

URBACT II

(2007 - 2013)



Application Form

Priority-Operation 1-1
Cities, Engines of Growth and Jobs
Exchange and learning

Active Travel Network

Network to encourage Active Travel in cities as appropriate means of transport for short trips to tackle environmental problems.

Submitted version

Secrétariat URBACT

194 avenue du Président Wilson
93217 Saint-Denis La Plaine
Tel: +33(0)1.4917.4645
Fax: +33(0)1.4917.4555
Email: a.bucella@urbact.eu

Table of contents

1. Project Synthesis	1
<i>1.1 Project identity</i>	<i>1</i>
<i>1.2 Summarised description of the project</i>	<i>1</i>
<i>1.3 Partnership (5 cities from at least 3 different Member States)</i>	<i>2</i>
<i>1.4 Relation to URBACT thematic coverage</i>	<i>2</i>
<i>1.5 Fast Track Label</i>	<i>3</i>
<i>1.6 Project cost (in €)</i>	<i>3</i>
2. Project presentation	5
<i>2.1 Describe the starting situation and the main challenges that partners face in relation with the theme of the project</i>	<i>5</i>
<i>2.2 Main objective and expected outputs for the whole projet</i>	<i>8</i>
<i>2.3 Main Issue to be addressed in relation with the selected topic</i>	<i>9</i>
<i>2.4 Expected outputs for development phase</i>	<i>10</i>
<i>2.5 Summary framework for the Project Development Phase (first 6 months)</i>	<i>12</i>
<i>2.6 Schedule for the Development phase (first 6 months)</i>	<i>16</i>
<i>2.7 First attempt at an estimate of the carbon footprint and resource consumption for the Development phase</i>	<i>19</i>
3. Initial partners involved in the project	20
<i>3.1 Lead partner's experience</i>	<i>20</i>
<i>3.2 Lead Partner's political involvement</i>	<i>20</i>
<i>3.3 Experience and expectations of each partner</i>	<i>21</i>
<i>3.4 Integration of ULSG activities to project activities and outputs</i>	<i>23</i>
<i>3.5 Participation of Managing Authorities of Operational Programmes</i>	<i>23</i>
<i>3.6 Appointed Lead Expert</i>	<i>23</i>
4. Project Finance	25
<i>4.1 Financial contribution by partner and source</i>	<i>25</i>
<i>4.2 Legal basis for decision of funding</i>	<i>26</i>
<i>4.3 Expenditures per year and main budget line</i>	<i>28</i>
<i>4.4 Expenditures per year and source</i>	<i>28</i>
<i>4.5 Project cost per budget line</i>	<i>31</i>
<i>4.6 Expenditure breakdown per objective and main budget line</i>	<i>33</i>
5. Bank information	34
6. Detailed information on the Lead and project Partners	36
7. Certifying bodies	41
8. Certification	42

1. Project Synthesis

1.1 Project identity

Identification

Acronym	Active Travel Network
Program reference	1251444402
Unique number (for search)	3179
Title	Network to encourage Active Travel in cities as appropriate means of transport for short trips to tackle environmental problems.
Lead Partner	City of Weiz (AUSTRIA)

Length of project

Start date	End date
2009-11-24	2010-05-24

1.2 Summarised description of the project

The project aims to tackle transport problems caused by solo car use in small / medium sized cities by using the high shifting potential & strengthening walking / cycling (NMT). It is an answer to the econ. crises & the steadily increasing oil prices incl. the dependency of fossil energy. The awareness raise among decision makers, stakeholders, citizens (incl. capacity building) & the increase of NMT for short everyday trips, in order to benefit people's health, local economy & the COs reduction

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

	Partner Institution	Type of institution	Convergence / Competitiveness	Country	Area
Lead Partner	City of Weiz	Local authority	Competitiveness Zone	AUSTRIA	Steiermark
	City of Novara	Local authority	Competitiveness Zone	ITALY	Piemonte
	Municipality of Sebes	Local authority	Convergence Zone	ROMANIA	Centru
	City of Dundee	Local authority	Competitiveness Zone	UNITED KINGDOM	Eastern Scotland
	City of Radzionków	Local authority	Convergence Zone	POLAND	Slaskie

1.4 Relation to URBACT thematic coverage

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

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

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

1.5 Fast Track Label

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

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

1.6 Project cost (in €)

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

50,845.00 €	19,105.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	69,950.00 €
-------------	-------------	--------	--------	--------	--------	--------	-------------

2. Project presentation

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

In the following the main challenges and the starting position of each partner city in relation to the theme of the project is listed. The following chapters on objectives and are in accordance to these main challenges.

