politecnico di Torino
Abbreviation of the organisation	POLITO
Department/unit/division in English	Interuniversity Department of Regional and Urban Studies and Planning
Country (NUTS 0)	IT, ITALIA
Region (NUTS 2)	ITC1, Piemonte
Sub-region (NUTS 3)	ITC11, Torino
Postcode and City	10129 Torino
Street	Corso Duca degli Abruzzi 25
Homepage	www.polito.it
Type of partner	higher education and research
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	IT00518460019
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Guido
Legal representative lastname	Saracco
Legal representative email	segreteria.rettore@polito.it
Legal representative telephone	+39 (011) 0906300
Contact person firstname	Cristina
Contact person lastname	Pronello
Contact person email	cristina.pronello@polito.it
Contact Person Telephone	+39 (011) 0905613
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	POLITO is a leading technological university in Italy and Europe, member of the major European interuniversity networks drawing up about 800 contracts/year. From 11/2016 to 10/2019 Prof. Cristina Pronello has got the Chair on ITS and Territorial Dynamics at Sorbonne Universités - UTC. The Chair is related to FAVAS activities and provides the setup of living labs in the three biggest urban areas of Oise department and in the Piemonte region. In Torino mobility of future is conceived and designed, with attention to the peoples' perception of autonomous mobility. She is the vice-Chair of the COST-action WISE_ACT on the wider impacts of autonomous vehicles and of the Board of Directors of Ferrovie dello Stato Italiane, she was President of the Transport Authority of the Piemonte Region. Her large expertise in transport economics, transport planning and modelling, ITS, travel behaviour, survey design and data collection techniques will benefit to FAVAS' surveys and use case scenarios.
What is the partner's role and responsibility in the project?	POLITO is lead partner for WP.T1 and Activity A.T1.2 'Survey design', POLITO will also contribute to the other WPs including WP.C.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	The team gained experience in European projects focusing on the development of public/private partnerships and the experimentation of innovative ITS services. COST-Action: WISE-ACT; Alpine Space: AlpInfonet; FP7: Opticitities; SMART-WAY; H2020: Skillfull

Project partner 8

Partner role in the project	PP
Name of the organisation in original language	Città di Torino
Name of the organisation in English	City of Turin
Abbreviation of the organisation	CTo
Department/unit/division in English	European Fund and Innovation Department
Country (NUTS 0)	IT, ITALIA
Region (NUTS 2)	ITC1, Piemonte
Sub-region (NUTS 3)	ITC11, Torino
Postcode and City	10122 Torino
Street	Piazza Palazzo di Città 1
Homepage	www.comune.torino.it
Type of partner	local public authority
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	IT00514490010
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Gianfranco
Legal representative lastname	Presutti
Legal representative email	segreteriaipresutti@comune.torino.it
Legal representative telephone	+39 011 011 30502
Contact person firstname	Michele
Contact person lastname	Fatibene
Contact person email	michele.fatibene@comune.torino.it
Contact Person Telephone	+39 011 011 25883
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	The territory of Turin is rich in companies, university departments and research institutions active in the fields of automotive, components, telecommunications, sensors, advanced electronics and artificial intelligence. The City of Turin intends to promote dialogue between these stakeholders in order to preserve and strengthen the ecosystem conducive to the development of innovation in the field of mobility and transport. With the Torino Smart Road MoU (2018) an agreement has been signed between the signatory parties with the common goal to make Turin the best ecosystem to test autonomous and connected vehicles, with a focus on sharing of know-how, economic and physical resources, each in relation to its own abilities and availability. The City of Turin, with a Deliberation of the City Council, has committed itself to pursue the above objectives, making available some roads of its territory (35 km urban circuit) to allow the experimentation of autonomous and connected vehicles.
What is the partner's role and responsibility in the project?	CTo contributes to all WPs of FAVAS with its experience, competence and results of field experimentations with AV. Leader of A.T3.1, participation in WP.T1-T4 and Communication. CTo is NOT performing any economic activity in FAVAS or as a result of it.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	Città di Torino is partner in several EU projects in the Smart Mobility domain, such as: I-MOVE, STEVE, GOEASY, HARMONY in H2020 Programme; SOLEZ in Central Europe Programme.

Project partner 9

Partner role in the project	PP
Name of the organisation in original language	Alpine Pearls – Verein zur Förderung eines nachhaltigen Tourismus mit umweltfreundlicher Mobilität
Name of the organisation in English	Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility
Abbreviation of the organisation	AP
Department/unit/division in English	none
Country (NUTS 0)	AT, ÖSTERREICH
Region (NUTS 2)	AT32, Salzburg
Sub-region (NUTS 3)	AT322, Pinzgau-Pongau
Postcode and City	5453 Werfenweng
Street	Weng 42
Homepage	www.alpine-pearls.com
Type of partner	other
Please explain	Austrian association, members are municipalities and tourism associations in the Alpine Space
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	ATU 62244468
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Peter
Legal representative lastname	Brandauer
Legal representative email	president@alpine-pearls.com
Legal representative telephone	+43 (6466) 200 20
Contact person firstname	Svea
Contact person lastname	Lauterjung
Contact person email	svea@alpine-pearls.com
Contact Person Telephone	+43 (664) 200 77 45
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	Alpine Pearls (AP) is a transnational association of 25 municipalities from 6 countries across the alpine regions, which aims to promote sustainable tourism activities for local development. The activities raise awareness on issues like climate change and soft mobility, and in the same time promote local identities, cultural heritage and traditions of the involved communities. In many AP municipalities, in cooperation with local and regional authorities, innovative solutions for traffic mitigation and cutting down on carbon emissions have been realized.
What is the partner's role and responsibility in the project?	WP.C leader for networking and communication activities and organisation of seminars / events. AP members serving as pilot regions for the project and bringing in 'touristic' point of view.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	Erasmus+: STREET (2016-2018) Expert Sustainable Mobility and Tourism (ESMT). EUROPE FOR CITICENS: GEMS (2016-2018), INTERREG Alpine Space: e-Moticon (1.11.2016 – 30.4.2019), UBA Germany: Mobility Camps Alps (2017-2018)

Project partner 10

Partner role in the project	PP
Name of the organisation in original language	Land Salzburg
Name of the organisation in English	The Federal State Land Salzburg
Abbreviation of the organisation	FSLS
Department/unit/division in English	Regional government office of the Land Salzburg
Country (NUTS 0)	AT, ÖSTERREICH
Region (NUTS 2)	AT32, Salzburg
Sub-region (NUTS 3)	AT323, Salzburg und Umgebung
Postcode and City	5010 Salzburg
Street	Land Salzburg, Amt der Salzburger Landesregierung, Postfach 527
Homepage	www.salzburg.gv.at
Type of partner	regional public authority
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	ATU36796400
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Christian
Legal representative lastname	Nagl
Legal representative email	christian.nagl@salzburg.gv.at
Legal representative telephone	+43 (662) 8042-4300
Contact person firstname	Ahmed Ludwig
Contact person lastname	Noor
Contact person email	ahmed.noor@salzburg.gv.at
Contact Person Telephone	+43 (662) 8042-4488
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	The FSLS hosted two trials with automated shuttles on public roads in mixed traffic situations in a rural environment, Koppl near Salzburg (rural, 2017) and the ongoing project 'Digibus Austria' aiming at testing methods, technologies and vehicles (level 3) and at creating basis for level 4 ("High Automation"). Thus, expertise can be contributed to the FAVAS project: Requirements for the set-up, future integration and environment regarding the topography, infrastructure, weather conditions, etc. of FAVs into intermodal mobility systems in rural areas; experiences with traffic-safe completion of typical driving scenarios in a mixed traffic situation; requirements for the deployment process of new routes; concepts for interaction scenarios with passengers and other road users; insights on methods and tools for user requirements and community engagement. Also, the FSLS is well connected to scientific and economic partners (AT & international) along the whole value chain for FAVs.
What is the partner's role and responsibility in the project?	Leader of Activity A.T3.2, conduction of surveys for WP.T1, bringing in expertise and experience to all relevant work packages (mainly WP.T3 and WP.T4)
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	FSLS has long experience in initialising/participating in transport/mobility related projects. Currently FSLS is PP in the Austrian flagship project 'Digibus@ Austria'. Thus, FSLS is able to lead the defined task and to carry out the specified activities.

Project partner 11

Partner role in the project	PP
Name of the organisation in original language	Universität Innsbruck
Name of the organisation in English	University of Innsbruck
Abbreviation of the organisation	UIBK
Department/unit/division in English	Department of Infrastructure Engineering
Country (NUTS 0)	AT, ÖSTERREICH
Region (NUTS 2)	AT33, Tirol
Sub-region (NUTS 3)	AT332, Innsbruck
Postcode and City	6020 Innsbruck
Street	Innrain 52
Homepage	https://www.uibk.ac.at/
Type of partner	higher education and research
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	ATU57495437
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Wolfgang
Legal representative lastname	Rauch
Legal representative email	Wolfgang.Rauch@uibk.ac.at
Legal representative telephone	+43 (512) 507-62100
Contact person firstname	Markus
Contact person lastname	Mailer
Contact person email	markus.mailer@uibk.ac.at
Contact Person Telephone	0043 (512) 507-62400
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	<p>UIBK is the largest institution of higher education and research in the western part of Austria. Located at a traditional north-south crossroad connecting Europe, UIBK is oriented internationally while positioned locally and has a strong multi- and interdisciplinary Research Focus on Alpine Regions. The Unit Intelligent Transport Systems is part of this Research Focus. Its Head Prof Mailer is speaker of the Research Centre Alpine Infrastructure Engineering embedded in this Research Focus. Research includes projects on sustainable mobility and tourist travel in Alpine regions. Since 11.2018 the unit runs the Center for Mobility Change, an Innovation Lab funded in the Austrian Research Programme Mobility of the Future, dealing with the change and transformation of mobility in the era of digitalisation. Prof Mailer is engaged in the ITS Austria initiative and is Austrian representative in the Management Committee of the COST Action WISE_ACT on wider impacts of autonomous vehicles.</p>
What is the partner's role and responsibility in the project?	<p>UIBK is Activity leader of A.T1.1 'Literature review' and A.T4.3 Use case scenario for transnational door-to-door mobility. UIBK contributes to all other WPs.</p>
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	<p>UIBK coordinates 7 H2020 projects and is partner in 53 EU-projects (incl. 9 ERC grants). In 2018, UIBK carried out 22 EFRE projects. Prof Mailer coordinated an Interreg Austria-Bavaria Project (2013-2015).</p>

Project partner 12

Partner role in the project	PP
Name of the organisation in original language	SASA SpA-AG
Name of the organisation in English	SASA SpA-AG
Abbreviation of the organisation	SASA
Department/unit/division in English	none
Country (NUTS 0)	IT, ITALIA
Region (NUTS 2)	ITH1, Provincia Autonoma di Bolzano/Bozen
Sub-region (NUTS 3)	ITH10, Bolzano-Bozen
Postcode and City	39100 Bolzano / Bozen
Street	via Buoizzi / Buozzistrasse 8
Homepage	http://www.sasabz.it
Type of partner	infrastructure and (public) service provider
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	IT00359210218
Entitled to recover VAT?	yes
Other national identifying number	
Type of identifying number	
Legal representative firstname	Petra
Legal representative lastname	Piffer
Legal representative email	petra.piffer@sasabz.it
Legal representative telephone	0000
Contact person firstname	Markus
Contact person lastname	Windegger
Contact person email	markus.windegger@sasabz.it
Contact Person Telephone	+39 0471 519 603
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	- Partner and Lead partner of several EU funded projects related new mobility services (Interreg IT-CH MENTOR), alternativ technologies (Fuel Cells, such as the projects CHIC, JIVE, LIFE, ...) - Public Transport Operator with a strong capacity of innovation
What is the partner's role and responsibility in the project?	Activity leader A.T2.1: Mobility services using FAVs. Contributions to all relevant WPs including communication.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	CHIC: Operating 5 Fuel Cell (FC) Buses / MENTOR: Software integration for Mobility as a Service; JIVE: Testing FC veh. and refuelling infrastructure; LIFE: Building a hydrogen production and a concept for distribution and refuelling outside of Bolzano.

Project partner 13

Partner role in the project	PP
Name of the organisation in original language	Metropole Aix-Marseille-Provence
Name of the organisation in English	Aix-Marseille-Provence Metropolis
Abbreviation of the organisation	AMP
Department/unit/division in English	General Directorate Mobility and Transports
Country (NUTS 0)	FR, FRANCE
Region (NUTS 2)	FR82, Provence-Alpes-Côte d'Azur
Sub-region (NUTS 3)	FR824, Bouches-du-Rhône
Postcode and City	13567 Marseille Cedex 02
Street	Boulevard Charles Livon 58
Homepage	www.ampmetropole.fr
Type of partner	local public authority
Legal status	public
Co-financing source	ERDF
Co-financing rate (%)	85.00
VAT number	FR19200054807
Entitled to recover VAT?	no
Other national identifying number	
Type of identifying number	
Legal representative firstname	Martine
Legal representative lastname	VASSAL
Legal representative email	dga-met-developpement-economique-airs@ampmetropole.fr
Legal representative telephone	00 33 4 95 09 59 00
Contact person firstname	Marianne
Contact person lastname	REINIG
Contact person email	marianne.reinig@ampmetropole.fr
Contact Person Telephone	00 33 4 91 99 70 32
Which are the partner's thematic competences and experiences relevant for the project? What are the institutional role and policy addressing capacity of the partners?	AMP is responsible for organizing and managing all public transport on its territory: urban bus, tram, metro, intercity bus lines between 92 towns and villages. AMP is partner of the INDID project (CEF TRANSPORT), a C-ITS pilot deployment project aiming at developing and experimenting innovative C-ITS solutions as contribution to 2 major objectives of the EU strategy for mobility of the future: 1. Development and test of a digital infrastructure, including both digital maps and Day 2 C-ITS services involving intelligent road infrastructure, to enhance road users' experience, protect vulnerable road users, augment the perception of users and vehicles and pave the way towards augmented and autonomous mobility, 2. democratisation of C-ITS, involving new stakeholders in the ecosystem with new testing sites, new use-cases to better cover the value chain and the needs of end users, and new technologies to make C-ITS more performant, scalable and future-proof. INDID is complementary to FAVAS.
What is the partner's role and responsibility in the project?	WP leader WP.T3 'Traffic management Strategies' and responsible of activity A.T3.3 'Public policy framing conditions'. Participation in all WPs.
If applicable, describe the organisation's experience in participating in and/or managing EU co-financed projects or other international projects.	2007-13: ERDF PACA (85 op./19 M€) and ESF nat. operating programme (>200 op./20 M€). 2014-20: management of ERDF PACA, ESF nat. operating programme, 2 LIFE projects, 1 UIA project, 1 INTERREG MED project and 1 URBACT project on transport thematic.

B.2 Observers

Observer 1

Partner role in the project	OBS
Name of the organisation in original language	Landratsamt Fürstenfeldbruck
Name of the organisation in English	District Administration Office of Fürstenfeldbruck
Associated to partner	Munich Transport and Tariff Association
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE21, Oberbayern
NUTS 3	DE21C, Fürstenfeldbruck
Postcode and City	82256 Fürstenfeldbruck
Street	Münchner Straße 41
Legal representative firstname	Thomas
Legal representative lastname	Karmasin
Legal representative email	buero-landrat@lra-ffb.bayern.de
Legal representative telephone	0049 (0) 8141 519406
Contact person firstname	Martin
Contact person lastname	Imkeller
Contact person email	martin.imkeller@lra-ffb.bayern.de
Contact person telephone	0049 (0) 8141 5195758
Please describe why the observer institution is interested in the project.	Landkreis Fürstenfeldbruck would like to participate in this research project in order to understand the effects of such a disruptive technology (Fully Automated Vehicles) on traditional public transport on a local level and gain insights for the future.
What is the benefit for the organisation from participating in the project?	Contribution to and insights from the project, networking with interested pairs on autonomous vehicles.

Observer 2

Partner role in the project	OBS
Name of the organisation in original language	BMW Group
Name of the organisation in English	BMW Group
Associated to partner	Munich Transport and Tariff Association
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE21, Oberbayern
NUTS 3	DE212, München, Kreisfreie Stadt
Postcode and City	80788 München
Street	Petuelring 130
Legal representative firstname	Martin
Legal representative lastname	Hauschild
Legal representative email	martin.hauschild@bmw.de
Legal representative telephone	+49 (151) 60168821
Contact person firstname	Martin
Contact person lastname	Keil
Contact person email	martin.keil@bmw.de
Contact person telephone	+49 (151) 60141104
Please describe why the observer institution is interested in the project.	Gain insights and take part in discussion and evaluation of regulatory and technical circumstances and requirements necessary to use the full potential of AVs (esp. on-demand concepts) in urban areas and in the very diverse setting of the Alpine region.
What is the benefit for the organisation from participating in the project?	Exchange about FAVs and being informed at an early stage about future policy developments and potential new services.

Observer 3

Partner role in the project	OBS
Name of the organisation in original language	Karlsruher Verkehrsverbund GmbH
Name of the organisation in English	Karlsruher Verkehrsverbund GmbH
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE12, Karlsruhe
NUTS 3	DE122, Karlsruhe, Stadtkreis
Postcode and City	76131 Karlsruhe
Street	Tullastraße 71
Legal representative firstname	Alexander
Legal representative lastname	Pischon
Legal representative email	wolfgang.weiss@kvv.karlsruhe.de
Legal representative telephone	+49(721)6107-7004
Contact person firstname	Wolfgang
Contact person lastname	Weiß
Contact person email	wolfgang.weiss@kvv.karlsruhe.de
Contact person telephone	+49(721)6107-7004
Please describe why the observer institution is interested in the project.	KVV is interested twofold: as partner of the Karlsruhe Urban Test Site for FAV and as mobility provider with focus on future investments, impact on PT operators and strategies for global traffic minimisation in cities.
What is the benefit for the organisation from participating in the project?	Getting knowledge about new mobility services and networking on autonomous vehicles for public transport.

Observer 4

Partner role in the project	OBS
Name of the organisation in original language	Innsbrucker Verkehrsbetriebe und Stubaitalbahnhof GmbH (IVB)
Name of the organisation in English	Public transport company of Innsbruck and branchline of Stubai Valley GmbH
Associated to partner	University of Innsbruck
NUTS 0	AT, ÖSTERREICH
NUTS 2	AT33, Tirol
NUTS 3	AT332, Innsbruck
Postcode and City	6010 Innsbruck
Street	Pastorstraße 5
Legal representative firstname	Martin
Legal representative lastname	Baltes
Legal representative email	m.baltes@ivb.at
Legal representative telephone	0043 (0)512 5307 111
Contact person firstname	Martin
Contact person lastname	Baltes
Contact person email	m.baltes@ivb.at
Contact person telephone	0043 (0)512 5307 111
Please describe why the observer institution is interested in the project.	As provider/coordinator of public transport (tram, bus) in Innsbruck and regional areas, IVB has good experience in organizing transport services. Face to a massive changing of mobility IVB forces projects for sustainable solutions of public transport.
What is the benefit for the organisation from participating in the project?	Getting close insights in new mobility services to be applied in Innsbruck.

Observer 5

Partner role in the project	OBS
Name of the organisation in original language	AustriaTech – Gesellschaft des Bundes für technologiepolitische Maßnahmen GmbH
Name of the organisation in English	AustriaTech - Federal Agency for technological measures Ltd.
Associated to partner	The Federal State Land Salzburg
NUTS 0	AT, ÖSTERREICH
NUTS 2	AT13, Wien
NUTS 3	AT130, Wien
Postcode and City	1020 Wien
Street	Raimundgasse 1
Legal representative firstname	Martin
Legal representative lastname	Russ
Legal representative email	martin.russ@austriatech.at
Legal representative telephone	+43 1 26 33 444 22
Contact person firstname	Wolfram
Contact person lastname	Klar
Contact person email	wolfram.klar@austriatech.at
Contact person telephone	+43 1 26 33 444 46
Please describe why the observer institution is interested in the project.	As Contact Point Automated Mobility, AustriaTech is responsible for supporting and monitoring pilots and projects on automated mobility. Especially the fields of policy recommendations and organisation of future transport are highly relevant.
What is the benefit for the organisation from participating in the project?	Learning about policies and policy recommendations from other AS countries, discussions with other public authorities.

Observer 6

Partner role in the project	OBS
Name of the organisation in original language	ASFINAG Service GmbH
Name of the organisation in English	ASFINAG Service GmbH
Associated to partner	University of Innsbruck
NUTS 0	AT, ÖSTERREICH
NUTS 2	AT31, Oberösterreich
NUTS 3	AT312, Linz-Wels
Postcode and City	4052 Ansfelden
Street	Traunuferstraße 9
Legal representative firstname	Christian
Legal representative lastname	Ebner
Legal representative email	christian.ebner@asfinag.at
Legal representative telephone	0043 (0) 6646010817610
Contact person firstname	Michael
Contact person lastname	Schneider
Contact person email	michael.schneider@asfinag.at
Contact person telephone	0043 (0) 6646010817625
Please describe why the observer institution is interested in the project.	Austrian motorway operator ASFINAG is responsible for traffic control through active traffic management, essential for cooperative, connected and automated driving. New traffic control options can have significant impact on traffic safety/availability.
What is the benefit for the organisation from participating in the project?	Connected and automated driving results in new roles and responsibilities for road operator as well as the possibility of optimising traffic flow and increasing availability. FAVAS is an opportunity to better prepare our future.