City of Weiz:

New developments (e.g. shopping centres) are often designed for the car, with long distances to final destinations, and with little or no “permeability” for pedestrians, who are very sensitive to detours and anything that increases the distance they have to walk.

Walking and cycling are strongly negatively affected by car traffic and by badly-parked cars – as these increase, walking becomes more unpleasant and dangerous. Those who continue to walk feature disproportionately in accident statistics because they are the most vulnerable road users

Limits of emissions and EU-regimentations: Weiz is one of those cities can't adhere to EU-regulations (e.g. PM 10 matters). This leads to legal actions of the EU towards their member countries / provinces / cities

Aging population: People get older. Even though elderly people have more and more driving licenses (compared to former years) the main means of transport will still remain walking. Therefore the situation must be good to walk.

Cost of energy: the oil price is steadily raising. People suffer from this especially in the situation of economic crises and need acceptable alternatives to the car use.

From a policy point of view, walking has been very long not seen as means of transport by policy makers, engineers and planners – there are few statistics, few design-guides, and so planning for the pedestrian is forgotten

Even small distances (less than 3 km) are carried out by the car. This is valid especially for small municipalities like Weiz. To break this trend is a main challenge.

Costs for infrastructure increase continuously for city and hinterland communities

City of Novara:

In the last 15 years Novara has been going through economic and productive dynamics. Changes have made it necessary to plan an urban renewal which could overcome the traditional idea of town model.

Important and fast evolving infrastructural changes have taken place both in the surrounding area and in the town centre. The new infrastructural system has shown the weakness of the old developing process which generated criticality and low quality public areas, mainly in the suburbs.

The town was therefore suffering from air and noise pollution due to the extensive car use.

The situation of mobility in town caused poor life quality that is to say:

- noise and pollution due to traffic;
- traffic congestion in the city centre resulting in building decay
- overcrowded parking areas near and in the city centre and low quality of life

Because of the mentioned drawbacks the local government looked for solutions to reduce the use of cars. A campaign was promoted to make the citizens aware of the necessary steps to be taken.

Specific measures were carried out to increase the appeal of transport alternatives by creating a 'slow mobility' system. This would involve provision of low-pollution transport, safe and protected routes for cyclists and pedestrians, new bus timetables and the revision of urban planning tools.

City of Sebes:

Sebes is a town of approximately 30000 inhabitants located at the junction of important European, national and local roads (e.g. Sebes is located 15km from Alba-Iulia on E81 road, 55km from Sibiu on E68 and 65 km from Deva on E68).

One of the consequences of this geographic and infrastructure condition is that the inner town area is structured and designed to facilitate the car access, forgetting in the same time about pedestrians and cyclists needs.

Another major consequence is a constant increase of car traffic (e.g. in most of the cases the 15 km distance between Sebes and Alba-Iulia is made, by car in 1 or 2 hours and also 45000 cars – most of them lorries - cross the city in 24 hours). The highly trafficked streets lead to an unfriendly environment for walking and cycling. These ways of transport are perceived as being unpleasant and dangerous and often they are neglected as alternative sustainable ways of transport.

The new developments and investments in Sebes (e.g. industrial area) are car oriented offering facilities (parking and infrastructure) for cars and forgetting about cycling and walking.

Both large industrial sites and car traffic generate a high level of emissions damaging inhabitants' health and the environment. Non-motorised modes of transport like walking and cycling could be an alternative for improving the quality of life.

In the same time Sebes benefits of valuable historic site seeing which could be used as a touristic resource to increase the benefits of the local economy. From this perspective promoting a pleasant and safe environment for walking and cycling would for sure enhance town's attractiveness and tourists' flows.