Observer 7

Partner role in the project	OBS
Name of the organisation in original language	Verkehrsverbund Tirol GesmbH
Name of the organisation in English	Verkehrsverbund Tirol GesmbH
Associated to partner	University of Innsbruck
NUTS 0	AT, ÖSTERREICH
NUTS 2	AT33, Tirol
NUTS 3	AT332, Innsbruck
Postcode and City	6020 Innsbruck
Street	Sterzingerstrasse 3
Legal representative firstname	Alexander
Legal representative lastname	Jug
Legal representative email	a.jug@vvt.at
Legal representative telephone	0043 (0) 512 575858
Contact person firstname	Alexandra
Contact person lastname	Medwedeff
Contact person email	a.medwedeff@vvt.at
Contact person telephone	0043 (0) 699 12454190
Please describe why the observer institution is interested in the project.	The company acts for the improvement of the public transport in Tyrol. Projects are set up to improve public transport but also to test and to implement new technologies. In this role it is important to follow technical developments very closely.
What is the benefit for the organisation from participating in the project?	Better understanding of autonomous vehicles for public transport and how to integrate them in mobility value chains; get knowledge on impacts of FAV on public transport and how to prepare their arrival.

Observer 8

Partner role in the project	OBS
Name of the organisation in original language	Gemeinde Werfenweng
Name of the organisation in English	Municipality of Werfenweng
Associated to partner	Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility
NUTS 0	AT, ÖSTERREICH
NUTS 2	AT32, Salzburg
NUTS 3	AT322, Pinzgau-Pongau
Postcode and City	5453 Werfenweng
Street	Weng 42
Legal representative firstname	Peter
Legal representative lastname	Brandauer
Legal representative email	buergermeister@werfenweng.gv.at
Legal representative telephone	0043 (0) 664 2136867
Contact person firstname	Peter
Contact person lastname	Brandauer
Contact person email	buergermeister@werfenweng.gv.at
Contact person telephone	0043 (0) 664 2136867
Please describe why the observer institution is interested in the project.	The municipality of Werfenweng has a lot of experience in sustainable mobility projects. It is active in tourism & mobility as well as in mobility for citizens. Werfenweng wants to develop futuristic mobility solutions and to be a pilot site.
What is the benefit for the organisation from participating in the project?	As a touristic destination, Werfenweng's interest is in the mobility services as well as in the transnational door-to-door mobility use case scenario.

Observer 9

Partner role in the project	OBS
Name of the organisation in original language	Comune di Lavarone
Name of the organisation in English	Municipality of Lavarone
Associated to partner	Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility
NUTS 0	IT, ITALIA
NUTS 2	ITH2, Provincia Autonoma di Trento
NUTS 3	ITH20, Trento
Postcode and City	38046 Lavarone TN
Street	Frazione Gionghi 107
Legal representative firstname	Isacco
Legal representative lastname	Corradi
Legal representative email	sindaco@comune.lavarone.tn.it
Legal representative telephone	0039 0464 783179
Contact person firstname	Karl
Contact person lastname	Birti
Contact person email	karl.birti@comune.lavarone.tn.it
Contact person telephone	0039 340 9819441
Please describe why the observer institution is interested in the project.	The Lavarone comune is currently studying driverless autonomous vehicle solutions for different touristic and annual seasons. As observer, we can contribute with our experiences and benefit from FAVAS results.
What is the benefit for the organisation from participating in the project?	Getting new information and ideas for driverless mobility services and learn how to prepare mobility with autonomous vehicles in a rural area.

Observer 10

Partner role in the project	OBS
Name of the organisation in original language	TECNOSITAF S.P.A.
Name of the organisation in English	TECNOSITAF S.P.A.
Associated to partner	City of Turin
NUTS 0	IT, ITALIA
NUTS 2	ITC1, Piemonte
NUTS 3	ITC11, Torino
Postcode and City	10149 Torino
Street	Corso Svizzera 185
Legal representative firstname	Giuseppe
Legal representative lastname	Celia Magno
Legal representative email	caterina.ritta@tecnositaf.it
Legal representative telephone	00390110371600
Contact person firstname	Caterina
Contact person lastname	Rittà
Contact person email	caterina.ritta@tecnositaf.it
Contact person telephone	00393351301798
Please describe why the observer institution is interested in the project.	Tecnositaf is involved in R&D on road infrastructure digitisation and the creation of V2V/V2I services necessary for FAV. Owned by an Italian highway operator, there is an interest in following projects related to services for FAV on toll motorways.
What is the benefit for the organisation from participating in the project?	FAVAS allows getting information about communication needs for traffic management of autonomous vehicles in the future, basis for Tecnositaf's business.

Observer 11

Partner role in the project	OBS
Name of the organisation in original language	FONDAZIONE LINKS - LEADING INNOVATION & KNOWLEDGE FOR SOCIETY
Name of the organisation in English	LINKS FOUNDATION - LEADING INNOVATION & KNOWLEDGE FOR SOCIETY
Associated to partner	City of Turin
NUTS 0	IT, ITALIA
NUTS 2	ITC1, Piemonte
NUTS 3	ITC11, Torino
Postcode and City	10138 Torino
Street	Via P.C. Boggio 61
Legal representative firstname	Marco
Legal representative lastname	Mezzalama
Legal representative email	marco.mezzalama@linksfoundation.com
Legal representative telephone	+390112276208
Contact person firstname	Riccardo
Contact person lastname	Scopigno
Contact person email	riccardo.scopigno@linksfoundation.com
Contact person telephone	+393920505287
Please describe why the observer institution is interested in the project.	We carry out research on ICT technologies and we have a long practical and theoretical experience in vehicular communications and ICT for the autonomous vehicles.
What is the benefit for the organisation from participating in the project?	Learn about future mobility services and traffic management solutions to be able to integrate future needs in research and applications;.

Observer 12

Partner role in the project	OBS
Name of the organisation in original language	Communauté d'Agglomération Sophia Antipolis
Name of the organisation in English	Sophia Antipolis Urban Community
Associated to partner	Aix-Marseille-Provence Metropolis
NUTS 0	FR, FRANCE
NUTS 2	FR82, Provence-Alpes-Côte d'Azur
NUTS 3	FR823, Alpes-Maritimes
Postcode and City	06901 SOPHIA ANTIPOLIS Cedex
Street	Route des Crêtes 449
Legal representative firstname	Jean
Legal representative lastname	Leonetti
Legal representative email	s.ponthus@agglo-casa.fr
Legal representative telephone	0033 (0) 489877150
Contact person firstname	Sylvie
Contact person lastname	Ponthus
Contact person email	s.ponthus@agglo-casa.fr
Contact person telephone	0033 (0) 489877150
Please describe why the observer institution is interested in the project.	CASA experiences autonomous shuttles since 2002 as potential extension of traditional public transport to resolve last mile difficulty. In 2017, various actors joined and initiated the local "Smart Vehicle Cote d'Azur" initiative as test site for AVs.
What is the benefit for the organisation from participating in the project?	CASA is directly interested in sharing its experience, e.g. on social acceptability and urban shuttle integration from a 2016 field test, with FAVAS partners, in using project results and in contributing to their dissemination.

Observer 13

Partner role in the project	OBS
Name of the organisation in original language	NAVYA SA
Name of the organisation in English	NAVYA SA
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	FR, FRANCE
NUTS 2	FR71, Rhône-Alpes
NUTS 3	FR716, Rhône
Postcode and City	69100 Villeurbanne
Street	rue du Dr. Pierre-Fleury Papillon 1
Legal representative firstname	Jérôme
Legal representative lastname	Rigaud
Legal representative email	jerome.rigaud@navya.tech
Legal representative telephone	+33 4 27 18 32 31
Contact person firstname	Pierre
Contact person lastname	Chewan
Contact person email	Pierre.chewan@navya.tech
Contact person telephone	+33 6 99 23 20 14
Please describe why the observer institution is interested in the project.	NAVYA has a vision where AV are to bring a public advantage. FAVAS allow us to understand the vision of the stakeholders from citizens to authorities to bring Urban services, coverage of the white spots of mobility, inclusivity, acceptance,
What is the benefit for the organisation from participating in the project?	NAVYA wants to learn more about new mobility services with autonomous vehicles to be able to adapt its autonomous shuttle to future needs and challenges.

Observer 14

Partner role in the project	OBS
Name of the organisation in original language	ASSOCIATION CARA
Name of the organisation in English	ASSOCIATION CARA
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	FR, FRANCE
NUTS 2	FR71, Rhône-Alpes
NUTS 3	FR716, Rhône
Postcode and City	69289 Lyon CEDEX
Street	CCI Lyon Métropole, Place de la Bourse
Legal representative firstname	Bernard
Legal representative lastname	Modat
Legal representative email	president@cara.eu
Legal representative telephone	0033 (0) 4 72 40 59 00
Contact person firstname	Constance
Contact person lastname	Lauffet
Contact person email	constance.lauffet@cara.eu
Contact person telephone	0033 (0) 4 72 40 59 01
Please describe why the observer institution is interested in the project.	CARA is a cluster with >200 members focusing on urban public transport and mobility solutions. CARA provides expertise regarding autonomous vehicle services and contributes to the identification of use cases regarding non-individual vehicles.
What is the benefit for the organisation from participating in the project?	As an observer, CARA is interested in learning from the project's results and disseminating lessons learnt and good practises.

Observer 15

Partner role in the project	OBS
Name of the organisation in original language	Turizem Bled, zavod za pospeševanje turizma
Name of the organisation in English	Tourism Bled, Institute for promoting tourism
Associated to partner	BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska
NUTS 0	SI, SLOVENIJA
NUTS 2	SI02, Zahodna Slovenija
NUTS 3	SI022, Gorenjska
Postcode and City	4260 Bled
Street	Ljubljanska cesta 27
Legal representative firstname	Tomaž
Legal representative lastname	Rogelj
Legal representative email	tomaz.rogelj@visitbled.si
Legal representative telephone	+386 (0)4 57 80 502
Contact person firstname	Tomaž
Contact person lastname	Rogelj
Contact person email	tomaz.rogelj@visitbled.si
Contact person telephone	+386 (0)4 57 80 502
Please describe why the observer institution is interested in the project.	Tourism Bled is a member of Alpine Pearls network and is closely cooperates with RDA of Gorenjska BSC Kranj regarding tourism development and sustainable mobility. Autonomous transportation means rigorous changes in mobility systems for tourists.
What is the benefit for the organisation from participating in the project?	As an observer we expect to be a part of transnational knowledge exchange, broaden our knowledge about the possibilities on how autonomous transport can benefit tourism, what is already existing and what are the future challenges for us.

Observer 16

Partner role in the project	OBS
Name of the organisation in original language	HES-SO Valais-Wallis / Haute Ecole Spécialisée de Suisse occidentale
Name of the organisation in English	University of Applied Sciences and Arts Western Switzerland
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	CH, SCHWEIZ/SUISSE/SVIZZERA
NUTS 2	CH01, Région lémanique
NUTS 3	CH012, Valais
Postcode and City	1950 Sion
Street	Route du Rawyl 47
Legal representative firstname	François
Legal representative lastname	Seppey
Legal representative email	francois.seppey@hevs.ch
Legal representative telephone	0041 (0) 27 606 90 13
Contact person firstname	Yann
Contact person lastname	Bocchi
Contact person email	yann.bocchi@hevs.ch
Contact person telephone	0041 (0) 27 606 90 13
Please describe why the observer institution is interested in the project.	Interested as member of the Mobility Lab Sion-Valais (ML), a joint initiative of Swiss Post, Canton of Valais, City of Sion & Swiss Federal Institute of Technology in Lausanne (EPFL). ML runs autonomous shuttle in Sion since 3 years on open roads.
What is the benefit for the organisation from participating in the project?	As observer, we want to share our experience and learn more about future mobility solutions and corresponding policy requirements.

Observer 17

Partner role in the project	OBS
Name of the organisation in original language	Transports publics fribourgeois Trafic (TPF TRAFIC) SA
Name of the organisation in English	Public transport of Fribourg
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	CH, SCHWEIZ/SUISSE/SVIZZERA
NUTS 2	CH02, Espace Mittelland
NUTS 3	CH022, Freiburg
Postcode and City	1701 Fribourg
Street	Case postale 1536
Legal representative firstname	Marino
Legal representative lastname	Grisanti
Legal representative email	marino.grisanti@tpf.ch
Legal representative telephone	0041 (0) 263510352
Contact person firstname	Laura
Contact person lastname	Andres
Contact person email	laura.andres@tpf.ch
Contact person telephone	0041 (0) 263510807
Please describe why the observer institution is interested in the project.	We have been running with 2 autonomous shuttles for almost 2 years in Marly, Switzerland. So we have an interesting experience to share. As an observer, we can share our experiences with other partners and learn new things from them.
What is the benefit for the organisation from participating in the project?	TPF wants to learn more on possibilities for mobility solutions with autonomous vehicles. Transnational cooperation and exchanges are considered as real added-values.

Observer 18

Partner role in the project	OBS
Name of the organisation in original language	Berchtesgadener Land Wirtschaftsservice GmbH
Name of the organisation in English	Economic Development Agency Berchtesgaden
Associated to partner	Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE21, Oberbayern
NUTS 3	DE215, Berchtesgadener Land
Postcode and City	83395 Freilassing
Street	Saegewerkstr. 3
Legal representative firstname	Thomas
Legal representative lastname	Birner
Legal representative email	Thomas.Birner@berchtesgadener-land.de
Legal representative telephone	0049 8654 7500
Contact person firstname	Lars
Contact person lastname	Holstein
Contact person email	lars.holstein@berchtesgadener-land.de
Contact person telephone	0049 8654 7514
Please describe why the observer institution is interested in the project.	Non-profit BGLW has experiences in regional development & sustainable mobility projects. BGLW as a regional public agency has been PP in AS project e-MOTICON, observer in Smart Space. The interest is in developing the AS mobility landscape of the future.
What is the benefit for the organisation from participating in the project?	Getting new ideas for further sustainable mobility projects with AV, exchange with colleagues.

Observer 19

Partner role in the project	OBS
Name of the organisation in original language	Bayern Innovativ GmbH
Name of the organisation in English	Bayern Innovative Ltd.
Associated to partner	University of Applied Sciences Kempten
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE25, Mittelfranken
NUTS 3	DE254, Nürnberg, Kreisfreie Stadt
Postcode and City	90402 Nürnberg
Street	Am Tullnaupark 8
Legal representative firstname	Rainer
Legal representative lastname	Seßner
Legal representative email	sessner@bayern-innovativ.de
Legal representative telephone	0049 (0) 911 206 710
Contact person firstname	Holger
Contact person lastname	Czuday
Contact person email	czuday@bayern-innovativ.de
Contact person telephone	0049 (0) 911 206 71212
Please describe why the observer institution is interested in the project.	We currently coordinate the Bavarian Cluster Activities on e-mobility and initiatives on FAVs and their operation. This opens up possibilities for linking other PAs, R&D and industry to FAVAS. We area active in whole Bavaria including the AS Regions.
What is the benefit for the organisation from participating in the project?	We want to get close insights on FAVs and their operation and regulation to be able to share these knowledge with our cluster members in our daily automotive cluster work.

Observer 20

Partner role in the project	OBS
Name of the organisation in original language	LPP - Ljubljanski potniški promet d.o.o.
Name of the organisation in English	LPP - Ljubljana Passenger Transport
Associated to partner	Institute of Traffic and Transport I.I.c.
NUTS 0	SI, SLOVENIJA
NUTS 2	SI02, Zahodna Slovenija
NUTS 3	SI021, Osrednjeslovenska
Postcode and City	1000 Ljubljana
Street	Celovška cesta 160
Legal representative firstname	Peter
Legal representative lastname	Horvat
Legal representative email	peter.horvat@lpp.si
Legal representative telephone	00386 (0)1 58 22 500
Contact person firstname	Jošt
Contact person lastname	Šmajdek
Contact person email	jost.smajdek@lpp.si
Contact person telephone	00386 (0)1 58 22 415
Please describe why the observer institution is interested in the project.	We want to provide affordable, safe, reliable and convenient PT to the Ljubljana Urban region by following modern technologies. Transition to AVs defines the next decades of the automotive industry, and we want to participate to this evolution.
What is the benefit for the organisation from participating in the project?	Learning about new PT services with autonomous vehicles and how to integrate them in our urban area, networking and exchange with pairs.

Observer 21

Partner role in the project	OBS
Name of the organisation in original language	BTC City Ljubljana - AV Living Lab
Name of the organisation in English	BTC City Ljubljana - AV Living Lab
Associated to partner	Institute of Traffic and Transport I.I.c.
NUTS 0	SI, SLOVENIJA
NUTS 2	SI02, Zahodna Slovenija
NUTS 3	SI021, Osrednjeslovenska
Postcode and City	1000 Ljubljana
Street	Šmartinska cesta 152
Legal representative firstname	Daniel
Legal representative lastname	Avdagič
Legal representative email	info@btc.si
Legal representative telephone	00386 (0)51 680 820
Contact person firstname	Daniel
Contact person lastname	Avdagič
Contact person email	info@btc.si
Contact person telephone	00386 (0)51 680 820
Please describe why the observer institution is interested in the project.	Since 2017, BTC operates a living lab for AVs, and next transformational milestone will be world's first Cognitive Hyperconnected City, targeting primarily Connected AV producers and developers to successfully transform the transportation industry.
What is the benefit for the organisation from participating in the project?	BTC's aim in FAVAS participation is to learn about future regulations and policies on AV and to get into contact with actors looking for testing AV in our Living Lab.

Observer 22

Partner role in the project	OBS
Name of the organisation in original language	Fraport Slovenija, d.o.o.
Name of the organisation in English	Fraport Slovenija, Ltd.
Associated to partner	BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska
NUTS 0	SI, SLOVENIJA
NUTS 2	SI02, Zahodna Slovenija
NUTS 3	SI022, Gorenjska
Postcode and City	4210 Brnik-Aerodrom
Street	Zg. Brnik 130a
Legal representative firstname	Zmago
Legal representative lastname	Skobir
Legal representative email	Zmago.skobir@fraport-slovenija.si
Legal representative telephone	00386 (0)4 2061 100
Contact person firstname	Jurij
Contact person lastname	Mežnaršič
Contact person email	jure.meznarsic@fraport-slovenija.si
Contact person telephone	00386 (0)4 2061 12
Please describe why the observer institution is interested in the project.	Fraport Airport is interested in addressing autonomous transport in terms of passenger transport within the airport area, freight transport and logistic.
What is the benefit for the organisation from participating in the project?	Fraport Airport will take advantage participating in addressing impacts of new mobility solutions on business models, investment costs and employment.

Observer 23

Partner role in the project	OBS
Name of the organisation in original language	Université de Haute-Alsace / Institut IRIMAS
Name of the organisation in English	University of Haute-Alsace / IRIMAS Institute
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	FR, FRANCE
NUTS 2	FR42, Alsace
NUTS 3	FR422, Haut-Rhin
Postcode and City	68093 Mulhouse
Street	ENSISA Bât. Lumière - Rue des frères Lumière 12
Legal representative firstname	Olivier
Legal representative lastname	HAEBERLE
Legal representative email	olivier.haeberle@uha.fr
Legal representative telephone	0033 (0) 389336981
Contact person firstname	Michel
Contact person lastname	BASSET
Contact person email	michel.basset@uha.fr
Contact person telephone	0033 (0) 389336945
Please describe why the observer institution is interested in the project.	We are interested because we are I a research team of 20 members working on the connected autonomous vehicle and associated services. We also contribute to the development of new mobility solutions.
What is the benefit for the organisation from participating in the project?	Project results will be important for us for further research developments.

Observer 24

Partner role in the project	OBS
Name of the organisation in original language	GRUPPO TORINESE TRASPORTI SPA
Name of the organisation in English	GRUPPO TORINESE TRASPORTI SPA
Associated to partner	Politecnico di Torino
NUTS 0	IT, ITALIA
NUTS 2	ITC1, Piemonte
NUTS 3	ITC11, Torino
Postcode and City	10128 Torino
Street	C.so Turati 19/6
Legal representative firstname	Giovanni
Legal representative lastname	Foti
Legal representative email	amministratoredelegato.gtt@gtt.to.it
Legal representative telephone	0039 011 5764295
Contact person firstname	Marco
Contact person lastname	Zanini
Contact person email	zanini.m@gtt.to.it
Contact person telephone	0039 011 5764484
Please describe why the observer institution is interested in the project.	We're interested in new technologies: we started in 2017 electric buses operations, and we follow technical evolution: driving assistance systems, autonomous driving, etc. to improve operations efficiency and sustainability.
What is the benefit for the organisation from participating in the project?	We want to know about potentials of autonomous buses for our service and do networking on this issue.