City of Dundee:

Air Quality Management

Dundee has set a city-wide air quality management area and the encouragement of active and sustainable transport should reduce the impact of single occupancy car trips. (Motorised transport is the dominant cause of air quality problems.)

Smarter Choices Smarter Places

In the City of Dundee we are piloting the Smarter Choices Smarter Places principles of encouraging more active travel. This project will support the continuation of the initial steps taken through Dundee Travel Active Project.

Single Outcome Agreement

This Agreement between Dundee City Council and the Scottish Government includes targets to reduce congestion and develop healthier citizens.

Cost of Energy

The cost of fuel is increasing and the reliance on motorised transport can impact on people's ability to take a full and active part in city life. Increased use of walking and cycling gives all citizens an equal opportunity.

City Centre Congestion

The city centre is the focal point of Dundee and during peak times suffers from traffic congestion which is a detriment to the economy of the city and impacts on the attractiveness and quality of life.

Elderly Population and Health Problems

The demographics of the city indicate that there is a significant proportion of the resident population that are elderly and / or suffer from health related problems. It has been recognised that improvements in accessibility and active travel can benefit these citizens.

City of Radzionków

Walking, cycling or using others forms of active travel are hardly to carry out because of car traffic, badly-parked cars and lack of bicycle lanes – as these increase, walking becomes more unpleasant and dangerous. Those who continue to walk feature disproportionately in accident statistics because they are the most vulnerable road users.

Longer distances to new developments like shopping centres without big and safety sidewalks for pedestrians or lanes for cyclists motivate residents using cars to overcome the distance quickly.

Radzionków is one of those cities that can't adhere to EU-regulations. This leads to legal actions of the EU towards their member countries / provinces / cities.

People get older. Even though elderly people have more and more driving licenses the main means of transport will still remain walking. Therefore the situation must be good to walk and the quality of sidewalks and paths must be also good.

The cost of using cars is still growing because the oil price is steadily rising. People suffer from this especially in the situation of economic crises and need acceptable alternatives to the car use.

Even small distances (less than 3 km) are carried out by the car in Radzionków. This is the main problem for small

municipalities like Radzionków who have mainly one way streets. To break this trend is a main challenge.

Big amount of cars using on small area, on narrow streets causes that the air pollution is increasing.

2.2 Main objective and expected outputs for the whole projet

Currently a big number of short trips in the participating cities and in thousands of other European small and medium sized cities are made by car (in average ca. every 10th car trip is shorter than 1 km, 25% of all car trips aren't longer than 3 km!! From a point of distance they could easily be shifted to walking or cycling) – tendency strongly increasing. The economic crises and the steadily increasing CO2 emissions in the transport sector is tightening the situation. The potential for a shift towards more sustainable modes of transport is enormous. The project's overall aims are to increase awareness for this problem, to build capacities to tackle the problem and to find out, plan (in an integrative way) measures for this problem. Additionally to transfer these short car trips to walking / cycling by changing people's mental maps of their options and localities. The result: more people will walk / cycle, carry out activities locally. Impacts see below:

The specific objectives of the ACTIVE TRAVEL Network relate to the project's outputs. The long-term objective is to work towards a 10-20% reduction in energy consumption and therefore in CO2 emissions.

This will be achieved by realising the following:

- □ Save energy and CO2 emissions through a modal shift from car to walking and cycling and therefore react on the threat of climate change
- □ Strengthen local economies by making stakeholders and key target groups (e.g. shop owners, their associations, local residents etc.) more aware of, and therefore more frequent users of the shopping / leisure opportunities within short distance of their homes;
- □ Build the capacity of ACTIVE TRAVEL Network partners and followers to implement measures to promote and encourage walking / cycling for short local trips, which will help their cities to remain accessible and competitive in an era of steeply rising fuel prices;
- □ Spread the knowledge of ACTIVE TRAVEL Network in the broadest and comprehensive way (with a particular focus on New Member States and those so far not heavily involved in walking / cycling planning);
- □ Target group end users: Start to change mental maps: many people don't know about the potential availability of shops, leisure time facilities etc. in their vicinity. The objective is to bring perception and reality in line. This is the cheapest measure as it doesn't need infrastructure changes.
- □ Meet the demand of each of the cities, are they beginners (to launch the topic), advanced cities (more structured work needed) or already "champions" (strategic should end up in a comprehensive planning and implementation system) concerning the take up of walking / cycling issues into their regular and every day routines.
- □ Establish a common strategy between transport and health related activities based on the idea to transfer more physical activities into every day's routine by shifting short car trips towards walking & cycling
- □ On the longer view to improve public health, by increasing the % of the population in ACTIVE TRAVEL Network partner cities who take regular exercise by shifting car trips to walking / cycling;
- □ Helping to tackle obesity;

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

In the following problems are combined with challenges / strategic objectives that are supposed to start within the project but will have life beyond the end of the project:

- Problem: Missing Awareness for the Challenge: Raise awareness for non motorised modes among decision takers and stakeholders and realise the potential of shifting short car trips towards walking & cycling in the strategy of solving urban transport problems
- Problem /Challenge: Start a process of taking up planning of non motorised transport (incl. resources) to be a sustainable activity that remains as a regular task after the end of the project (exploitation!).
- Problem: Dependency of fossil energy and raising energy costs and therefore be “double”-affected by the economical crises: Challenge: Reduce the use of fossil energy and therefore become more independent from them. This objective is important taking into account the steadily raising oil price. A city that changes the frame conditions now is better prepared once the oil price is really high.
- Problem: Non-motorised modes of transport are very often not taken as equal when thinking and planning transport measures: Challenge: Realise the high number and the importance of trips done by non motorised modes, which is present but so far not visible for many politicians and planners
- Problem: Cyclists and pedestrians are often put together on the same areas – away from the street to the side walks. So, cars have free way and the two most sustainable modes are in direct competition for the same area: Challenge: Reduce conflicts/barriers between walking and cycling, building alliances between the two areas, demonstrating to partners and others that these two modes have much in common and everything to gain from each other.
- Problem: Very often retailers and shop owners believe that car using customers buy much more than others and therefore a big number of parking spaces is needed (which attracts the car use again): Challenge: Raise awareness that there is a big potential of non motorised clients in the vicinity. Cyclists and pedestrians don't buy more than car drivers (but also not less) when they come to the shop but they come more often and therefore buy more within one period of e.g. one month.
- Problem: The connection between transport and health is visible and tackled mainly only by air / noise pollution. The lack of physical activity and the problems resulting of that have been strongly neglected so far (e.g. investing in more cycling / walking to increase the level of every day physical activity - 30 minutes per day such as suggested by the WHO) and therefore the improvement of fitness and health of the entire population. Challenge: Raise awareness of potential for cost savings of the health costs of the population (especially focused on the aging population) among the stakeholders.
- Problem: Especially in NMS walking / cycling has a low image (poor people's modes of transport). Challenge: Change attitudes to a car reduced lifestyle, and give walking a more positive image within this and increase people's awareness that this will improve their health by planning (and implementing in a limited form) motivation / information campaigns.
- Problem: The older a person becomes the higher the share of walking trips (except the person is permanently served by third parties – the public or the family). Therefore old people are very much dependent on the availability of functions in their vicinity. Challenge: Strengthening local economies, thus ensuring that services remain close to where people live – an important consideration with the ageing populations
- Continue to improve awareness of these issues amongst relevant professional groups, academics, policy makers and the

general public.