Observer 25

Partner role in the project	OBS
Name of the organisation in original language	REGIONE PIEMONTE
Name of the organisation in English	PIEDMONT REGION
Associated to partner	Politecnico di Torino
NUTS 0	IT, ITALIA
NUTS 2	ITC1, Piemonte
NUTS 3	ITC11, Torino
Postcode and City	10124 Torino
Street	Piazza Castello 165
Legal representative firstname	Luigi
Legal representative lastname	Robino
Legal representative email	operepubbliche-trasporti@regione.piemonte.it
Legal representative telephone	00333 011 4321398
Contact person firstname	Pasquale
Contact person lastname	D'Uva
Contact person email	pasquale.duva@regione.piemonte.it
Contact person telephone	00333 011 4322876
Please describe why the observer institution is interested in the project.	Allow the Piedmont Region to prepare (in time) for future decisions on this issue and provide it with tools and recommendations.
What is the benefit for the organisation from participating in the project?	Get in-depth feedback on challenges, opportunities and risks of autonomous vehicles for the Piedmont Region.

Observer 26

Partner role in the project	OBS
Name of the organisation in original language	5T Srl
Name of the organisation in English	5T Srl
Associated to partner	City of Turin
NUTS 0	IT, ITALIA
NUTS 2	ITC1, Piemonte
NUTS 3	ITC11, Torino
Postcode and City	10122 Torino
Street	Via Bertola 34
Legal representative firstname	Rossella
Legal representative lastname	Panero
Legal representative email	direzione@5t.torino.it
Legal representative telephone	0039 (0) 11 2274122
Contact person firstname	Fabrizio
Contact person lastname	Arneodo
Contact person email	fabrizio.arneodo@5t.torino.it
Contact person telephone	00390(0) 112274115
Please describe why the observer institution is interested in the project.	5T manages the Traffic Operation Centre of Turin City and the Piedmont Region. In this perspective 5T is interested in evaluate all the new mobility modalities and in particular that relevant to AV from technological and normative point of view.
What is the benefit for the organisation from participating in the project?	As observer, 5T put a particular focus on potential impacts on actual Mobility services and TOC architecture.

Observer 27

Partner role in the project	OBS
Name of the organisation in original language	NOI Techpark Südtirol / Alto Adige
Name of the organisation in English	NOI Techpark Südtirol / Alto Adige
Associated to partner	SASA SpA-AG
NUTS 0	IT, ITALIA
NUTS 2	ITH1, Provincia Autonoma di Bolzano/Bozen
NUTS 3	ITH10, Bolzano-Bozen
Postcode and City	39100 Bolzano
Street	Via Volta 13
Legal representative firstname	Ulrich
Legal representative lastname	Stofner
Legal representative email	u.stofner@noi.bz.it
Legal representative telephone	+39 0471 066 601
Contact person firstname	Roberto
Contact person lastname	Cavaliere
Contact person email	r.cavaliere@noi.bz.it
Contact person telephone	+39 0471 066676
Please describe why the observer institution is interested in the project.	NOI is partner of SASA in the scope of the EU project "MENTOR", in which first demonstrative activities aim to prepare the future launch of AV shuttle services in South Tyrol. FAVAS expected guidelines are therefore of major interest for such deployment.
What is the benefit for the organisation from participating in the project?	Gain additional knowledge on AV and exchange with people also interested in this topic.

Observer 28

Partner role in the project	OBS
Name of the organisation in original language	Salzburger Verkehrsverbund GmbH
Name of the organisation in English	Salzburger Verkehrsverbund GmbH
Associated to partner	The Federal State Land Salzburg
NUTS 0	AT, ÖSTERREICH
NUTS 2	AT32, Salzburg
NUTS 3	AT323, Salzburg und Umgebung
Postcode and City	5027 Salzburg
Street	Schallmooser Hauptstraße 10
Legal representative firstname	Allgra
Legal representative lastname	Frommer
Legal representative email	allegra.frommer@salzburg-verkehr.at
Legal representative telephone	0043 (0) 662 87 57 87
Contact person firstname	Hermann
Contact person lastname	Riedl
Contact person email	hermann.riedl@salzburg-verkehr.at
Contact person telephone	0043 (0) 6603138113
Please describe why the observer institution is interested in the project.	Areas of interest and expertise in the areas of: linking autonomous driving and public (scheduled) transport, focusing on the so called 'last mile'; occasional transport; urban transport.
What is the benefit for the organisation from participating in the project?	Discover new ideas, discuss and get to know other interested people.

Observer 29

Partner role in the project	OBS
Name of the organisation in original language	Ferrovie dello Stato Italiane S.p.A
Name of the organisation in English	Ferrovie dello Stato Italiane S.p.A
Associated to partner	Politecnico di Torino
NUTS 0	IT, ITALIA
NUTS 2	ITI4, Lazio
NUTS 3	ITI43, Roma
Postcode and City	00161 Roma
Street	Piazza della Croce Rossa 1
Legal representative firstname	Fabrizio
Legal representative lastname	Favara
Legal representative email	f.favara@fsitaliane.it
Legal representative telephone	0039 06 4410 5933
Contact person firstname	Riccardo
Contact person lastname	Santoro
Contact person email	r.santoro@fsitaliane.it
Contact person telephone	0039 06 4410 2440
Please describe why the observer institution is interested in the project.	FSI is the third largest European (largest Italian) mobility operator. It is the biggest investor in Italy, dedicating about 13% of its turnover to R&D. Autonomous Vehicles and Autonomous Train Operations are key elements of its innovation strategy.
What is the benefit for the organisation from participating in the project?	Deepen knowledge about autonomous vehicles in general and the potential cooperation with the railway system in mobility services.

Observer 30

Partner role in the project	OBS
Name of the organisation in original language	CSI-PIEMONTE
Name of the organisation in English	CSI-PIEMONTE
Associated to partner	Politecnico di Torino
NUTS 0	IT, ITALIA
NUTS 2	ITC1, Piemonte
NUTS 3	ITC11, Torino
Postcode and City	10134 Torino
Street	C.so Unione Sovietica 216
Legal representative firstname	Pietro
Legal representative lastname	Pacini
Legal representative email	segreteriaadg@csi.it
Legal representative telephone	0039 011316111
Contact person firstname	Marina
Contact person lastname	Dragonieri
Contact person email	marina.dragonieri@csi.it
Contact person telephone	0039 3386483589
Please describe why the observer institution is interested in the project.	We're interested in new transport technologies evolution in order to support Public Authorities decisions towards efficiency and sustainability.
What is the benefit for the organisation from participating in the project?	We want to learn more possibilities of autonomous vehicles as key element of future mobility systems.

Observer 31

Partner role in the project	OBS
Name of the organisation in original language	Stadt Kempten (Allgäu)
Name of the organisation in English	Municipality of Kempten (Allgäu)
Associated to partner	University of Applied Sciences Kempten
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE27, Schwaben
NUTS 3	DE273, Kempten (Allgäu), Kreisfreie Stadt
Postcode and City	87435 Kempten
Street	Rathausplatz 29
Legal representative firstname	Thomas
Legal representative lastname	Kiechle
Legal representative email	thomas.kiechle@kempten.de
Legal representative telephone	0049 (0) 831 2525-212
Contact person firstname	Thomas
Contact person lastname	Weiss
Contact person email	thomas.weiss@kempten.de
Contact person telephone	0049 (0) 831 2525-8123
Please describe why the observer institution is interested in the project.	FAVAS is an interesting project for the future development of the town of Kempten, both for touristic reasons as well as for public transport.
What is the benefit for the organisation from participating in the project?	FAVAS will allow us to discuss and exchange about future transport solutions, results will help to best design mobility services for citizens and tourists integrating autonomous vehicles.

Observer 32

Partner role in the project	OBS
Name of the organisation in original language	Landeshauptstadt München Kreisverwaltungsreferat (KVR-I/31) Mobilität und Stadtentwicklung
Name of the organisation in English	City of Munich Department of Public Order Road Traffic Division, Transport and Mobility Management
Associated to partner	Munich Transport and Tariff Association
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE21, Oberbayern
NUTS 3	DE212, München, Kreisfreie Stadt
Postcode and City	81371 München
Street	Implerstraße 9
Legal representative firstname	Martin
Legal representative lastname	Schreiner
Legal representative email	martin.schreiner@muenchen.de
Legal representative telephone	0049 (0)89 233 39960
Contact person firstname	Christoph
Contact person lastname	Helf
Contact person email	christoph.helf@muenchen.de
Contact person telephone	0049 (0)89 233 39766
Please describe why the observer institution is interested in the project.	Munich operates the German R&D project with AVs EASYRIDE (10.2018–12.2020) and is interested in the exchange about impacts of automated transport solutions on urban and regional mobility and appreciates the offer to cooperate in the FAVAS project.
What is the benefit for the organisation from participating in the project?	Collaboration can range from an exchange of research results and experience in the practical implementation to scenario developments and policy analyses and attendance in thematic workshops and conferences (digitally or physically).

Observer 33

Partner role in the project	OBS
Name of the organisation in original language	Republika Slovenija, Ministrstvo za infrastrukturo
Name of the organisation in English	Republic of Slovenia, Ministry of Infrastructure
Associated to partner	BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska
NUTS 0	SI, SLOVENIJA
NUTS 2	SI02, Zahodna Slovenija
NUTS 3	SI021, Osrednjeslovenska
Postcode and City	1000 Ljubljana
Street	Langusova ulica 4
Legal representative firstname	Alenka
Legal representative lastname	Bratušek
Legal representative email	gp.mzi@gov.si
Legal representative telephone	+386 1 478 800
Contact person firstname	Milena
Contact person lastname	Černilogar Radež
Contact person email	milena.cernilogar-radez@gov.si
Contact person telephone	+386 1 478 7458
Please describe why the observer institution is interested in the project.	The Ministry supports transnational cooperation in the field of sustainable mobility and technological development applying to the autonomous driving and considers a gain in deepening knowledge about the promotion and expansion of e-mobility.
What is the benefit for the organisation from participating in the project?	The project results will provide guidelines and recommendations important for planning policies for autonomous mobility infrastructure. As an observer Ministry is aware of the project development and can actively participate in learning interactions.

Observer 34

Partner role in the project	OBS
Name of the organisation in original language	Landkreis Oberallgäu
Name of the organisation in English	District administration Oberallgaeu
Associated to partner	University of Applied Sciences Kempten
NUTS 0	DE, DEUTSCHLAND
NUTS 2	DE27, Schwaben
NUTS 3	DE273, Kempten (Allgäu), Kreisfreie Stadt
Postcode and City	87527 Sonthofen
Street	Oberallgäuer Platz 2
Legal representative firstname	Anton
Legal representative lastname	Klotz
Legal representative email	klimaschutz@lra-oa.bayern.de
Legal representative telephone	0049 (0) 8321 612617
Contact person firstname	Simon
Contact person lastname	Steuer
Contact person email	simon.steuer@lra-oa.bayern.de
Contact person telephone	0049 (0) 8321 612617
Please describe why the observer institution is interested in the project.	The district just successfully terminated the evaluation of various roads in order to test autonomous driving there. The evaluation was funded as a small project of the Austrian-Bavarian INTERREG-space (Project-titel Evs 20 ZuMoBe).
What is the benefit for the organisation from participating in the project?	The district itself wants to implement a round table of Stakeholders who are interested in autonomous transport solutions, so the outcome of FAVAS is of high interest. Also knowledge of framework conditions for future FAV-projects is necessary.

Observer 35

Partner role in the project	OBS
Name of the organisation in original language	PostAuto Schweiz AG
Name of the organisation in English	PostBus Switzerland
Associated to partner	Cluster Pole Vehicule du Futur
NUTS 0	CH, SCHWEIZ/SUISSE/SVIZZERA
NUTS 2	CH02, Espace Mittelland
NUTS 3	CH021, Bern
Postcode and City	3030 Berne
Street	Belpstraße 37
Legal representative firstname	Sven
Legal representative lastname	Kohoutek
Legal representative email	sven.kohoutek@postauto.ch
Legal representative telephone	0041 (0) 763799531
Contact person firstname	Jürg
Contact person lastname	Michel
Contact person email	juerg.michel@postauto.ch
Contact person telephone	0041 (0) 763799531
Please describe why the observer institution is interested in the project.	PostBus initiated 2016 the worlds first autonomous shuttle in an inner city public area and pursues the further development of this service. Therefore PostBus is interested in sharing knowledge with other autonomous projects.
What is the benefit for the organisation from participating in the project?	Postauto wants to anticipate evolutions with regard to autonomous vehicles. Participating in FAVAS enables PostBus to gain complementary experiences and to exchange with other mobility provider and public authorities.

Observer 36

Partner role in the project	OBS
Name of the organisation in original language	Mobilitäts-Akademie AG
Name of the organisation in English	Mobility Academy
Associated to partner	University of Innsbruck
NUTS 0	CH, SCHWEIZ/SUISSE/SVIZZERA
NUTS 2	CH02, Espace Mittelland
NUTS 3	CH021, Bern
Postcode and City	3001 Bern
Street	Maulbeerstarsse 10
Legal representative firstname	Jörg
Legal representative lastname	Beckmann
Legal representative email	joerg.beckmann@tcs.ch
Legal representative telephone	0041 (0) 588273409
Contact person firstname	Jörg
Contact person lastname	Beckmann
Contact person email	joerg.beckmann@tcs.ch
Contact person telephone	0041 (0) 588273409
Please describe why the observer institution is interested in the project.	The Mobility Academy is involved in several national projects focusing on self-driving vehicles. We are interested in understanding the impacts of "AVs" on travel-behaviour and exploring use-cases for self-driving vehicles in less populated areas.
What is the benefit for the organisation from participating in the project?	our benefit will be in new knowledge gained through the FAVAS project on autonomous driving in general and especially on mobility services. Sharing information and experience is a real added value for us.

PART C - Project description

C.1 Project relevance

What are the common territorial challenges and/or joint assets that will be tackled by the project?

Full autonomous vehicles (FAVs, level 4-5) will arrive in a foreseeable future in Europe and in the Alpine Space (AS). They will radically change the mobility landscape and allow offering new and/or improved passenger mobility services and urban services (e.g. garbage collection, street-cleaning). TM and land use need also to be redesigned for FAVs. First studies show that FAVs can increase or decrease overall traffic depending on their use and degree of integration with public transport. As today, more trials, pilots and knowledge development are needed to implement FAVs smoothly and to ensure economically viable services & TM. FAVAS addresses these issues through a transnational approach to ensure integration among countries; the AS is the perfect starting point with its various traffic flows (commuting, leisure, tourism, transnational), topographies (valleys, mountains), whether conditions (snow), settlements (urban to rural), PT offers, cultural backgrounds & low carbon mobilities.

What is the project's approach and why is transnational cooperation needed to address these common challenges and/or joint assets? What is innovative about the project's approach?

Implementation of FAVs needs an integrated transnational approach to allow a smooth mobility across borders. FAVAS will gather knowledge via 2 quali-quantitative surveys based on Web-questionnaires, focus groups and interviews to collect: a) citizens' perceptions, attitudes towards acceptance and use of FAVs (private and public) and quantification of their potential impacts (ecological, societal, economic...); b) PAs' and MPs' needs and constraints. Development and analysis of FAV services and TM strategies complete the information gathering and feed the policy recommendations. A common methodology allows an intercultural comparison of results and ensures their exportation to other urban and rural areas where transnational door-to-door mobility occurs. The outcome will be a handbook including guidelines for FAV services, FAV's implementation and TM strategies as well as strategic policy recommendations, useful for future studies and pilot projects.

C.2 Project focus

C.2.1 Project objectives, expected result and outputs

Programme priority specific objective

Programme priority specific objective	SO2.2 - Increase options for low carbon mobility and transport
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Project overall objective

What is the overall objective of the project? How does it contribute to the programme's objective?

FAVAS aims at preparing PAs and MPs to the arrival of FAVs that will significantly change the mobility landscape by identifying and analysing potential mobility offers, urban services and TM strategies to minimise the environmental footprint of transport systems. FAVAS will provide tools to understand opportunities, challenges, impacts and risks of FAVs and to develop optimized future low carbon mobility and transport solutions and traffic policy strategies. Preparation and implementation of strategies and technologies by PAs and MPs need time, especially when standardisation and harmonisation between PAs and other stakeholders or public investments are needed, and a first basis for future decisions must be led today.

Programme result

Select one programme result indicator your project will contribute to:

Level of potential to access and use low carbon mobility and transport options

Project result(s)

What is/are the project's main result(s) and how do they contribute to the programme result indicator?

FAVAS launches cooperation between PAs, MPs, research & vehicle industry to develop optimised mobility solutions and TM strategies for FAVs. Information and solutions gathered in the final outcome (handbook) help raising awareness of PAs and MPs, enabling them to imagine new mobility services exploiting the potential of FAVs for sustainable transport. Results allow optimising use, integration and management of (electric) FAVs in the AS and thus minimising energy consumption and carbon footprint. Improved knowledge on opportunities, challenges, impacts and risks of FAVs help PAs & MPs developing optimised mobility and urban services as well as TM solutions for their area.

Project specific objectives

<i>Which are the specific objectives the project will be working towards? Define max. 3 project specific objectives.</i>	
Title of specific objective	Please provide a short explanation on the link with the project outputs
Increase awareness of PAs, MPs and society, especially users/suppliers of public transport, about opportunities, challenges, risks and risks of FAVs	FAVAS will conduct surveys with PAs, MPs and citizens to raise awareness and gather ideas, expectations and fears with regard to FAVs. The handbook and guidelines describe service solutions and possible TM strategies, both including potential impacts, in a manner that all PAs and MPs in the AS and abroad will be able to apply them. Thanks to a harmonized transnational approach, mobility and transport supply will be optimised with regard to space use, energy consumption and other KPIs.
Develop a basis for harmonised transnational policy approaches to face FAVs and optimise their potential impacts on urban, suburban and rural zones by attractive and well performing PT	Policy recommendations show a methodological approach how to select and optimally combine FAV services and TM strategies for most sustainable mobility in urban and rural areas as well as for 'long distance transnational travels' by building integrated mobility chains. Scenarios are chosen to apply different combinations of services and strategies and to analyse impacts; the results of these case studies will help illustrating opportunities and impacts of FAVs.

C.2.2 Project outputs

<i>What will be the outputs the project will produce?</i>
The output will be a HANDBOOK containing three main parts: OT1-FAV SERVICES (WP.T2): Intermodal mobility and urban service solutions with FAVs including application fields and impact evaluation as basis for future innovative strategic mobility and transport services and policy developments. OT2-FAV TRAFFIC MANAGEMENT GUIDELINES (WP.T3): Catalogue of potential TM concepts for FAVs in differently settled areas (urban, suburban, rural) and for different traffic flows (inhabitants, tourists, event-related traffic, transnational traffic...). OT3-FAV POLICY RECOMMENDATIONS (WP.T4): Policy recommendations and guidelines for sustainable and optimised use of FAVs to ensure future low carbon mobility and transport including a methodological approach and examples for different types of areas allowing an easy utilization and transfer of results throughout PAs in the AS and abroad.

C.2.3 Target groups

<i>Which are the direct target groups of the project?</i>
Main target groups are (1) PAs on all levels facing new challenges of FAVs having a disruptive impact on mobility, transport and urban services, enabling them to imagine new mobility and management approaches. FAVAS outputs will help defining suitable and sustainable solutions, frame conditions and policies; (2) Infrastructure and (public) service Providers, e.g. (a) PT operators that must ensure efficient and sustainable mobility solutions with positive impacts on their business; (b) other MPs, e.g. car sharing, ride sharing, taxis..., that can benefit from using FAVs; (c) MaaS operators that can efficiently integrate different services ; (3) vehicle industry with their value chain that must produce vehicles able to interact and to respect the strategies decided by PAs all over the AS and Europe, and finally (4) users and citizens, including elderly and disabled persons, as main beneficiaries of well integrated and optimised mobility services with FAVs (WP.T1 findings).

Target groups	Please further specify the target groups	Target value
local public authority	Politicians and technical staff from municipalities and district authorities in the AS responsible for (1) public mobility operation or contracting and (2) management of local traffic.	250,00
regional public authority	Politicians and technical staff from regional authorities in the AS responsible for (1) public mobility operation or contracting and (2) traffic management on interurban level and on behalf of villages.	20,00
national public authority	Transport ministries needing first insights of possible usages and impacts of FAVs as basis for national laws and traffic regulations.	5,00
interest groups including NGOs	Public transport user associations that are interested in co-designing future mobility services. Invited to regional transnational workshops.	2,00
enterprise, excluding SME	Car manufacturers and companies from their value chain who want to offer adequate vehicles for new mobility services and adapted to territories with different traffic management strategies.	3,00
General public	Citizens, and especially elderly and disabled people, are an indirect target group as they will be the main beneficiaries of new mobility services and optimised managed traffic. Confronted with the topic during surveys and focus groups.	1.500,00
infrastructure and (public) service provider	Public and private MPs (public transport, taxis, car sharing...) seeing operation and business impacted by FAVs and needing to act and prepare adapted new mobility solutions, including for elderly and disabled people.	120,00

C.3 Project context

C.3.1 Project contribution to wider strategies and policies

How does the project contribute to the wider strategies and policies?

FAVs have a disruptive potential on mobility and urban services. Literature shows that, depending on the use of FAVs, increased or reduced traffic must be expected, PT might become uneconomical and existing TM systems will not be adequate anymore. FAVAS work is in line with EU's 'Europe on the Move', 'EU Strategy for the Mobility of the Future', the 'EU White Paper on Transport 2050', the 'Multiannual Work Programme 2017-2022 of the Alpine Convention' and with national and European approaches for more sustainable mobility. Results also help local PAs considering FAVs in their Sustainable Urban Mobility Plans (SUMP). FAVAS addresses mobility services and TM strategies as key elements for future strategic policy developments to enable PAs and MPs to face FAV related challenges and to prepare options for actions to reach political objectives. These subjects are not yet sufficiently addressed compared to technological research and legal discussions for the introduction of FAVs.

C.3.2 Macro-regional strategy contribution

Indicate how the project contributes to the EU Strategy for the Alpine Region (EUSALP).

FAVAS contributes to EUSALP's 2nd thematic policy area aiming at ensuring sustainable mobility to all - mainly AG4, with its mission to define common objectives for a shared understanding of transport policy and mobility for AS (e.g. ARPAF Project 'Cross-border') and AG5 and its target to ensure digitisation strategy in the AS and accessibility to digital services (e.g. AS project 'Smart Villages') - or to the Multi-annual WP of the Alpine Conference 2017-2022 (Priority 5)

C.3.3 Synergies

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

Beside literature research done in WP.T1, the main synergies reside in the fact that several PP and observers are operator or test site for AVs inside & outside the AS or have contact to those. Even if tests target mainly technical and safety issues, these close links allow reaching early users (operators and customers) to get valuable feedback, important for the design of future mobility systems with FAVs, e.g. Torino (Smartroad), FSLs (Automated shuttles on public rural roads in mixed traffic near Salzburg, Digibus®), Fribourg/CH (Obs., autonomous shuttles), PostBus... Other projects will raise during the project duration, such as IR IT-CH MENTOR test (Bolzano), test sites in Marseille or Sophia-Antipolis (Obs.) with synergy potential. Other synergies lay in the deep implication of C. Pronello (POLITO, Vice-Chair) and M. Mailer (UIBK, Austrian representative) in the ongoing COST Action WISE ACT, resulting in cooperation, exchanges and a common meeting in Autumn 2021 in Torino.

C.3.4 Knowledge

How does the project build on available knowledge?

Studies on innovative mobility services and TM for FAVs are very rare as RDI focuses on technological solutions or addresses legal aspects for safe operation or rapid introduction on EU roads. Nevertheless, some European and national studies address mobility services (e.g. Smart Mobility and services (EU Expert Group, 2017), FAVs in daily use in Switzerland (EBP, 2018)). MAVEN developed a centralised TM system for FAVs from a technological perspective, while CoEXist systematically enhances the capacity of road authorities to get ready for the transition towards a shared road network with increasing levels of FAVs. DRAGON tried to identify FAVs' impact on national roads, while aFAS tested a driverless road maintenance vehicles on motorways. Ongoing H2020 project AVENUE investigates the integration of FAVs in PT services in urban and sub-urban context and EASYRIDE FAVs' impact in the urban context of Munich (Obs. City of Munich, BMW are partner). More knowledge is gathered in WP.T1.

C.4 Horizontal principles

Horizontal principles	Description of the contribution	Type of contribution
Sustainable development (environment)	FAVAS helps making most sustainable use of FAVs; on project level: Optimised meeting organisation and communication (e.g. online, regional transnational conferences), reduced printing, using sustainable mobility options and green procurement.	positive
Equal opportunity and non-discrimination	FAVs can improve mobility offers for all, including elderly and disabled persons; On project level: full accessibility without discrimination of any kind to meetings and public events, equal chances for newly hired project members.	positive
Equality between men and women	FAVAS PPs guarantee the equality principle in all project activities. PP will try to improve the share of women in the project team when new persons are hires.	neutral

C.5 Work plan per work packages

Type: Preparation

WP Nr	WP Title	WP start date	WP end date	WP Budget
P	Preparation	2019-10	2019-10	20.000,00
Partners Involvement				
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility			PP	
Aix-Marseille-Provence Metropolis			PP	
University of Innsbruck			PP	
Mulhouse Alsace Agglomeration			PP	
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska			PP	
Munich Transport and Tariff Association			PP	
SASA SpA-AG			PP	
Cluster Pole Vehicule du Futur			LP	
University of Applied Sciences Kempten			PP	
Institute of Traffic and Transport I.I.c.			PP	
City of Turin			PP	
Politecnico di Torino			PP	
The Federal State Land Salzburg			PP	
<i>Summary description and objective of the work package</i>				
Preparation and submission of the application form and partnership agreement.				

Type: Management

WP Nr	WP title	WP start date	WP end date	WP Budget
M	Management	2019-10	2022-03	404.137,00
Partners Involvement				
WP responsible partner		Pôle Véhicule du Futur		
Cluster Pole Vehicule du Futur		LP		
Mulhouse Alsace Agglomeration		PP		
Munich Transport and Tariff Association		PP		
University of Applied Sciences Kempten		PP		
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska		PP		
Institute of Traffic and Transport I.I.c.		PP		
Politecnico di Torino		PP		
City of Turin		PP		
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility		PP		
The Federal State Land Salzburg		PP		
University of Innsbruck		PP		
SASA SpA-AG		PP		
Aix-Marseille-Provence Metropolis		PP		
<p><i>Provide an overview how the project management will be organised: general structure and procedures, share of responsibilities, if project management will be externalised.</i></p>				
<p>FAVAS project management is done at three levels: 1. The FAVAS Project Steering Group (PSG) monitors project progress and is the decision-making and controlling body (1 PP = 1 PSG Member = 1 vote). LP regularly informs PSG about project progress. LP convokes exceptional virtual PSG meetings when urgent decisions are needed. Representatives of observers form the Observer Advisory Board, they are invited to participate in PSG and all regular meetings; they have an advisory role and are not entitled to vote in PSG meetings. LP regularly informs observers about the project advancement. 2. LP sets up a professional project management team with dedicated Project (PM), Financial (FM) and Communication (CM) Managers ensuring administrative and financial management, quality monitoring, risk management and process alignment. LP gained experience as Project Manager in EU-funded projects (FP7, COSME) and as PP in Interreg AS (e-Moticon) and other projects. LP's PM is the interlocutor with the AS JS. 3. Each PP sets up an internal project management team with PP's PM, FM and CM to assure consistent project implementation. PP's PM and FM contribute to project reporting in close collaboration with LP's FM, whereas PP's CM are responsible for communication and dissemination under the lead of WP.C's CM. Concerned PPs appoint WP leaders (WPL) and activity leaders (AL) who drive project implementation, operative controlling and daily risk management. WPL participate in PSG meetings. All PP contribute to the different activities. Internal communication is based on monthly virtual meetings and physical PP and PSG meetings every 6 months. Risk management & evaluation plans define rules to monitor & evaluate the project status, which is done during each PSG meeting.</p>				

<i>Please describe activities and deliverables within the work package</i>			
Activity A.M.1	Consortium and project coordination	2019.10	2022.03
Operational daily project management: coordination, monitoring, organisation of monthly virtual and bi-annual physical PP meetings with PSG (M1/FR, M6/AT, M12/DE, M18/SI, M24/IT, M3/AT). Detailed planning during Kick-off meeting, set-up of a working methodology and an internal communication plan. Regular contact with the JS and participation in programme specifically organised meetings and trainings.			
Deliverable D.M.1.1	FAVAS Kick-Off Meeting Report		1,00
Kick-Off meeting results including detailed work plan and updated project planning.			
Deliverable D.M.1.2	Document and template portfolio		1,00
Document and template portfolio with standardised forms for information exchange, reporting, document preparation (e.g. FAVAS reports, minutes, time sheets or presentations).			
Deliverable D.M.1.3	Internal Communication plan		1,00
Document describing the internal communication plan with a clear definition of organisation and schedules for project meetings, as well as tools to be used for the communication among partners and between partners and observers.			
Deliverable D.M.1.4	FAVAS Project Steering Group Minutes		6,00
Minutes of the bi-annual PSG meetings documenting discussion results, decisions, project advancement, encountered problems and risks, next project steps (approx. M1, M6, M12, M18, M24 and M30).			
Deliverable D.M.1.5	FAVAS Virtual Meeting Minutes		20,00
Minutes of monthly online meetings (30 month minus 6 PSG minus 2*2 months summer break).			
Activity A.M.2	FAVAS Project Reporting	2019.10	2022.03
LP coordinates the collection of project achievements, main outputs, deviations and project expenditures from PPs in compliance with AS programme rules and models. All information is prepared and forwarded to the PP's FLC for certification, centralised within the LP and submitted to JS via the eMS.			
Deliverable D.M.2.1	Certifications of expenditures		65,00
Certifications of expenditures delivered by the 13 PP's FLC for each of the 5 reporting periods based on the progress report information and financial supporting document. Timely collected documents by LP from each PP.			
Activity A.M.3	FAVAS Project controlling	2019.10	2022.03
LP defines controlling processes to evaluate project status and achievement. LP defines Risk and Quality Management Plan to be approved by PPs to reach high quality of outputs and face possible risks. Daily controlling is done by PPs' PM & WPL. Project status and impact are analysed on PSG meetings based on RQMP updates and SR/PR. Upcoming risks and deviations are discussed during the monthly virtual meetings ensuring a rapid reaction to guarantee proper project implementation.			
Deliverable D.M.3.1	FAVAS Risk and Quality Management Plan (RQMP)		1,00
The initial RQMP describes the approach allowing evaluating risks, acting in case of problems and ensuring quality control of the project.			
Deliverable D.M.3.2	FAVAS Risk and Quality Management Plan (RQMP) - Updates		4,00
Updates of the RQMP, discussed and validated during PSG meetings months M6, M12, M18, M24. Input for Status and Progress Reports. No Update document at project end as no risk any more when project finished.			
Deliverable D.M.3.3	FAVAS Risk and Quality Management Evaluation		1,00
Final evaluation of the risk and quality management with documentation of encountered problems and their impact on the project, and mitigation actions and their contribution to the project success. Basis for improvements in future projects.			
Activity A.M.4	Project closure	2021.09	2022.03
Administrative and financial project closure in line with AS programme rules and models. Preparation of a final evaluation with regard to project success, stakeholder impact and communication.			
Deliverable D.M.4.1	FAVAS Final Success and Impact Evaluation Report		1,00
Report evaluating the success and the global impact of the project.			

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
T1	State of the art and data collection	2019-10	2020-10	396.552,60

Partner involvement

WP responsible partner	Politecnico di Torino
Cluster Pole Vehicule du Futur	LP
Mulhouse Alsace Agglomeration	PP
Munich Transport and Tariff Association	PP
University of Applied Sciences Kempten	PP
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska	PP
Institute of Traffic and Transport I.I.c.	PP
Politecnico di Torino	PP
City of Turin	PP
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility	PP
The Federal State Land Salzburg	PP
University of Innsbruck	PP
SASA SpA-AG	PP
Aix-Marseille-Provence Metropolis	PP

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

The aim of WP1 is twofold:

1) to characterise the current state of technology related to the use of FAVs and its barriers through an in depth literature review both across Europe and worldwide to identify the main characteristics of demands that FAV mobility solutions place on users, MPs and PAs. These outcomes will allow finding out the characteristics to be included and tested in the web surveys, focus groups and interviews with MPs, PAs and citizens;

2a) to setup a representative survey with minimum 300 participants in each AS countries covered by the consortium (AT, DE, FR, IT, SI) and to administer it with professional support;

2b) to complete the survey results with in-depth discussions and interviews with focus groups (citizens and FAV users; PAs and MPs (observers and others)) in selected existing FAV test sites (e.g. Torino, Bolzano, Salzburg,...).

The surveys are a key aspect of FAVAS as, till now, the majority of surveys on FAVs targeted specific groups as transport experts, vehicles-owners, universities' and companies' members or specific event attendants. No comparative study among countries exist neither AS related ones. Thus, existing information is not sufficient to develop guidelines and policy recommendations for AS policy makers. WP.T1 defines a common survey methodology and guidelines for stakeholders' interviews to guarantee coherent results serving as input for WP.T2 and WP.T3 and to allow cross-national comparisons. Results will also help defining guidelines and policy recommendations.

PP will set up adapted processes to ensure security and protection of personal data and to respect European GDPR. Process will be inspired/based on findings from existing projects such as MELINDA or SAMBA.

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

Project output	Describe your project output	Choose a programme indicator to which the project output will contribute	Target	Delivery Date
O.T1.1	no output	no output	0,00	2022-03

Target groups per outputs			
Who will use the outputs delivered in this work package?			
How will you involve target groups (and other shareholders) in the development of the project outputs?		no output	
Durability and transferability of outputs			
How will the project outputs be further used once the project has been finalised? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and/or after project implementation to ensure the durability of the project outputs. If relevant, please explain which project partner will be responsible and/or the owner of the output.		no output	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.		no output	
<i>Please describe activities and deliverables within the work package</i>			
Activity A.T1.1	Literature analysis	2019.10	2020.07
(Resp.: UIBK/AT) State-of-the-art work will be based on an in-depth analysis of existing academic and industrial documents as well as national, European and international policies and strategies. Reports from former and ongoing European funded projects will also be considered. The study will focus on the benchmarking to identify the success factors as well as the barriers and hindrances related to implementation, services and management of FAVs, and suggests ways to overcome them.			
Deliverable D.T1.1.1	Literature Review on Services and Usages with FAV		1,00
Report summarizing the insights gained from existing publications, studies, projects and other publicly available information.			
Activity A.T1.2	Survey design and interview guidelines	2019.10	2020.07
(Polito/IT) Definition of the common methodologies for surveys, local focus group discussions and stakeholders' interviews and transnational exchanges to ensure structured approaches as well as complementary and high quality results. The recruitment of the sample is made by a company managing the sample and administering to them the surveys. The results of this activity will be documented as part of the deliverables D.T1.3.1 and D.T1.4.1.			
Activity A.T1.3	Public Authorities' and mobility providers' survey	2019.12	2020.10
(MVV/DE) Target groups are PAs (cities, provinces, regions, governments), MPs (transport operators & authorities, car-sharing), car manufacturers and IT companies. More than 100 AS stakeholders are involved to gather feedbacks on ideas, barriers, fears or expectations. 10 interviews with key stakeholders managing trials around Europe bring additional added value. A short web-questionnaire (polls) is administered, followed by in-depth focus groups and individual interviews.			
Deliverable D.T1.3.1	Stakeholders' survey design and results		1,00
Report presenting approach, layout and results of the stakeholder survey, focus groups and interviews as input to WP.T2 and WP.T3.			
Activity A.T1.4	Citizens' surveys	2019.12	2020.10
(BSC Kranj RDA of Gorenjska/SI) Representative surveys with 5 * 300 pers. in AT, DE, FR, IT and SI to get insights about mobility patterns and travel habits; technology acceptance; problems/barriers of FAV services; demographic info. To encourage participation, stakeholders offer prizes (e.g. PT passes). Additional in-depth discussions with focus groups (5-10 pers.) in selected existing FAV test sites give complementary information and allow identifying differences between users and non-users.			
Deliverable D.T1.4.1	Citizens' survey design and results		1,00
Report describing approach, layout and results of the citizen's survey and the focus group results highlighting expectations, fears and potential behaviours.			

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
T2	Mobility and Urban Services based on FAVs	2020-03	2021-05	359.157,90

Partner involvement

WP responsible partner	Munich Transport and Tariff Association
Cluster Pole Vehicule du Futur	LP
Mulhouse Alsace Agglomeration	PP
Munich Transport and Tariff Association	PP
University of Applied Sciences Kempten	PP
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska	PP
Institute of Traffic and Transport I.I.c.	PP
Politecnico di Torino	PP
City of Turin	PP
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility	PP
The Federal State Land Salzburg	PP
University of Innsbruck	PP
SASA SpA-AG	PP
Aix-Marseille-Provence Metropolis	PP

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

FAV have the potential to radically change mobility chains and overcome distinction between and limits of public and private transport. WP.T2 addresses mobility and urban services as first of two pillars laying the basis for guidelines and policy recommendations. It builds on the insights and ideas gathered in WP.T1 as well as on experiences and knowledge from observers and PPs. PP identify, classify and describe potential mobility and urban services with FAVs including necessary frame conditions, best usage situations as well as missing technical and regulative elements or the estimated impacts on traffic, business models, employees or necessary investments. Mobility services are not limited to public transport but include also parking facility operators, taxi fleets and other vehicle fleet operators such as car sharing, ride sharing or rental cars. Urban services are e.g. garbage collection, street cleaning, flower watering, or potentially also police cars, fire engines or emergency vehicles and others. PP will also analyse existing pilot services in the AS and abroad and identify missing elements to boost and transform these tests into economically viable commercial services. These insights lead to the first elements for the policy recommendations. A bridge is built to WP.T3 as especially impacts cannot be analysed independently from TM strategies. Intermediary results of WP.T2, together those of WP.T3, are discussed in regional transnational workshops with AS stakeholders and interested persons. To increase participation and minimise travel CO2 footprint, the same workshop is organised twice, at first in Eastern AS (Munich, together with PP and PSG Meeting) and shortly after a second one in Western AS (Marseille) (see A.C.4/D.C.4.1).

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

Project output	Describe your project output	Choose a programme indicator to which the project output will contribute	Target	Delivery Date
O.T2.1	FAVAS Mobility and Urban Services Guidelines	Part 1 of the FAVAS Handbook dealing with intermodal mobility and urban services with FAVs including application fields and impact evaluation.	OI2.1.2 - Number of developed strategic elements aiming at establishing trans-nationally integrated low carbon policy instruments	1,00 2022-03

Target groups per outputs			
Who will use the outputs delivered in this work package?	<ul style="list-style-type: none"> • local public authority • regional public authority • national public authority • interest groups including NGOs • enterprise, excluding SME • General public 		
How will you involve target groups (and other shareholders) in the development of the project outputs?	Target groups (PAs, MPs, citizens) and interested stakeholders will contribute to the output via the participation in the surveys, focus groups and interviews (WP.T1) as well as within discussions during the 2 regional transnational workshops organised in M12 in Munich and Marseille. Two workshops are a compromise to facilitate travels and increase stakeholder participation while minimising travel costs and environmental impact.		
Durability and transferability of outputs			
How will the project outputs be further used once the project has been finalised? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and/or after project implementation to ensure the durability of the project outputs. If relevant, please explain which project partner will be responsible and/or the owner of the output.	As part of the FAVAS Handbook, these guidelines are used by targeted PAs & MPs to prepare future political decisions to optimise the use of FAVs in new sustainable mobility and urban services and for potential investment decisions needing in-depth knowledge and long preparations. Industry can develop vehicles adapted to new mobility and urban services and citizens will find improved mobility offers. Results serve also as input/basis for WP.T4 and for additional future studies.		
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.	PPs will benefit from the large spectre of frame conditions for mobility present in the AS to develop ubiquitous mobility and urban services that can be used in various situations; the inclusion of PAs and MPs guarantees results that are replicable and can be transferred to other regions inside and outside the AS, especially in combination with the methodological approach delivered in WP.T4. Association of Obs. outside AS ensures first dissemination abroad and confirms interest in the topic.		
<i>Please describe activities and deliverables within the work package</i>			
Activity A.T2.1	Mobility Services with FAVs	2020.03	2021.01
(SASA/IT) Describe mobility services (identified in WP.T1, discussed with stakeholders in regional workshops) with potentials, constraints and expected impacts. Services are designed to minimize traffic and maintain high level of service, for different geographical areas, purposes, utilisations. Analysis of existing test sites allow identifying missing technical, regulative, economic and/or social items to professionalise these services. Activity results serve as input to T2.2.			
Deliverable D.T2.1.1	Mobility services with FAVs		1,00
Presentation of potential mobility services with constraints, impacts and preferred operational areas, completed with analysis of existing test sites.			
Activity A.T2.2	Impact of new mobility solutions with FAVs on users and Mobility Providers	2020.07	2021.05
(MVV/DE) New mobility services with FAV heavily impact MPs such as PT operators, taxi and others. A.T2.2 aims at analysing impacts on employees, business models, organisational structures or investments for current and new MPs (especially PT operators), resulting in possible solutions to minimise them, e.g. by integrating different services in one mobility service for customers (Mobility as a Service).			
Deliverable D.T2.2.1	Impacts of FAVs on Mobility Provider		1,00
Report presenting impact on employees, business models, organisational issues, investments for MPs and potential solutions to minimise them.			
Activity A.T2.3	Enhanced FAVs for urban services	2020.03	2020.12
(M2A/FR) FAVs will not only transport people or freight, they can also be used as basis for enhanced vehicles with additional capabilities to improve or create economically viable urban services. This activity aims at identifying, analysing and describing potential urban services, such e.g. garbage disposal, street cleaning, lawn mower, but also city logistics, police, fire engines, ambulances or others. A first impact analysis on urban services is part of the activity.			
Deliverable D.T2.3.1	Urban services using FAVs		1,00
Presentation of identified viable urban services with enhanced FAVs having additional capabilities, including constraints and impacts.			

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
T3	Traffic Management Strategies for FAVs	2020-03	2021-04	273.754,00

Partner involvement	
WP responsible partner	Aix-Marseille-Provence Metropolis
Cluster Pole Vehicule du Futur	LP
Mulhouse Alsace Agglomeration	PP
Munich Transport and Tariff Association	PP
University of Applied Sciences Kempten	PP
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska	PP
Institute of Traffic and Transport I.I.c.	PP
Politecnico di Torino	PP
City of Turin	PP
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility	PP
Aix-Marseille-Provence Metropolis	PP

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

Currently, traffic management is done via horizontal and vertical signalisation indicating to drivers where and how to drive. FAVs do not have a driver anymore, and TM must therefore be rethought to enable PAs to enforce traffic rules in direct communication with the vehicles. TM strategies must help protecting sensible areas and reaching an optimised traffic with minimised negative impacts on people and environment. User vs. system optimum is one key issue. If public financial efforts or communication standard developments become necessary, PAs, MPs and industry need long preparation phases. Isolated solutions must be avoided. Results of this WP help structuring decisional processes.

WP.T3 is the second pillar that creates basic knowledge for the policy recommendations. It aims at identifying and describing TM strategies that create optimised mobility chains with FAV integration and reduce overall vehicle mileages for different typical areas: urban and suburban, and rural. Activities T3.2 and T3.3 deal with technical and regulative frame conditions necessary to be able to apply these TM strategies to various areas in the AS and abroad in the future. WP.T3 builds on the insights from WP.T1, is coordinated with work from WP.T2 and lays the second part of the basis for WP.T4.

Intermediary results will be discussed, together with those from WP.T2, with stakeholders and interested persons, during the 2 regional transnational conferences in Munich and Marseille to enhance the quality of the results and to guarantee their transferability to other regions (see A.C.4/D.C.4.1).

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

Project output	Describe your project output	Choose a programme indicator to which the project output will contribute	Target	Delivery Date
O.T3.1	FAVAS Traffic Management Guidelines	Part 2 of the FAVAS Handbook describing potential TM concepts for FAVs in differently settled areas (urban, suburban, rural) and for different traffic flows (inhabitants, tourists, event-related traffic, transnational traffic...).	OI2.1.2 - Number of developed strategic elements aiming at establishing trans-nationally integrated low carbon policy instruments	1,00 2022-03

Target groups per outputs			
Who will use the outputs delivered in this work package?		<ul style="list-style-type: none"> • local public authority • regional public authority • national public authority • infrastructure and (public) service provider 	
How will you involve target groups (and other shareholders) in the development of the project outputs?		PAs and MPs contribute to the output via the answers given in WP.T1 and in the two common regional conferences organised in M12 together with WP.T2 in Munich and Marseille. PPs and observers will also discuss results within their organisations and give feedback to improve the outcome.	
Durability and transferability of outputs			
How will the project outputs be further used once the project has been finalised? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and/or after project implementation to ensure the durability of the project outputs. If relevant, please explain which project partner will be responsible and/or the owner of the output.		Outcome will be an important guide for future political decisions and administrative processes at all levels of PAs inside and outside the AS, decisions. The implementation of TM strategies and related investments need awareness of PAs on corresponding challenges as well as good and car-lobby independent knowledge. Outputs will also help vehicle manufactures to ensure their vehicles are able to circulate with different management strategies.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.		TM strategies and corresponding vehicle-2-infrastructure communication must per definition be replicable (at least) across Europe to allow FAVs circulating everywhere and by respecting TM set up by PAs. The general approach and descriptions, together with results of WP.T4, enables stakeholders from outside project consortium to easily chose and implement efficient TM adapted to their frame conditions.	
<i>Please describe activities and deliverables within the work package</i>			
Activity A.T3.1	Traffic management strategies for FAVs and related use cases	2020.03	2020.12
(CTo/IT) TM can function with a completely centralised TM system or with totally self-organising vehicles (TM by vehicles). T3.1 categorises TM objectives, available tools and their necessary evolution, and needed frame conditions as basis for TM strategies in urban/suburban, rural or long-distance traffic situations. Activity results answer/react to ideas, suggestions and fears identified in WP.T1.			
Deliverable D.T3.1.1	Traffic management strategies with FAVs		1,00
Presentation of potential organisational TM strategies based on potential objectives, available and new tools and necessary frame conditions for different use cases.			
Activity A.T3.2	Framework development for autonomous traffic solutions	2020.07	2021.04
(FSL/AT) T3.2 aims at identifying and describing, technology open, impacts and frame conditions on exploitation issues such as routes, working-hours, safety, control-mechanisms, costs and payment for necessary infrastructure, as well as use, exchange, access to and security of data to avoid isolated solutions and fragmentation of mobility solutions. Framework is essential input to WP4.			
Deliverable D.T3.2.1	Framework description for autonomous traffic solutions		1,00
Definition of impacts on exploitation issues and use cases for best use of (combinations) of traffic management strategies.			
Activity A.T3.3	Public policy framing conditions	2020.07	2021.04
(AMP/FR) Policies shall target traffic reduction with cars doing what they're allowed and not what they're able to do. This activity presents potential policy objectives and necessary framing conditions (regulations and legislation) to reach them. Objectives are e.g. to boost intermodal mobility, to reduce overall traffic, emissions or space occupation. National specificities of AS countries are analysed and considered. Results are discussed with stakeholders during regional conferences.			
Deliverable D.T3.3.1	Public policy framing conditions		1,00
Presentation of policy objectives, strategies and frame conditions to ensure that FAVs help reaching political objectives, including an analysis of specificities in the AS countries.			

Type: Implementation

WP Nr	WP title	WP start date	WP end date	WP Budget
T4	Alpine Space adapted use case scenarios	2019-10	2022-03	405.410,50

Partner involvement

WP responsible partner	Institute of Traffic and Transport I.I.c.
Cluster Pole Vehicule du Futur	LP
Mulhouse Alsace Agglomeration	PP
Munich Transport and Tariff Association	PP
University of Applied Sciences Kempten	PP
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska	PP
Institute of Traffic and Transport I.I.c.	PP
Politecnico di Torino	PP
City of Turin	PP
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility	PP
The Federal State Land Salzburg	PP
University of Innsbruck	PP
SASA SpA-AG	PP
Aix-Marseille-Provence Metropolis	PP

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

WP.T1 helped to gather information, data and sentiments from PAs, MPs and citizens, used to develop mobility and urban services and TM strategies for FAVs in concertation with stakeholders (WP.T2-T3). WP.T4 aims at developing an easily applicable tool (methodology) for evaluating combinations of mobility services and TM strategies for a given local situation (urban/suburban, rural). A rigorous scientific approach (development under the coordination of the three universities (activity leaders)) and improved methodologies (e.g. service blueprinting method) ensure that the tool can be used in various situations. It enhances users to figure out best combinations for their situation and allows qualitatively estimating the impact on different key figures/factors (traffic, space use...).

The tool is then applied to real cases for validation; the urban/suburban and rural use case locations are chosen by following a selection process to be set up. The Innsbruck area with its important long commuting, transit and tourism flows combined with difficult topographies and the proximity with the German and the Italian borders is used for the validating of the transnational door-to-door scenario. PP check whether transnational door-to-door mobility can be integrated in the above mentioned methodology, or if a separate one must be proposed. Stakeholders and focus groups are deeply involved in the development and application processes of WP.T4.

The results of the three concrete use cases, part of the FAVAS deliverables, are also used to illustrate the guidelines and policy recommendations, and to demonstrate how to apply the tool(s) to other areas. They guarantee the understanding of the approach and thus its success when transferring it cities or regions inside and outside the AS.

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

Project output	Describe your project output	Choose a programme indicator to which the project output will contribute	Target	Delivery Date
O.T4.1	FAVAS Policy Recommendations and Guidelines	FAVAS Handbook Part 3 with recommendations and options for actions for sustainable and optimised use of FAVs ensuring sustainable mobility in a for liveable AS. A methodological approach/ examples for different areas allow exporting results abroad.	OI2.1.2 - Number of developed strategic elements aiming at establishing trans-nationally integrated low carbon policy instruments	1,00 2022-03

Target groups per outputs			
Who will use the outputs delivered in this work package?		<ul style="list-style-type: none"> • local public authority • regional public authority • national public authority • infrastructure and (public) service provider 	
How will you involve target groups (and other shareholders) in the development of the project outputs?		Basic are stakeholders' inputs (WP.T1) and feedback on WP.T2 and WP.T3 results (regional transnational conferences M12), stakeholders get the opportunity to discover, comment and improve output results during a second set of regional transnational conferences (M24) in Torino (Western AS) and Bolzano (Eastern AS). Discussion outcomes are integrated in this project output.	
Durability and transferability of outputs			
How will the project outputs be further used once the project has been finalised? Please describe concrete measures (including e.g. institutional structures, financial sources etc.) taken during and/or after project implementation to ensure the durability of the project outputs. If relevant, please explain which project partner will be responsible and/or the owner of the output.		Recommendations and guideline will be part of the FAVAS Handbook that will be made available to interested stakeholders and largely published online. Together with the two first parts, the output serves as all-purpose planning tool for PAs and MPs for future innovative low carbon mobility services with FAVs, for the development and implementation of adapted TM strategies to minimise ecological and urban impacts of future traffic with FAVs and for further studies.	
How will the project ensure that the project outputs are applicable and replicable by other organisations/regions/countries outside of the current partnership? Please describe to what extent it will be possible to transfer the outputs to other organisations/regions/countries outside of the current partnership.		The output completes OT2.1 and OT3.1. It includes guidelines explaining how the FAVAS tool can be used and transferred to any situation and its frame conditions as well as policy recommendations allowing optimising the complete mobility offer in a given area. Thus, the output is widely usable and replicable and can be used by PAs and MPs at all administrative levels inside & outside AS for their future urban development.	
<i>Please describe activities and deliverables within the work package</i>			
Activity A.T4.1	Use case scenario for a typical AS urban and suburban area	2020.11	2022.03
(PI/SI) The 3 activity leaders SI, HKE, UIBK with PPs' support firstly develop a joint tool for describing and evaluating use cases under different frame conditions. The tool allows evaluating FAVs' impact on different key indicators in a qualitative manner; it is not a traffic modelling tool. It is tested and validated in this activity by application on a selected urban/suburban area. Use case results help explaining the functioning and the use of it and to illustrate the handbook.			
Deliverable D.T4.1.1	Use case scenario for a typical AS urban and suburban area		1,00
Study presenting the approach, hypothesis and results of an application of the FAVAS results on a typical AS urban and suburban area, including a concrete example.			
Activity A.T4.2	Use case scenario for a typical AS rural area	2020.11	2022.03
(HKE/DE) Once developed, this activity aims at validating the tool by applying it to use case scenarios for rural areas. To ensure transferability a theoretical approach is first developed answering to different strategies and considering typical characteristics (low population densities, few traffic problems, unsatisfying PT offers, weather, ...). The tool is then validated and tested on a selected real rural area in the AS. Results explain how to use the tool and help illustrating O.T4.1.			
Deliverable D.T4.2.1	Use case scenario for a typical AS rural area		1,00
Study presenting the approach, hypothesis and results of an application of the FAVAS results on a typical AS rural area, including a concrete example.			
Activity A.T4.3	Door-to-door mobility for transnational travels	2019.10	2022.03
(UIBK/AT) Transnational door-to-door mobility has different characteristics compared to the preceding use cases, mobility services are more important than TM on long distances. Thus, the need to develop of another approach that A.T4.1 & .2 is possible. After a first theoretical approach, Innsbruck with its concentration of transnational transit, touristic and long distance commuting has been chosen for the validation and evaluation of this type of mobility. Results are integrated in O.T4.1.			
Deliverable D.T4.3.1	Door-to-door mobility for transnational travels use case		1,00
Report presenting the model and its functioning and the guideline for application on a specific situation.			

Type: Communication

WP Nr	WP title	WP start date	WP end date	WP Budget
C	Communication	2019-10	2022-03	274.769,00
Partner involvement				
WP responsible partner		Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility		
Cluster Pole Vehicule du Futur		LP		
Mulhouse Alsace Agglomeration		PP		
Munich Transport and Tariff Association		PP		
University of Applied Sciences Kempten		PP		
BSC, Business Support Center, Ltd, Regional Development Agency of Gorenjska		PP		
Institute of Traffic and Transport I.I.c.		PP		
Politecnico di Torino		PP		
City of Turin		PP		
Alpine Pearls – Association for the support of a sustainable tourism with Soft Mobility		PP		
The Federal State Land Salzburg		PP		
University of Innsbruck		PP		
SASA SpA-AG		PP		
Aix-Marseille-Provence Metropolis		PP		
<i>Please indicate main objectives of the work package, as well as its linkage to the other work packages and provide a short description of the main activities.</i>				
<p>WP.C aims at optimizing the impact on target groups outside the partnership. Inputs from WPs are 'professionalised' for the dissemination of project outputs, especially the Handbook combining the three outcomes from WP.T2 to T4. WP.C results will help raising awareness about FAVs in general and about possible mobility and urban services as well as TM strategies for FAVs in urban, suburban and rural areas as well as for transnational door-to-door mobility. Achievements of project's objectives are supported by presentations and handouts distributed during events where audience has the opportunity to debate and discuss with PPs and contribute to improve project outcomes. Project information and results will be made available online for interested stakeholders and a broad public. The FAVAS Handbook will be professionally designed and prepared for the final conference (inEnglish only); enhanced executive summaries (24 - 32 pages) of the handbook are prepared in AS languages and printed in very limited number (30 - 50 /language) for distribution during final conference. All public deliverables are published on the FAVAS website, on social media and on PP's websites.</p>				
Project specific objectives	Communication objectives - What can communications do to reach a specific project objective?	Approach/Tactics - How do you plan to reach the communication objective?		
Increase awareness of PAs, MPs and society, especially users/suppliers of public transport, about opportunities, challenges, risks and risks of FAVs	Raise awareness	FAVAS HANDBOOK will be transferred local and regional PAs and MPs, main target for project results, through digital activities. Newsletters will be sent to target group including the link to FAVAS website and FAVAS HANDBOOK download option, Social media accounts on Twitter, Facebook and YouTube provide updated information on FAVAS project status quo, main highlights and provide link to download documents when ready.		
Develop a basis for harmonised transnational policy approaches to face FAVs and optimise their potential impacts on urban, suburban and rural zones by attractive and well performing PT	Increase knowledge	Results from WP's are discussed with stakeholders and interested parties during project meeting, regional transnational conferences and the final event. PAs and MPs (outside PP) are informed about FAVAS HANDBOOK and project results and get the opportunity to download documents. For ecological reasons, only very few examples of an enhanced executive summary will be printed for the final event.		
<i>Please describe activities and deliverables within the work package</i>				
Activity A.C.1	Start-up activities including communication s	2019.10	2020.03	
WPL defines the communication strategy, including e.g. description of target groups, key messages, logo, ERDF communication and visibility requirements..., that will be approved by PSG and adopted by PPs to ensure the transfer of results to all target groups. WPL coordinates PP's CM. A FAVAS website is integrated in the AS programme website to assure high visibility and sustainability of results. PPs inform about FAVAS on their websites. Social media help improving FAVAS communication impact.				
Deliverable D.C.1.1	Communication and dissemination strategy			1,00

Description of responsibilities, communication activities, programme communication and visibility requirements, timeline, corporate identity, goals and indicators related to planned activities, target groups, dedicated messages and tools to reach them.			
Activity A.C.2	Promotional activities	2019.10	2022.03
Promotional activities include posters and roll-ups as promotional materials, created in compliance with project corporate identity and AS programme requirements. Contents are delivered and approved by PPs CM and WPL. All communication deliverables are available in digital version on project website and social media, all in English, some in AS languages.			
Deliverable D.C.2.1	FAVAS Poster		39,00
Three different posters per PP describing (1) the project, (2) mobility services and (3) traffic management strategies. Produced in English and translated to PP languages to inform and launch discussions during public events.			
Deliverable D.C.2.3	FAVAS Roll-Up		13,00
Official FAVAS Roll-Up with information e.g. on project partnership, objectives, outputs and contact data, in English.			
Activity A.C.3	Digital activities	2019.10	2022.03
This activity includes all digital activities of the FAVAS project: FAVAS Website on AS programme website, Information on PPs' Websites, Social media and digital Newsletter. Digital activities are the main channel to address target groups during the project duration, all project information and results remain accessible to stakeholders and general public via the FAVAS Website, main information, the FAVAS HANDBOOK and the enhanced executive summaries remain also available via PPs Websites.			
Deliverable D.C.3.1	FAVAS Website		1,00
A standard project website is set up as sub site of the AS website. It aims at informing interested stakeholders and the general public as well as sharing project results. The content will regularly be updated during the project duration.			
Deliverable D.C.3.2	FAVAS Information on PPs Websites		13,00
A short project description including FAVAS logo, aims, results, financial support and link to the FAVAS website on each PPs website.			
Deliverable D.C.3.3	FAVAS Social Media		3,00
Instagram, Twitter and LinkedIn accounts/pages are created and regularly updated, allowing sharing information, impressions from meetings and discussing with experts from across the world about project subjects and results.			
Deliverable D.C.3.4	FAVAS Newsletter		5,00
Newsletter, in line with project CI and AS programme communication and visibility requirements, are digitally sent to target groups and published in social media accounts. Newsletter in English.			
Activity A.C.4	Public Event(s)	2019.10	2022.03
Public events are accessible without discrimination to all interested persons. They aim at largely spreading project insights, at initiating/enhancing transnational networking and at gathering additional inputs. 2 regional workshops are each held twice (East/West of AS, one connected to PP & PSG meeting) to allow more stakeholders to attend with a minimised ecological footprint; one conference is organised with the WISE-ACT meeting. Final event takes place in Salzburg or Werfenweng (AT).			
Deliverable D.C.4.1	Regional transnational workshops on mobility services and traffic management strategies		2,00
2 regional transnational workshops to present and discuss intermediary results on mobility and urban services and on traffic management strategies. One workshop connected to regular FAVAS PP/PSG meeting in Munich, #2 shortly after in Marseille.			
Deliverable D.C.4.2	Regional transnational workshops on use case scenarios		2,00
2 regional transnational workshops to present and discuss intermediary results on use case scenarios. One workshop connected to regular FAVAS PP/PSG meeting and planned joint WISE-Act meeting in Torino, #2 shortly after in Bolzano.			
Deliverable D.C.4.4	FAVAS Final Conference		1,00
Organised by WP.C leader and LP in Salzburg or Werfenweng to present and share FAVAS outcomes with a large public (observers, other stakeholders, general public); networking between participants for further common collaboration in the field of FAVAs.			
Activity A.C.5	Publication(s)	2019.10	2022.03
Publications include (1) presentations on European conferences, (2) the FAVAS Handbook - the final official recommendation and guideline document (in English) - and (3) enhanced executive summaries of it - 24-32 pages, translated to AS languages for a better understanding and easier access for PAs and MPs in AS countries, printed in a limited edition and distributed during the final event. The FAVAS HANDBOOK is only available online as pdf on FAVAS and PPs websites and on social media.			
Deliverable D.C.5.1	Participation to national and European conferences		2,00
Presentation of project results at European mobility related conferences such as e.g. European Conference on Mobility Management (EU), POLIS Conference (EU), Heureka (DE)...			
Deliverable D.C.5.2	FAVAS Handbook		1,00
Well-designed merger of the outputs O.T2.1 to O.T4.1 into the official FAVAS information, recommendation and guideline document. In English only, available for download on FAVAS Website, via social media and on PPs websites.			
Deliverable D.C.5.3	FAVAS Handbook - Enhanced executive summaries		5,00
Executive summary of the handbook (24-32 p) with main policy recommendations and guidelines, available in EN, DE, IT, FR, SI, printed in limited editions (±40 ex./lang.) and distributed during final event, available for download on standard channels.			

C.5.1 Periods

Period Number	Duration (month)	Start Date	End Date
0	0	2019-10-02	2019-10-02
1	9	2019-10-02	2020-06-30
2	6	2020-07-01	2020-12-31
3	6	2021-01-01	2021-06-30
4	6	2021-07-01	2021-12-31
5	3	2022-01-01	2022-03-31

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

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

Travel costs for Observers outside AS area (16, 32); travel costs and participation fees for two FAVAS project presentations on European conferences (locations not known yet, share will be reduced when conferences inside programme area).

Total budget	6.800,00
ERDF outside	5.780,00
% of total (indicative)	0,27

PART D - Project Budget

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

Partner		Programme Co-financing		Contribution			Total Budget
Partner Abbreviation	Country	ERDF	ERDF Co-Financing(%)	Public	Private	Total	
PVF	FRANCE	253.232,00	85,00 %	44.688,00	0,00	44.688,00	297.920,00
MZA	FRANCE	88.782,50	85,00 %	15.667,50	0,00	15.667,50	104.450,00
MVV	DEUTSCHLAND	137.530,00	85,00 %	24.270,00	0,00	24.270,00	161.800,00
HKE	DEUTSCHLAND	147.687,50	85,00 %	26.062,50	0,00	26.062,50	173.750,00
BSC Kranj RDA of Gorenjska	SLOVENIJA	122.485,00	85,00 %	21.615,00	0,00	21.615,00	144.100,00
PI	SLOVENIJA	150.960,00	85,00 %	26.640,00	0,00	26.640,00	177.600,00
POLITO	ITALIA	160.097,50	85,00 %	28.252,50	0,00	28.252,50	188.350,00
CTo	ITALIA	98.430,00	85,00 %	17.370,00	0,00	17.370,00	115.800,00
AP	ÖSTERREICH	139.315,00	85,00 %	24.585,00	0,00	24.585,00	163.900,00
FSLs	ÖSTERREICH	124.362,22	85,00 %	21.946,28	0,00	21.946,28	146.308,50
UIBK	ÖSTERREICH	175.856,50	85,00 %	21.033,50	10.000,00	31.033,50	206.890,00
SASA	ITALIA	107.102,12	85,00 %	18.900,38	0,00	18.900,38	126.002,50
AMP	FRANCE	107.873,50	85,00 %	19.036,50	0,00	19.036,50	126.910,00
Total		1.813.713,84		310.067,16	10.000,00	320.067,16	2.133.781,00

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

Partner	Staff costs	Office and administration	Travel and accommodation	External expertise and services	Equipment	Budget	Revenues	Total budget
PVF	208.800,00	31.320,00	11.300,00	46.500,00	0,00	297.920,00	0,00	297.920,00
MZA	60.000,00	9.000,00	4.450,00	31.000,00	0,00	104.450,00	0,00	104.450,00
MVV	120.000,00	18.000,00	7.200,00	16.600,00	0,00	161.800,00	0,00	161.800,00
HKE	135.000,00	20.250,00	8.900,00	9.600,00	0,00	173.750,00	0,00	173.750,00
BSC Kranj RDA of Gorenjska	86.000,00	12.900,00	7.200,00	38.000,00	0,00	144.100,00	0,00	144.100,00
PI	140.000,00	21.000,00	8.400,00	8.200,00	0,00	177.600,00	0,00	177.600,00
POLITO	145.000,00	21.750,00	8.400,00	13.200,00	0,00	188.350,00	0,00	188.350,00
CTo	60.000,00	9.000,00	8.400,00	38.400,00	0,00	115.800,00	0,00	115.800,00
AP	95.000,00	14.250,00	8.300,00	46.350,00	0,00	163.900,00	0,00	163.900,00
FSLs	23.790,00	3.568,50	7.700,00	111.250,00	0,00	146.308,50	0,00	146.308,50
UIBK	150.000,00	22.500,00	6.500,00	27.890,00	0,00	206.890,00	0,00	206.890,00
SASA	94.350,00	14.152,50	8.900,00	8.600,00	0,00	126.002,50	0,00	126.002,50
AMP	61.400,00	9.210,00	7.700,00	48.600,00	0,00	126.910,00	0,00	126.910,00
Total	1.379.340,00	206.901,00	103.350,00	444.190,00	0,00	2.133.781,00	0,00	2.133.781,00
% of total budget	64,64 %	9,69 %	4,84 %	20,81 %	0,00 %	100,00 %	0,00 %	100,00 %

D.3 Project budget - overview per period

	Period 0	Period 1	Period 2	Period 3	Period 4	Period 5	Budget	Net revenues	Total budget
Total	20.000,00	637.660,00	472.203,70	415.887,70	347.719,20	240.310,40	2.133.781,00	0,00	2.133.781,00
% of total budget	0,93 %	29,88 %	22,12 %	19,49 %	16,29 %	11,26 %	100,00 %	0,00 %	100,00 %

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

Partner	WP P	WP M	WP T1	WP T2	WP T3	WP T4	WP C	Budget	Net revenues	Total budget
PVF	20.000,00	130.360,00	23.110,50	27.212,00	23.110,50	36.916,50	37.210,50	297.920,00	0,00	297.920,00
MZA	0,00	16.500,00	27.900,00	16.950,00	14.400,00	23.050,00	5.650,00	104.450,00	0,00	104.450,00
MVV	0,00	19.690,00	16.935,00	60.375,00	13.060,00	39.500,00	12.240,00	161.800,00	0,00	161.800,00
HKE	0,00	23.370,00	21.915,00	34.040,00	33.300,00	41.410,00	19.715,00	173.750,00	0,00	173.750,00
BSC Kranj RDA of Gorenjska	0,00	24.910,00	44.865,00	17.570,00	17.170,00	22.110,00	17.475,00	144.100,00	0,00	144.100,00
PI	0,00	19.650,00	20.440,00	26.360,00	25.040,00	65.460,00	20.650,00	177.600,00	0,00	177.600,00
POLITO	0,00	13.630,00	76.670,00	32.350,00	19.170,00	36.900,00	9.630,00	188.350,00	0,00	188.350,00
CTo	0,00	24.710,00	33.065,00	10.200,00	20.140,00	9.275,00	18.410,00	115.800,00	0,00	115.800,00
AP	0,00	38.700,00	13.260,00	10.740,00	2.460,00	10.740,00	88.000,00	163.900,00	0,00	163.900,00
FSLs	0,00	17.712,00	57.219,60	12.398,40	35.608,50	20.664,00	2.706,00	146.308,50	0,00	146.308,50
UIBK	0,00	36.260,00	44.900,00	19.890,00	26.610,00	66.170,00	13.060,00	206.890,00	0,00	206.890,00
SASA	0,00	18.350,00	6.267,50	70.147,50	1.380,00	20.395,00	9.462,50	126.002,50	0,00	126.002,50
AMP	0,00	20.295,00	10.005,00	20.925,00	42.305,00	12.820,00	20.560,00	126.910,00	0,00	126.910,00
Total	20.000,00	404.137,00	396.552,60	359.157,90	273.754,00	405.410,50	274.769,00	2.133.781,00	0,00	2.133.781,00
% of total budget	0,93 %	18,93 %	18,58 %	16,83 %	12,82 %	18,99 %	12,87 %	100,00 %	0,00 %	100,00 %

D.5 Equipment list per partner

Partner	Equipment description	Budget
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D.6 Flat rates overview per partner

Partner	Staff costs	Office and administration
PVF	no	no
M2A	no	no
MW	no	no
HKE	no	no
BSC Kranj RDA of Gorenjska	no	no
PI	no	no
POLITO	no	no
CTO	no	no
AP	no	no
FSLs	yes (20.00 %)	yes (15.00 %)
UIBK	no	no
SASA	no	no
AMP	no	no

ANNEXE N°3



National requirement France

2ème étape: Application Form

L'envoi de ce document, dûment rempli, et dans les délais impartis, est une condition d'éligibilité de votre candidature. En cas de non-respect de ces « national requirements », le projet restera éligible, mais le candidat concerné sera automatiquement sorti du partenariat. Des documents relatifs à chaque structure (voir factsheet « national requirements ») sont à envoyer en complément.

Les informations à renseigner dans ce document sont relatives au contenu du projet. Elles doivent être fournies, par les structures françaises participantes, pour chaque projet ayant au moins un partenaire français. Dans l'hypothèse où un même projet rassemble plusieurs partenaires français, ces informations doivent être coordonnées au niveau du partenariat français et n'être envoyées qu'en un seul exemplaire, par l'une des structures participantes et au nom de tous les partenaires français, au point de contact national.

Ce document doit être rédigé en français, et être envoyé, par email, au point de contact national, avant la date de dépôt des application form.

Rappel : Les informations fournies, par les participants français, dans le cadre des national requirements, ne remplacent pas celles à fournir au chef de file du projet pour l'application form. L'envoi des national requirements au point de contact national est une démarche complémentaire au dépôt, en ligne, et sur le site du programme, de l'application form, par le chef de file. *Elles sont utilisées par le point de contact national dans le cadre des vérifications nationales qui lui incombent (voir factsheet 2.3 project selection : « national verifications performed by ACP)*

Intitulé et acronyme du projet :

Full Autonomous Vehicles in the Alpine Space - FAVAS

Priorité thématique : 2 - Low Carbon Alpine Space

Structure chef de file : Pôle Véhicule du Futur (PVF, 25) -Coordinateur

Autre structures françaises : Mulhouse Alsace Agglomération (M2A, 68)
Aix-Marseille-Provence Métropole (AMP, 13)



1) Description générale du projet :

Pourquoi ce projet ? Quel est le principal défi relevé ? Quelles sont les raisons expliquant la nécessité de traiter ce sujet à l'échelle transnationale ?

Mobilité et transport se trouvent actuellement face à plusieurs challenges dont l'électrification des véhicules, des usages en pleine évolution (utiliser au lieu de posséder) et finalement l'arrivée en vue de véhicules connectés et autonomes avec l'entrée de nouveaux acteurs plus intéressés par les données créées par les véhicules que par celui-ci lui-même. La SAE¹ définit six niveaux d'autonomie (de 0 = zero autonomie à 5 = complètement autonome). Pendant que l'industrie automobile et la recherche se concentrent aujourd'hui principalement sur des aspects techniques permettant au véhicule de circuler en autonomie, l'impact de véhicules complètement autonomes (FAV = Full Autonomous Vehicles) n'a été adressé que rarement à ce jour. Premières résultats montrent que FAV n'entraînent pas automatiquement une réduction du trafic et ainsi une décongestion des villes et une optimisation de la consommation énergétique (il est supposé que FAV vont disposer d'une chaîne de traction électrique et ne pas thermique), mais peuvent également résulter en plus de trafic au moment où les FAVs circulent sans passager à bord du tout (par ex. pour chercher une place de parking). Une intégration dans l'écosystème de mobilité semble nécessaire pour obtenir des bénéfices pour les villes et zone rurales. Il va de même avec la gestion de trafic : Les constructeurs préconisent et argumentent qu'aucune gestion de trafic ne sera plus nécessaire car leurs véhicules sauront tout faire tout seul. Cela ne peut être la position des autorités publiques soucieuses de leur territoire et ayant besoin de pouvoir réguler le trafic dans leur territoire.

Le projet FAVAS – Full Autonomous Vehicles in the Alpine Space adressera ces questions dans une démarche transnationale. Celle-ci est considérée nécessaire pour plusieurs raisons : Mobilité et transport ne s'arrêtent pas aux frontières et ont besoin de règles transnationales (comme par ex. la convention de Vienne portant sur les panneaux homogénéisés) ; Solutions, y inclus de gestion de trafic, qui interagissent avec des véhicules doivent être harmonisés afin de permettre des véhicule exploitables sans contraintes et afin de pouvoir les homologuer au niveau Européen au moins. Concernant les services de mobilité, l'intérêt d'une approche transnationale se trouve dans la mutualisation des idées, études, analyses de développement de ceux-ci d'un côté, et dans l'harmonisation de ces services d'autre côté permettant demain une mutualisation de services pour des solutions transnationales notamment dans le cadre de services MaaS (Mobility as a Service) ainsi qu'un accès facilité et sans discrimination pour les citoyens.

¹ <https://www.cnet.com/roadshow/news/self-driving-car-guide-autonomous-explanation/>



Décrire l'objectif général du projet, les objectifs spécifiques, les principaux résultats et outputs, ainsi que les principales activités menées par les partenaires français. Le cas échéant, préciser quels seront les sites pilotes.

Objectif général

Conscient de l'arrivée de FAVs (voitures, navettes, bus, transporteurs, PL, ...) dans le future, le projet FAVAS souhaite apporter

- aux Autorités Publiques (AP) des réponses et des outils pour préparer les politiques et réglementations nécessaires pour faire face à cette nouvelle situation (situation potentiellement disruptive par rapport à l'existant) dès aujourd'hui afin de tenir compte des temps longs pour se concerter, décider de politiques et éventuellement mettre en place de solutions techniques interopérables ;
- aux Opérateurs de Services de Mobilité (Mobility Provider – MP : Transport Public, car-sharing, taxi, parking....) de s'adapter à cette nouvelle situation en développant de nouveaux services innovants permettant (1) d'optimiser les chaînes de mobilité, (2) de minimiser les impacts sur l'environnement (émissions, utilisation d'espace, sécurité...) tout en (3) assurant un équilibre économique pour ces acteurs.

Objectifs spécifiques

Le travail de FAVAS permettra alors a) d'informer et de sensibiliser les AP aux opportunités, impacts et risques de cette technologie et b) de développer des éléments pour une approche transnationale harmonisée d'utilisation et de gestion de FAVs sur différents territoires (urbain, péri-urbain, rural, transnational).

Résultats et outputs

Le principal résultat sera la meilleure connaissance et une vue globale sur les opportunités, impacts et risques de FAVs dans l'espace alpin et la diffusion de celle-ci parmi différentes parties prenantes (AP, opérateur de mobilité, citoyens...). En fin de projet, tous les résultats sont réunis dans un guide (FAVAS Handbook), qui regroupe les trois outputs O.T2.1 à O.T4.1, avec trois focus :

- (1) une description et analyse de services de mobilité et de services publique sur base de FAVs, y inclus des réflexions sur leur intégration dans un système global de mobilité ainsi que l'impact sur les opérateurs de mobilité (transport public) existants en terme de leur business model ou leurs employés ;
- (2) un guide proposant des stratégies de gestion de trafic de FAVs avec analyse des meilleurs usages par type de zone (urbain, péri-urbain, rural, transnational) ;
- (3) un outil permettant d'appliquer et de transférer les services et stratégies sur un territoire donné, complété par des recommandations pour le développement de politiques pour encadrer les FAVs.



Des exemples d'application de l'outil sur des territoires (urbain/périurbain, rural) concrets, sélectionnés selon une méthodologie à mettre en place, permettent d'expliquer l'utilisation de l'outil et d'illustrer le FAVAS Handbook.

Principales activités

Outre les Work Packages (WP) obligatoire Management et Communication, le projet prévoit 4 WP :

- 1) *Recueil d'information : WP.T1 réunit les différentes actions pour résumer l'existant et enrichir ces résultats par des retours de deux enquêtes, co-construites, d'interviews avec des PAs et MPs et de focus groupes permettant d'obtenir et de comparer des attentes, peurs, risques, habitudes des différents participants de différentes cultures dans l'Espace Alpin.*
- 2) *WP.T2 est dédié au développement et à l'analyse d'impact et de sensibilité de services de mobilité (individuelle et collective) et de services publics (Ordures ménagères, nettoyage de routes, city logistique, ...). Les résultats de ce WP seront regroupés dans l'output (1) ci-dessus.*
- 3) *WP.T3 va imaginer, décrire et analyser les différentes options de gestion de trafic de FAVs dans différents territoires, avec leur impact sur, par ex., les citoyens, la congestion, les investissements nécessaires ou l'utilisation de l'espace. Les stratégies peuvent aller depuis l'absence de gestion de trafic (le véhicule doit être capable de s'orienter et circuler sans implication externe (hors informations) jusqu'à une gestion 'dictatoriale' avec un centre de gestion (par ex. urbain) donnant à chaque véhicule la route à utiliser afin d'optimiser le trafic sur l'ensemble de son territoire. Les travaux porteront également sur les adaptations techniques (routes, infrastructures) et réglementaires nécessaires pour assurer que les FAVs contribueront à la mise en place des stratégies en matière de mobilité et de développement urbain des PAs. Les résultats de ce WP seront réunis dans un guide (output 2 ci-dessus)*
- 4) *WP.T4 servira enfin au développement d'une méthodologie transférable permettant aux PAs et MPs de l'AS ou d'ailleurs d'appliquer les résultats du projet sur leur territoire. La méthodologie sera complétée par des exemples concrets obtenus par son application sur deux territoires types (urbain/périurbain, rural) et une utilisation porte-à-porte transnationale. Les connaissances acquises dans l'ensemble des WP entreront dans les recommandations stratégiques pour PA (output 3 ci-dessus).*

2)



Contribution aux politiques publiques régionales/nationales :

- À quelle(s) politique(s) publique(s) de niveau régional/national le projet contribue-t-il ?
- Comment y contribue-t-il (valeur ajoutée par rapport à l'existant ? articulation avec les dispositifs existants ? etc)
- Des contacts ont-ils été établis avec les institutions compétentes ?

Des FAV vont arriver sur les routes dans un futur proche, mais leur déploiement massif nécessitera plus de temps. FAVAS souhaite préparer ce moment par le développement et l'analyse de nouveaux services de mobilité ou de services publics basés sur des FAV et des stratégies de gestion de FAV dans différents territoires. Grâce aux actions de FAVAS, des AP seront sensibilisées sur la nature disruptive de ces nouveaux véhicules et informées des opportunités, challenges et risques. Au niveau local, elles auront à leur disposition une méthodologie pour appliquer les connaissances acquises sur leur territoire lors de la mise en place de schéma ou de plans (par ex. SCOT, PDU...) tout en apportant des solutions respectant le caractère transnational de la mobilité. Au niveau national voire Européen, les résultats serviront à la préparation de lois et de réglementations pour faire face à cette nouvelle technologie.

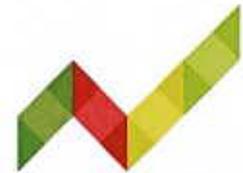
Bien que des solutions Européennes soient nécessaires à terme, une réflexion au niveau Espace Alpin semble opportun grâce à son caractère exemplaire notamment en ce qui concerne les territoires (villes, périurbain, rural), les topographies (montagnes, vallées, plaines) et l'accumulation de flux divers (mobilité et transport classique, mobilités transnationales importantes, mobilités (saisonnnières) touristiques, mobilités long distances). Ce projet s'inscrit par ailleurs clairement dans l'objectif 2 d'EUSALP, respectivement « mobilité et connectivité ».

3) description succincte du (des) partenaire(s) français en lien avec les activités du projet

Les partenaires français contribueront notamment par leurs points de vue divergents au projet :

Le **Pôle Véhicule du Futur (PVF)**, initiateur et porteur de FAVAS, apporte à FAVAS aussi bien la vision de l'industrie automobile comme celui de ses AP membres, dont par ex. Mulhouse Alsace Agglomération (PP), l'Eurométropole Strasbourg ou le Grand Besançon, permettant d'équilibrer les deux visions. Le véhicule autonome représente un des Domaines d'Activité Stratégiques du PVF depuis ses débuts. De multiples laboratoires ainsi que plusieurs membres sont engagés dans cette voie. Le PVF a soutenu un projet R&D d'autoroute connectée comme étape clés dans le développement du véhicule autonome. Les résultats obtenus dans FAVAS serviront aux entreprises et collectivités membres du PVF de mieux participer au développement de FAV ou des outils nécessaires pour les gérer du côté entreprises, et de mieux, se préparer à leur arrivée pour les PA.

Mulhouse Alsace Agglomération (M2A) regroupe aussi bien la ville de Mulhouse que des communes



péri-urbaines et rurales, mais est également Autorité Organisatrice des Transports sur son territoire. M2A apporte ainsi plusieurs visions stratégiques aussi bien sur les services (mobilité, transport, publics) que sur les stratégies de gestion de FAVs. M2A est partenaire responsable de l'activité A.T2.3 Enhanced FAVs for Urban Services et participe dans l'ensemble des autres WP et activités.

Enfin, **Aix-Marseille-Provence Métropole** est l'AOT et responsable pour l'organisation et la gestion des transports publics sur son territoire, incluant bus urbain, tramways, métro et bus interurbains entre les 92 villes et villages et les centre d'activités. Les véhicules autonomes sont au focus de l'AMP Métropole. C'est pourquoi AMP Métropole s'est associé au projet européen INDID, co-financé par le programme CONNECTING EUROPE FACILITY TRANSPORT de l'Union Européenne. INDID est un projet C-ITS (Connected Intelligent Transport Systems) qui vise à tester des systèmes numériques complets nécessaires pour les véhicules autonomes. Le projet FAVAS avec son focus sur les services de mobilité et les régulations de trafic est parfaitement complémentaire avec le projet très technique INDID, raison pour laquelle AMP Métropole a décidé de s'associer à FAVAS. AMP Métropole prendra la responsabilité du WP.T3 'Traffic Management Strategies avec FAVs' et, un niveau en dessous de l'activité A.T3.3 'Public policy framing conditions' concernant les réglementations nécessaires pour gérer des flottes de FAVs. Mais l'AMP Métropole s'intéresse également aux services de mobilité avec FAVs et contribuera de manière générale à tous les WP du projet.

ANNEXE N°4



Partnership agreement for the project:

“FAVAS

Full Autonomous Vehicles in the Alpine
Space”



Article 1

Definitions

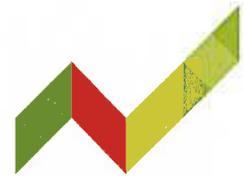
For the purposes of the present partnership agreement the following terms shall have the following meanings:

- (a) Lead Partner: the project partner who takes the overall responsibility for the submission and the implementation of the entire project (corresponds to the term "lead beneficiary" used in the European Structural and Investment Funds Regulations and is hereinafter referred to as "LP").
- (b) Project Partner: all the other partners participating in the project and contributing to its implementation according to the project application form (corresponds to the term "beneficiary" used in the European Structural and Investment Funds Regulations and hereinafter referred to as "PP").
- (c) Project participants: LP and PP.
- (d) Project observers: actors that do not contribute to the implementation of the project in terms of financial contributions or daily management, but are invited by the project participants to take part in the project in an observant role or advisory capacity.

Article 2

Object of the partnership agreement

- (1) The present partnership agreement shall lay down the arrangements regulating the relations among the project participants in order to successfully implement the transnational project "FAVAS – Full Autonomous Vehicles in the Alpine Space" described in the project application form (AF) and to ensure compliance with the conditions set out by the European Structural and Investment Funds Regulations and the Alpine Space programme (ASP) for receiving the subsidy.
- (2) The European Structural and Investment Funds Regulations lay down the common principles, rules and standards for the implementation of projects in structural funds programmes. The provisions of the programme are outlined in the cooperation programme and specified in the ASP project implementation handbook. The model subsidy contract which will be signed by the managing authority (hereinafter "MA") and the LP sets out the standardised conditions under which the programme grants the subsidies from the European Regional Development Fund (ERDF) to the approved projects. The project AF, which is attached to the present agreement and forms an integral part of it, describes in details the above mentioned project and the contributions of all project participants to the project.



- (3) Each of the project participants acknowledges all the above mentioned documents (European Structural and Investment Funds Regulations, Cooperation Programme, ASP project implementation handbook, project AF and model subsidy contract as binding on itself.
- (4) The present partnership agreement serves also explicitly as written power of attorney of the PP to LP and authorises the latter to perform the specific duties and responsibilities as set out below.

Article 3

Duration of the agreement

The present partnership agreement shall come into force upon signature by all project participants and under the condition that the project is approved for co-financing by the programme committee. It shall remain in force until the LP discharged in full its obligations towards the MA.

Article 4

Project management

- (1) The LP shall be responsible for the overall coordination, management and implementation of the project.
- (2) In particular, the LP shall:
 - (a) ensure a sound management of the project according to the relevant standards for professional project management,
 - (b) ensure the quantitative and qualitative delivery of the planned project activities, outputs and results, as stated in the approved AF,
 - (c) ensure a sound financial management of the project,
 - (d) ensure that information and communication activities are carried out in accordance with the respective European Structural and Investment Funds Regulations, the rules set by the ASP project implementation handbook and subsidy contract, as well as the project application, and coordinate the respective project activities,
 - (e) ensure that all project participants support the programme in its evaluation activities (e.g. by providing project information and answers to evaluators commissioned by the programme),
 - (f) forward to the PP copies of official documents related to the project (such as signed subsidy contract, approved AF, project reports, communication between MA and LP) and keep the PP



informed on a regular basis about all relevant communication between LP and MA or Joint Secretariat (JS),

- (g) inform the PP about all essential issues related to project implementation without any delay,
- (h) ensure that the project is implemented in compliance with the relevant regulations of the European Union, the programme rules and the applicable national legislation, especially European Structural and Investment Funds Regulations and regulations concerning equal opportunity, environment, state aid and public procurement,
- (i) be responsible for the correct use of the ERDF funds received for the project,
- (j) fulfil all obligations as set out in the subsidy contract,
- (k) ensure that undertakings are selected in a non-discriminatory and transparent way (same conditions for all) in case they participate in or benefit from the project activities (e.g. trainings) and/or operate/maintain the project outputs and results.

Article 5

Obligations of the project partners

- (1) The PP are obliged to respect all rules and fulfil all obligations set forth in the present agreement and the conditions under which the programme grants subsidies to the selected projects.
- (2) They commit themselves to do everything in their power to contribute to the implementation of the project as set out in the project AF.
- (3) The PP shall support the LP to fulfil its tasks according to the subsidy contract.
- (4) In particular, each PP shall:
 - (a) ensure the quantitative and qualitative delivery of its planned project activities, outputs and results, as stated in the approved AF,
 - (b) provide the LP, without any delay and within the deadline set by the LP, with any information needed to coordinate and monitor the implementation of the project, for reporting purposes and to react on any requests of the programme,
 - (c) ensure timely reporting on its activities and costs in accordance with the time schedule of the project,
 - (d) inform the LP immediately about any circumstance that may adversely affect the implementation of the project in accordance with the project application,



- (e) only implement changes in its approved budget if they comply with the flexibility rules stated in the ASP project implementation handbook and if prior approval from the LP or the programme bodies has been provided, as appropriate,
- (f) carry out appropriate information and communication activities under the coordination of the LP (see also article 11 of this agreement) as stated in the approved AF,
- (g) be committed to take part in any evaluation activity (e.g. by providing project information and answers to evaluators commissioned by the programme),
- (h) comply with the relevant regulations of the European Union, the programme rules and the applicable national legislation, especially European Structural and Investment funds regulations and regulations concerning equal opportunity, environment, state aid and public procurement,
- (i) be responsible for the correct use of the ERDF funds received for the project,
- (j) support the LP to fulfil all obligations as set out in the subsidy contract,
- (k) ensure that undertakings, in case they participate in or benefit from the project activities (e.g. trainings) and/or operate/maintain the project outputs and results, are selected in a non-discriminatory and transparent way (same conditions for all).

Article 6

Organisational structure of the partnership

- (1) For the successful management and completion of the project, a project steering group (hereinafter "PSG") shall be set up.
- (2) The PSG shall be composed by competent representatives of all project participants and shall be chaired by the LP. It shall meet on a regular basis. Project observers shall be invited to take part in the PSG in an advisory capacity.
- (3) The PSG shall:
 - (a) be responsible for monitoring the implementation of the project,
 - (b) be responsible for settlement of any disputes among project participants,
 - (c) have the possibility to set up sub-groups or workgroups to deal with specific tasks related to the project.
- (4) Further aspects may be set out in the rules of procedure of the PSG.



Article 7

Cooperation with third parties

- (1) In case of cooperation with third parties with regard to the project, the relevant project participant shall remain solely responsible towards the other project participants concerning compliance with its obligations as set out in this partnership agreement. Project participants shall inform each other about the scope of such contracts and the names of the contracted parties.
- (2) The project participants herewith expressly declare to obey the relevant laws and programme's eligibility rules whenever they purchase something for the project.
- (3) No project participant shall have the right to transfer their rights and obligations under this agreement to a third party without the prior consent of the other project participants and the responsible programme bodies (programme committee or MA, as appropriate). This approval shall be granted by the project participants and the programme bodies (by the latter unless otherwise stipulated by the programme rules) if such third party offers the same guarantee as the transferring project participant for the fulfilment of its rights and duties related to the project as laid down in the present agreement. In this case the transferring project participant is obliged to assign all rights and obligations and all project related documents to each and any legal successor.

Article 8

Financial management

- (1) To ensure a sound financial management of the project each project participant shall:
 - (a) install separate accounts or adequate bookkeeping systems for the financial settlement of the project ensuring that the expenditure and the revenues as well as the received national and ERDF funds related to the project are clearly identified.
 - (b) strictly follow the eligibility rules set up by the programme (factsheet "what can be co-financed") and, if applicable, the national rules.
- (2) The LP shall furthermore:
 - (a) constantly monitor the exhaustion of the project budget foreseen for each project participant and ensure that budget shifts are carried out within the limits and according to the rules as set out by the programme,



- (b) ensure that the expenditures made by the project participants have been used for the purpose of implementing the project and correspond to the activities agreed on by the project participants and set out in the approved AF.
- (3) If a PP fails to inform the LP of any deviation from the approved AF within the deadline agreed on with the LP, the LP is entitled to refuse to include in the project report the costs of this partner that are connected to such deviations and/or that result in an overspending of the approved budget of this partner. Similarly, if a PP fails to provide the necessary input for the preparation of the project reports within the deadline agreed with the LP, the LP and the ERDF-LP are entitled to refuse to report costs of this PP to the programme.

Article 9

Reporting

- (1) The LP may only request ERDF payments for the project by presenting project reports to the JS. Furthermore, the LP might be asked by the programme implementing bodies (MA or JS) to provide additional information on other aspects related to the project. To this end, each PP shall provide the LP with all information that they deem necessary for the preparation of reports and other specific documentation as requested by MA or JS. The LP shall provide all PP with copies of any report and documentation that will be submitted to MA or JS and keep the PP informed about all relevant communication with MA or JS (see also article 4 par. (2) lit f).
- (2) After the reports have been checked by JS in coordination with MA the respective ERDF funds will be transferred to the account of the LP by the certifying authority. The LP shall forward the ERDF funds to the PP in accordance with the information provided by the MA and without any delay. In case any delay is imputable to the LP the PP may claim usual interest rates which the LP must not pay from the approved project budget.

Article 10

First level control, Audits

- (1) All project expenditure to be ERDF co-financed must be verified by the responsible public or private institution, following the rules set out in the relevant national first level control system.
- (2) In case of ERDF co-financing of expenditure incurred by a project participant located outside the cooperation area but in the area of a Member State participating in the programme, this project



participant shall have their costs validated by the first level control body authorised by the State where the participant is located.

- (3) Each project participant shall get in touch with their first level control body as early as possible to clarify which documents are needed by this body to perform its task. Furthermore the project participants shall enable the first level control body to audit the proper use of funds.
- (4) With regard to audits that will be carried out in addition to the first level control (by auditing bodies working on behalf of the European Union or the programme), each project participant shall:
 - (a) keep available all files, documents and data related to the project, either in original or as certified copies, on commonly used data media safely and orderly, until the MA informs that keeping the documents is no longer required by the programme,
 - (b) make all necessary arrangements to ensure that any audit, notified by the duly authorised authority, can be carried out smoothly,
 - (c) give these authorities any information about the project they request and give them access to the accounting books, supporting documents and all other documentation related to the project.
- (5) National regulations on audits and retention of data and records that are binding for the project participant shall remain applicable provided that such entail more stringent obligations.
- (6) The provisions set out above remain applicable to the project participant that withdraws or is debarred from the project.

Article 11

Intellectual property rights, Project results, Information and communication activities

- (1) All products (material and intellectual) that derive from the project will be the joint property of all project participants. Consequently, each project participant shall grant a simple, non-exclusive right of use of any produced work of authorship to all other project participants. Concerning small scale investments made by the LP or a PP the project participants shall agree beforehand on the conditions for its use after project end (e.g. by taking a decision in the project steering group).
- (2) The project participants ensure that any outcome and result produced during project implementation can be used by all interested persons and organisations free of charge. Moreover, the PP will support the LP and play an active role in any actions organised by the programme to disseminate and capitalise on project results.



- (3) The project participants shall carry out all information and communication activities in accordance with the relevant European Structural and Investment Funds Regulations, the rules set by the ASP project implementation handbook, the provisions of the subsidy contract and the project AF. These activities shall be coordinated by the LP.

Article 12

Defaults and remedies

- (1) Each project participant is directly and exclusively responsible towards the other project participants for the due implementation of their contribution to the project as described in the approved AF, as well as for the proper fulfilment of their obligations as set out in this agreement. Should a PP not fulfil their obligations under this agreement in due time, the LP shall admonish the PP to fulfil such obligations within a reasonable period of time and within one month at the latest. Should the non-fulfilment continue, the LP may decide to debar from the project the PP concerned with the approval of the other PP. The MA and JS shall be informed in advance of such an intended decision. The excluded PP is obliged to prove that any ERDF funds received for the project were used for activities and investments carried out for the benefit of the project and that such activities and investments can be used for the further implementation of the project. Should the excluded PP fail in doing so, this PP is obliged to repay the relevant ERDF funds to the programme, via the LP. The excluded PP is liable to compensate any damage to the remaining project participants due to their exclusion.
- (2) All project participants herewith oblige themselves to compensate each other for those damages that may result from intentional or gross negligence, non-performance or mal-performance of any of their obligations under the present agreement.
- (3) Should the programme face a budget reduction due to the decommitment rule and should the ERDF funds allocated to the project be reduced as a consequence, the project participants herewith agree that the budget reduction shall be imputed to the project participants that have contributed to the underspending by not reporting according to the time schedule of the project as stated in the approved AF, unless a different decision is taken by the PSG by consensus.
- (4) In case a reimbursement of ERDF is due – based on the provisions of the subsidy contract – the MA will deduct the respective amount from the ERDF requested by the project in the next available project report. This reduction will be applied to the LP or partners that have caused the request for ERDF repayment. If it is not possible to recover the due amount of ERDF by deducting it from the next available project report, the LP will be asked to ensure the reimbursement of the funds to the MA without delay. If this request for ERDF reimbursement was caused by a PP other than the LP, this



partner is obliged to reimburse the LP in full and without delay. In case no project participant can be held responsible for the request for ERDF repayment or deduction, the amount requested shall be reimbursed to the MA by the LP and then apportioned between all project participants proportionally to the share of their budget (meaning the amount of ERDF they have been granted according to the approved AF).

Article 13

Changes in the project and the project partnership

- (1) The PP take note of the rules set out in the subsidy contract as regards changes in the project. They shall inform the LP without delay of any deviation from the project as set out in the approved AF, so that the LP is in the position to properly monitor the project implementation and to take any necessary countermeasure at the appropriate time.
- (2) Project participants are aware that the MA is entitled to withdraw from the subsidy contract if the number of project participants falls below the required minimum number of participants per project, as stated in the terms of reference of the call for proposals applicable to the project. Project participants are also aware that a decrease of project participants could entail a lower quality of the project and thus might need a re-approval of the programme committee. Thus, the project participants herewith agree not to back out of the project unless there are unavoidable reasons for it.
- (3) In case a project participant withdraws from the project, is debarred from it, has become insolvent or closed down as a result of bankruptcy or decision of its owners, the remaining project participants will undertake all possible measures to find a rapid and efficient solution to ensure the further proper implementation of the project without any delay. Consequently, the project participants will ensure that the contribution of the withdrawing project participant is taken over either by one or more of the remaining project participants or by one or more new partners additionally integrated in the project partnership. The PP take note of the rules set out in the subsidy contract as regards changes in the project partnership.

Article 14

Project data

- (1) The project participants herewith agree that the MA is entitled to use the data included in the project AF and/or acquired in the course of the project implementation and that the MA is entitled to convey these data to the organs and authorised representatives of the following bodies and authorities: first level



control bodies as well as bodies and authorities involved in audits carried out for the programme, European Commission, auditing bodies of the European Union, audit bodies of the Land of Salzburg, the federal audit office, and the federal ministry of finance of Austria.

- (2) Furthermore, the project participants agree that their names and addresses, their activities in the project and the amount of ERDF funds and national co-financing received for the project may be used by the programme bodies in the framework of information and communication measures concerning the programme, as well as reporting to the European Commission.

Article 15 **Confidentiality**

The project participants agree that any information they obtain during the implementation of the project or communication with the programme bodies is confidential, provided that the project participants or programme bodies explicitly request so.

Article 16 **Language**

- (1) The working language of the partnership shall be English.
- (2) This partnership agreement is concluded in English. In case of a translation of this agreement into another language than English, the English version shall be the binding one.

Article 17 **Concluding provisions**

- (1) Amendments and supplements to the present agreement must be in written form. Consequently, these changes of the present agreement shall only be effective if they have been agreed on in writing and have been designated as amendment or supplement of the partnership agreement (the exchange of letters, whereby one project participant proposes the changes to be made and all other project participants expressly agree via postal services, fax and e-mail, is sufficient). The LP shall notify to the MA and the JS any envisaged amendment or supplement of the present agreement in advance to ensure that these modifications are carried out in line with the programme provisions. Modifications to the project that are approved by the responsible programme bodies (programme committee or MA, as



appropriate) shall be effective as alterations of the present agreement, also without adherence to the above mentioned formal requirement.

- (2) Should any provision in this agreement be wholly or partly ineffective, the remaining provisions remain binding for the parties. The parties agree to replace the ineffective provision by one serving the purpose of the agreement as closely as possible.
- (3) In case of differences that are not ruled by this agreement, the parties agree to find a joint solution.
- (4) In case of any disputes among themselves, the project participants will endeavour to work towards an amicable settlement. Disputes will be referred to the PSG. Should efforts to achieve an amicable solution fail, the project participants will seek the support of the MA. In case a solution cannot be found, the parties herewith agree that Mulhouse (France) shall be the venue for all legal disputes arising from this agreement.
- (5) The laws of France, being the laws of the country of the LP shall apply to all legal relations arising in connection with this agreement.
- (6) 2 copies will be made of this agreement; of which each party keeps one.

Mulhouse, June 2019
(Place, date)

Pôle Véhicule du Futur

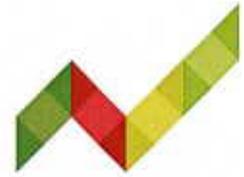
Denis Rezé, President
(Name and function of legal representative, stamp)

Marseille,

Métropole Aix-Marseille-Provence (Place, date)
(Name of PP)

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(Name of legal representative, stamp)

ANNEXE N°5



Accord de partenariat pour le projet « [Cliquer ici pour entrer du texte.](#) »



Article 1

Définitions

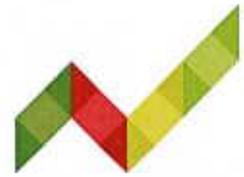
Aux fins du présent accord de partenariat, les termes suivants sont définis comme suit :

- (a) Chef de file : partenaire au projet prenant l'entière responsabilité de la soumission et de la mise en œuvre de l'intégralité du projet (correspond au « premier bénéficiaire » des réglementations relatives aux Fonds structurels et d'investissement européens ; ci-après désigné « CF »).
- (b) Partenaire au projet : tout autre partenaire participant au projet et contribuant à sa mise en œuvre conformément au contenu de l'application form (correspond au « bénéficiaire » des réglementations relatives aux Fonds structurels et d'investissement européens ; ci-après désigné « PP »).
- (c) Participants au projet : CF et PP.
- (d) Observateurs du projet : acteurs ne participant pas à la mise en œuvre du projet en matière de contribution financière ou de gestion courante, mais qui sont invités par les participants au projet à remplir une mission d'observation ou de conseil.

Article 2

Objet de l'accord de partenariat

- (1) Le présent accord de partenariat établit les conditions des relations entre les participants au projet, dans la perspective de mettre en œuvre avec succès le projet transnational « » tel que décrit dans l'application form (AF), conformément aux réglementations sur les Fonds structurels et d'investissement européens et aux conditions stipulées par le programme Espace Alpin déterminant l'octroi de subventions.
- (2) Les réglementations relatives aux Fonds structurels et d'investissement européens définissent des règles, normes et principes généraux pour la mise en œuvre de projets s'inscrivant dans le cadre de programmes bénéficiant de fonds structurels. Les dispositions du programme sont définies dans le programme de coopération et mentionnées dans le manuel de mise en œuvre du projet Espace Alpin. Le modèle de contrat de subvention, qui sera signé par l'autorité de gestion (ci-après désignée « AG ») et le CF, définit les conditions standard selon lesquelles le programme accorde un financement issu du



Fonds européen de développement régional (FEDER) aux projets ayant été approuvés. L'AF du projet, joint au présent accord et dont il fait partie intégrante, décrit dans le détail ledit projet ainsi que les contributions de tous les participants au projet.

- (3) Chacun des participants au projet reconnaît que tous les documents mentionnés ci-dessus (réglementations sur les Fonds structurels et d'investissement européens, programme de coopération, manuel de mise en œuvre du projet Espace Alpin, AF du projet et modèle de contrat de subvention) sont intrinsèquement contraignants.
- (4) Le présent accord de partenariat fait également explicitement office de procuration écrite du PP en faveur du CF, autorisant ainsi ce dernier à exécuter les tâches spécifiques et à endosser les responsabilités afférentes, tel qu'indiqué ci-dessous.

Article 3

Durée de l'accord

Le présent accord de partenariat entre en vigueur une fois signé par tous les participants au projet, dans la mesure où ce dernier a reçu une approbation pour le cofinancement par le Comité du programme. Il restera en vigueur jusqu'à ce que le CF se soit acquitté de toutes ses obligations au regard de l'AG.

Article 4

Gestion du projet

- (1) Le CF est responsable de la coordination, de la gestion et de la mise en œuvre d'ensemble du projet. Le CF assume l'entière responsabilité de l'intégralité du projet vis-à-vis de l'AG.
- (2) Le CF doit notamment :
 - a) assurer la bonne gestion du projet conformément aux normes applicables en matière de gestion de projet professionnelle ;
 - b) garantir sur un plan quantitatif comme qualitatif l'exécution des activités planifiées et l'obtention des résultats associés au projet, comme indiqué dans l'AF approuvé ;
 - c) assurer la bonne gestion financière du projet ;



- d) faire en sorte que les activités d'information et de communication soient menées conformément aux réglementations sur les Fonds structurels et d'investissement européens, aux règles établies par le manuel de mise en œuvre du projet Espace Alpin et par le contrat de subvention, ainsi qu'à la candidature au projet, et coordonner les activités associées au projet concernées ;
- e) s'assurer que tous les participants au projet soutiennent le programme dans ses tâches d'évaluation (notamment en fournissant des informations relatives au projet et en répondant aux évaluateurs missionnés par le programme) ;
- f) transmettre aux PP les copies des documents officiels relatifs au projet (notamment le contrat de subvention signé, l'AF approuvé, les rapports d'avancement, la communication entre l'AG et le CF) et les tenir informés régulièrement et de manière pertinente des communications entre le CF et l'AG ou le Secrétariat Conjoint (SC) ;
- g) informer sans délai les PP de toutes les questions cruciales en rapport avec la mise en œuvre du projet ;
- h) s'assurer que le projet soit mis en œuvre conformément aux réglementations de l'Union européenne, règles du programme et lois nationales applicables, et notamment aux réglementations sur les Fonds structurels et d'investissement européens et relatives à l'égalité des chances, à l'environnement, à l'aide d'État et aux marchés publics ;
- i) garantir l'utilisation appropriée des fonds du FEDER reçus pour le projet ;
- j) satisfaire toutes les obligations définies dans le contrat de subvention ;
- k) s'assurer que toutes les entreprises participant aux activités du projet ou en retirant un bénéfice (ex : formation) et/ou produisant ou gérant les résultats et impacts du projet soient sélectionnées sans discrimination et d'une manière transparente (les mêmes conditions s'appliquant à toutes).

Article 5

Obligations des partenaires au projet

- (1) Les PP se doivent de respecter toutes les règles et de satisfaire toutes les obligations définies dans le présent accord, ainsi que les conditions auxquelles le programme accorde des subventions aux projets sélectionnés.
- (2) Ils s'engagent à faire tout ce qui est en leur pouvoir pour contribuer à la mise en œuvre du projet tel qu'indiqué dans l'AF correspondant.
- (3) Les PP doivent soutenir le CF dans l'exécution de ses tâches, conformément au contrat de subvention.



- (4) Chaque PP doit notamment :
- a) garantir sur un plan quantitatif comme qualitatif l'exécution des activités planifiées et l'obtention des résultats associés au projet, comme indiqué dans l'AF approuvé ;
 - b) fournir immédiatement au CF, dans les délais définis par ce dernier, toute information requise pour la coordination et le suivi de la mise en œuvre du projet à des fins de production de rapports, et répondre aux demandes du programme ;
 - c) produire en temps voulu des rapports sur ses activités et les coûts afférents, conformément à la planification du projet ;
 - d) informer immédiatement le CF de tout élément susceptible de compromettre la mise en œuvre du projet, conformément à la candidature au projet ;
 - e) mettre en œuvre les changements apportés au budget approuvé uniquement lorsque ces derniers sont conformes aux règles de flexibilité définies dans le manuel de mise en œuvre du projet Espace Alpin, et lorsque le CF ou les organismes liés au programme, le cas échéant, ont donné leur approbation ;
 - f) mener à bien les activités d'information et de communication appropriées sous la direction du CF (voir également l'Article 11 de cet accord), tel qu'indiqué dans l'AF approuvé ;
 - g) s'engager à participer à toute tâche d'évaluation (notamment en fournissant des informations relatives au projet et en répondant aux évaluateurs missionnés par le programme) ;
 - h) se conformer aux réglementations de l'Union européenne, règles du programme et lois nationales applicables, et notamment aux réglementations sur les Fonds structurels et d'investissement européens et relatives à l'égalité des chances, à l'environnement, à l'aide d'État et aux marchés publics ;
 - i) garantir l'utilisation appropriée des fonds du FEDER reçus pour le projet ;
 - j) soutenir le CF de manière à satisfaire toutes les obligations définies dans le contrat de subvention ;
 - k) s'assurer que toutes les entreprises participant aux activités du projet ou en retirant un bénéfice (ex : formation) et/ou produisant ou gérant les résultats et impacts du projet soient sélectionnées sans discrimination et d'une manière transparente (les mêmes conditions s'appliquant à toutes).

Article 6

Structure organisationnelle du partenariat

- (1) Un groupe directeur du projet (ci-après désigné « GDP ») doit être mis en place de manière à assurer la bonne gestion et l'aboutissement du projet.



- (2) Le GDP doit être composé de représentants compétents de tous les participants au projet et être présidé par le CF. Il doit se réunir régulièrement. Les observateurs du projet doivent être invités à participer au GDP en tant que conseillers.
- (3) Le GDP doit :
- (a) assurer le suivi de la mise en œuvre du projet ;
 - (b) prendre en charge le règlement de tout litige entre les participants au projet ;
 - (c) pouvoir mettre en place des sous-groupes ou des groupes de travail pour traiter des tâches spécifiques en lien avec le projet.
- (4) D'autres aspects peuvent être définis dans les règles de procédure du GDP.

Article 7

Coopération avec des tierces parties

- (1) En cas de coopération avec des tierces parties dans le cadre du projet, le participant au projet concerné demeure seul responsable vis-à-vis des autres participants de sa conformité aux obligations définies dans le présent accord de partenariat. Chaque participant au projet doit communiquer aux autres la portée de tels contrats, ainsi que les noms des intervenants engagés.
- (2) Les participants au projet déclarent expressément obéir aux lois et règles d'éligibilité du programme applicables lorsqu'ils réalisent un achat ayant trait au projet.
- (3) Aucun participant au projet ne peut transférer les droits et obligations stipulés dans le présent accord à une tierce partie sans avoir obtenu le consentement préalable des autres participants au projet et des organismes liés au programme compétents (Comité du programme ou AG, le cas échéant). L'approbation des participants au projet et des organismes liés au programme (obligatoire pour ces derniers, sauf disposition contraire mentionnée dans les règles du programme) doit être accordée si la tierce partie concernée offre les mêmes garanties que le participant au projet souhaitant effectuer ce transfert et satisfait aux droits et devoirs associés au projet, tels que définis dans le présent accord.



Dans ce cas, le participant au projet souhaitant effectuer le transfert doit céder tous les droits et obligations ainsi que tous les documents relatifs au projet à tout successeur légal.

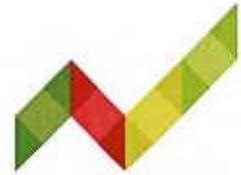
Article 8 **Gestion financière**

- (1) Afin de garantir la bonne gestion financière du projet, chaque participant doit :
 - (a) ouvrir des comptes distincts ou mettre en place des systèmes de comptabilité appropriés pour la gestion financière du projet, de manière à ce que les dépenses et les recettes, ainsi que les fonds nationaux et du FEDER attribués au projet, soient clairement identifiés ;
 - (b) se conformer scrupuleusement aux règles d'éligibilité définies par le programme (voir la fiche d'information « Quelles activités peuvent être cofinancées ? ») et, le cas échéant, aux réglementations nationales.

- (2) Par ailleurs, le CF doit :
 - (a) surveiller en permanence l'utilisation du budget alloué dans le cadre du projet pour chaque participant, et s'assurer que les modifications budgétaires restent dans les limites définies et sont conformes aux règles établies par le programme ;
 - (b) s'assurer que les dépenses réalisées par les participants au projet ont bien été réalisées pour la mise en œuvre de ce dernier, et correspondent aux activités définies conjointement par les participants au projet et mentionnées dans l'AF approuvé.

- (3) Si un PP manque d'informer le CF de toute modification de l'AF approuvé dans les délais convenus avec le CF, ce dernier a le droit de refuser d'inclure dans le rapport d'avancement les coûts pris en charge par le partenaire en question liés à une telle modification et/ou excédant le budget approuvé pour ce partenaire. De la même manière, si un PP ne fournit pas les données requises pour la préparation des rapports associés au projet dans les délais convenus avec le CF, ce dernier a le droit de refuser de mentionner les coûts pris en charge par ce PP au programme.

Article 9 **Production de rapports**



- (1) Pour obtenir le versement de fonds du FEDER, le CF doit obligatoirement fournir des rapports d'avancement au SC. Par ailleurs, les organismes chargés de la mise en œuvre du programme (AG ou SC) peuvent demander au CF de fournir des informations complémentaires sur d'autres aspects ayant trait au projet. De ce fait, chaque PP doit fournir au CF toutes les informations que ce dernier jugera nécessaires à l'élaboration de rapports et autres documents spécifiques requis par l'AG ou le SC. Le CF doit fournir à tous les PP des copies de tous les rapports et documents envoyés à l'AG ou au SC et tenir les PP informés de toute communication pertinente avec l'AG ou le SC (voir également Article 4, paragraphe (2), point f)).
- (2) Une fois les rapports vérifiés par le SC, en coordination avec l'AG, les fonds du FEDER octroyés seront versés sur le compte du CF par l'autorité de certification. Le CF doit transférer sans délai les fonds du FEDER aux PP, conformément aux instructions de l'AG. En cas de délai imputable au CF, les PP peuvent réclamer des taux d'intérêt usuels, pour lesquels le CF ne peut utiliser le budget approuvé pour le projet.

Article 10

Contrôle de premier niveau et audits

- (1) Toutes les dépenses associées au projet bénéficiant d'un cofinancement du FEDER doivent être vérifiées par l'institution publique ou privée responsable, conformément aux règles établies par le système de contrôle de premier niveau national en vigueur.
- (2) En cas de cofinancement par le FEDER de dépenses engagées par un participant au projet situé en dehors de la zone de coopération mais dans un État membre participant au programme, les coûts correspondant aux dépenses du participant en question doivent être validés par le contrôleur de premier niveau de l'État d'où il est issu.
- (3) Chaque participant au projet doit contacter le contrôleur de premier niveau dont il dépend le plus rapidement possible afin de connaître les documents requis pour exécuter sa mission. Par ailleurs, les participants au projet doivent autoriser le contrôleur de premier niveau à réaliser un audit portant sur l'utilisation des fonds.



- (4) En ce qui concerne les audits qui seront réalisés en plus du contrôle de premier niveau (par des organismes d'audit intervenant au nom de l'Union européenne ou du programme), chaque participant au projet doit :
- a) tenir à disposition tous les fichiers, documents et données associés au projet, que ce soit les originaux ou les copies certifiées, sur des supports de données standard organisés, jusqu'à ce que l'AG indique que la conservation des documents n'est plus requise par le programme ;
 - b) prendre toutes les dispositions nécessaires pour que les audits, dans la mesure où ils sont notifiés par l'autorité compétente, puissent être réalisés sans difficulté ;
 - c) transmettre aux autorités compétentes toutes les informations associées au projet qu'elles réclament, et leur donner accès aux livres comptables, pièces justificatives et tout autre document en lien avec le projet.
- (5) Les réglementations nationales relatives aux audits et à la rétention de données et d'enregistrements contraignantes pour le participant au projet demeurent applicables dans la mesure où elles impliquent des obligations plus strictes.
- (6) Les dispositions indiquées ci-dessus demeurent applicables aux participants au projet qui se retirent du projet ou en sont exclus.

Article 11

Droits de propriété intellectuelle, résultats du projet et activités d'information et de communication

- (1) Tous les produits (matériels et intellectuels) générés par le projet sont la propriété commune de tous les participants au projet. Par conséquent, chaque participant au projet doit accorder un droit d'utilisation simple et non exclusif de toute œuvre produite à tous les autres participants. En ce qui concerne les investissements à petite échelle réalisés par le CF ou un PP, les participants au projet doivent au préalable se mettre d'accord sur les conditions de leur utilisation une fois le projet terminé (ex : décision prise au sein du groupe directeur du projet).
- (2) Les participants au projet doivent s'assurer que tout résultat produit au cours de la mise en œuvre du projet peut être utilisé gratuitement par toutes les personnes et organisations concernées. Par ailleurs, les PP doivent soutenir le CF et jouer un rôle actif dans toute initiative organisée par le programme destinée à diffuser les résultats du projet et à en tirer parti.



- (3) Les participants au projet doivent exécuter toutes les activités d'information et de communication conformément aux réglementations sur les Fonds structurels et d'investissement européens, aux règles définies par le manuel de mise en œuvre du projet Espace Alpin, aux dispositions du contrat de subvention et à l'AF du projet. Ces activités doivent être coordonnées par le CF.

Article 12

Manquements et mesures correctives

- (1) Chaque participant au projet est directement et exclusivement responsable vis-à-vis des autres participants de la mise en œuvre appropriée de sa contribution au projet, tel que décrit dans l'AF approuvé, ainsi que du respect de ses obligations, tel que défini dans le présent accord. Si un PP n'honore pas ses obligations en temps voulu dans le cadre de cet accord, le CF doit exiger du PP qu'il les honore dans une période de temps déterminée n'excédant pas un mois. Si le PP continue à manquer à ses obligations, le CF peut décider de l'exclure du projet, avec l'approbation des autres PP. L'AG et le SC doivent être informés au préalable d'une telle décision. Le PP exclu doit prouver que tous les fonds du FEDER reçus pour le projet ont été utilisés pour des activités et investissements réalisés au bénéfice du projet, et que ces activités et investissements peuvent continuer à être exploités pour la mise en œuvre du projet. Si le PP manquait à cette obligation, il serait contraint de rembourser les fonds du FEDER applicables au programme, via le CF. Dans le cas où son exclusion aurait un impact négatif sur le projet, le PP exclu devra dédommager tous les autres participants au projet.
- (2) Tous les participants au projet s'engagent par le présent accord à se dédommager mutuellement en cas de dommage résultant d'une négligence intentionnelle ou caractérisée, du non-respect ou du respect partiel de leurs obligations dans le cadre du présent accord.
- (3) Si le programme était confronté à une réduction de budget dans le cadre de la règle de dégagement et si les fonds du FEDER alloués au projet étaient réduits en conséquence, les participants au projet reconnaissent par le présent accord que la réduction de budget sera imputée aux participants ayant contribué à la sous-utilisation des fonds en manquant à leur obligation de rapport dans les délais impartis pour le projet, tel qu'indiqué dans l'AF approuvé, sauf décision contraire prise par le GDP par consensus.



- (4) En cas de remboursement de fonds du FEDER basé sur les dispositions du contrat de subvention, l'AG déduira le montant en question de l'ensemble des fonds du FEDER demandés pour le projet dans le prochain rapport d'avancement disponible. Cette réduction sera appliquée au CF ou aux partenaires ayant occasionné la demande de remboursement des fonds du FEDER. Si le montant des fonds du FEDER initialement dû ne pouvait être récupéré en étant déduit du prochain rapport d'avancement disponible, le CF devra sans délai faire en sorte que l'AG soit remboursée du montant en question. Si cette demande de remboursement de fonds du FEDER était occasionnée par un PP autre que le CF, le partenaire aura pour obligation de rembourser sans délai ce dernier. Dans le cas où aucun participant au projet ne peut être tenu responsable de la demande de remboursement ou de déduction de fonds du FEDER, le CF doit rembourser le montant réclamé par l'AG, qui doit ensuite être réparti entre tous les participants au projet, proportionnellement à leur part de budget (à savoir le montant des fonds du FEDER qui leur a été octroyé, tel que stipulé dans l'AF approuvé).

Article 13

Modifications apportées au projet et au partenariat

- (1) Les PP doivent prendre connaissance des règles définies par le contrat de subvention en ce qui concerne les modifications apportées au projet. Ils doivent informer sans délai le CF de toute modification du projet par rapport à sa définition dans l'AF approuvé, de manière à ce que le CF puisse suivre la mise en œuvre du projet de manière adéquate et prendre des contre-mesures en temps voulu le cas échéant.
- (2) Les participants au projet sont informés du fait que l'AG peut se retirer du contrat de subvention si le nombre de participants est inférieur au minimum requis par projet, comme indiqué dans les termes de référence de l'appel à propositions relatif au projet. Les participants au projet sont également informés qu'une diminution de leur nombre peut avoir un impact négatif sur la qualité du projet en question et pourra donc nécessiter une nouvelle approbation de la part du Comité du programme. De ce fait, les participants au projet s'engagent par le présent accord à ne pas se retirer du projet sauf raisons impératives.
- (3) Dans le cas où un participant au projet se retirerait de celui-ci, en serait exclu, deviendrait insolvable ou déposerait le bilan suite à une faillite ou à une décision de ses propriétaires, les participants au projet restants devront sans délai prendre toutes les mesures possibles pour trouver une solution rapide et efficace permettant de poursuivre la mise en œuvre du projet. Par conséquent, les participants au projet



s'assureront que la contribution du participant retiré du projet soit prise en charge par un ou plusieurs participants restants ou par un ou plusieurs nouveaux partenaires intégrés au partenariat. Les PP doivent prendre connaissance des règles définies par le contrat de subvention en ce qui concerne les modifications apportées au partenariat pour le projet.

Article 14

Données du projet

- (1) Les participants au projet autorisent par le présent accord l'AG à utiliser les données de l'AF du projet et/ou acquises au cours de la mise en œuvre du projet et à transmettre ces données aux organismes et représentants autorisés des entités et autorités suivantes : contrôleurs de premier niveau, organismes et autorités impliqués dans les audits réalisés pour le compte du programme, Commission européenne, organismes d'audit de l'Union européenne, organismes d'audit du Land de Salzbourg, office fédéral des audits et ministère fédéral des finances d'Autriche.
- (2) Par ailleurs, les participants au projet donnent leur accord pour que leurs noms, leurs adresses, leurs activités associées au projet et le montant des fonds du FEDER et du cofinancement national reçus pour le projet soient utilisés par les organismes liés au programme dans le cadre de mesures d'information et de communication associées au programme, ainsi que dans les rapports envoyés à la Commission européenne.

Article 15

Confidentialité

Les participants au projet reconnaissent par le présent accord que toute information obtenue au cours de la mise en œuvre du projet ou toute communication avec les organismes liés au programme est confidentielle, dans la mesure où elle est explicitement désignée comme telle par les participants au projet ou les organismes liés au programme.

Article 16



Langue

- (1) La langue de travail du partenariat est .
- (2) Cet accord de partenariat est conclu en anglais. En cas de traduction de cet accord de partenariat dans une autre langue que l'anglais, la version anglaise est la seule contraignante.

Article 17

Dispositions finales

- (1) Toute modification ou tout supplément apporté au présent accord doit être sous forme écrite. Par conséquent, tout changement apporté au présent accord n'entrera en vigueur qu'une fois approuvé par écrit et désigné comme modification ou supplément de l'accord de partenariat (un échange de correspondances dans lequel un participant au projet propose un changement et reçoit l'accord explicite des autres participants suffit, que ce soit par le biais des services postaux, de fax ou d'e-mails). Le CF doit avertir l'AG et le SC de toute modification ou tout supplément envisagé pour le présent accord, et ce suffisamment à l'avance pour que les changements soient effectués conformément aux dispositions du programme. Les modifications apportées au projet approuvées par les organismes liés au programme responsables (Comité du programme ou AG, le cas échéant) s'appliquent en tant que modifications du présent accord, y compris en l'absence de consentement formel tel que mentionné ci-dessus.
- (2) Si une disposition du présent accord s'avérait totalement ou partiellement sans effet, les autres dispositions demeurent contraignantes pour les parties concernées. Les parties s'engagent à remplacer la disposition sans effet par une autre correspondant au mieux à l'objectif de l'accord.
- (3) En cas de différences non réglementées dans le cadre du présent accord, les parties s'engagent à trouver une solution commune.
- (4) En cas de litige entre les participants au projet, ces derniers s'engagent à faire en sorte de parvenir à un accord à l'amiable. Les litiges doivent être portés à la connaissance du GDP. En cas d'échec des tentatives pour parvenir à une solution à l'amiable, les participants au projet doivent demander le soutien



de l'AG. En cas d'impossibilité de trouver une solution, les parties déclarent que tout litige résultant du présent accord relèvera de la juridiction de

(5) Les lois de , à savoir les lois du pays du CF, s'appliquent à toutes les relations légales issues du présent accord.

(6) exemplaires du présent accord seront établis ; chacune des parties en recevra un.

(lieu et date, cachet)

(nom du chef de file)

(nom du représentant légal)

(lieu et date, cachet)

(nom du PP)

(nom du représentant légal)