2.4 Expected outputs for development phase

Product	Type	Value	Description
Kick-Off meeting	meeting	1	Kick-off meeting with the first 5 partners to discuss further details of the partnership and the content of the network
2nd Workshop to complete Final Application	meeting	1	Workshop with first 5 and new partners to finalise and validate the Final application, Baseline Study, work plan, etc.
City Visits	baseline study	8-10	City Visits of the Lead Expert to all partner cities/institutions to elaborate a Baseline Study
Preparatory work for Baseline Study	baseline study	1	Preparation of a questionnaire for the partners to fill in before the city visits; agenda for the city visits of Lead Expert, organisational work for the city visits
Baseline Study	baseline study	1	Elaboration of Baseline Study including State of the Art on existing knowledge at EU level
Final Application	application	1	Elaboration of the Final Application including all the necessary documents
Letters of Commitment	document	8-10	Collecting the letters of commitment of all partners
Joint Convention	partnership agreement	1	Elaboration of a joint convention between all partners
Letters of Intent	document	8-10	Collection of all Letters of Intent of all partners for Final Application
Communication and dissemination plan	communication tools	1	Working out a communication and dissemination plan for the phase II
Working methodology	application	1	Definition of a common working methodology for phase II
Work programme	application	1	Definition of a work programme for phase II
Overall network coordination	thematic network	1	Overall coordination of network in phase I
Financial Management of network	thematic network	1	Overall financial management of network
Setting up the Urbact Local Support Group	local support group	8-10	First contact with local stakeholders, 1st meeting during the visit of Lead Expert

Contact with Managing Authority	decision maker	8-10	Information about the network for Managing Authority, 1st meeting with MA
Dissemination material	dissemination action	1	Creation of Logo for network
New partners	partner	3-5	Finding new partners to complete the partnership
Budget planning for phase II	application	1	Planning the budget, ERDF, Co.financing amounts, etc. for phase II

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

Objective	Action	Start date	End date	Description	Localization	Main partner	Participating partners	Products	Amount
Finalising the partnership	Finding new partners	2009-11-25	2010-01-08	Searching and contacting new partners to complete partnership	Oststeiermark - Weiz	City of Weiz	Lead Expert	3 New partners	602.50 €
	Kick-Off meeting with all partners	2010-01-08	2010-01-29	Kick-Off meeting with partners to agree on new partners, further develop the contents and aims of the partnership	Oststeiermark - Weiz	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - Lead Expert	1 Kick-Off meeting	9,000.00 €
								Sub total	9,602.50 €
Producing the baseline study covering all partners	Visiting all partners	2010-02-01	2010-04-23	Visits to all partners to complete local profiles in baseline study	Weiz, Dundee, Radzionków, Novara, Sebes, new partner cities	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - Lead Expert, new partners	8 City Visits	5,780.00 €
	Preparations for City Visits	2009-12-07	2010-02-26	Organisations of all visits, agendas, questionnaire for all partners to be completed before or during the visits, etc.	Graz, Weiz, Dundee, Radzionków, Novara, Sebes, new partner cities	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - Lead Expert, new partners	1 Preparatory work for Baseline Study	3,380.00 €
	Realising the Baseline Study	2010-04-01	2010-05-24	Elaboration of Baseline Study including the State of the Art	Graz, Weiz	City of Weiz	Lead Expert, other experts if necessary	1 Baseline Study	6,940.00 €

								Sub total	16,100.00 €
Completing the final application	Definition of working methodology	2009-11-25	2010-03-31	Defibition of common working methodology	Oststeiermark - Weiz	City of Weiz	Lead Expert	1 Working methodology	1,222.50 €
	Definition of Work programme	2009-11-25	2010-03-31	Elaboration of a work programme for phase II to be validated by steering group during 2nd workshop	Oststeiermark - Weiz	City of Weiz	Lead Expert	1 Work programme	1,222.50 €
	Collecting all required documents for the final application	2010-02-01	2010-05-21	Collection of all Letters of Commitment, Letters of Intent, Audit Trails, etc.	Oststeiermark - Weiz	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - all new partners	8 Letters of Commitment - 8 Letters of Intent	1,340.00 €
	Elaboration of Joint Convention	2010-02-01	2010-05-21	Joint Convention signed by all partners	Oststeiermark - Weiz	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - New partners	1 Joint Convention	4,002.50 €
	Financial charts for phase II	2010-03-01	2010-05-21	Definition of budget for phase II, elaboration of financial charts, etc.	Oststeiermark - Weiz	City of Weiz		1 Budget planning for phase II	1,800.00 €
	2nd Workshop with all partners	2010-05-03	2010-05-14	Final meeting of development phase with all "old" and new partners to present a draft of final application with all necessary documents	Centralny slaski - Radzionków	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - Lead Expert, all new partners	1 2nd Workshop to complete Final Application	9,600.00 €

	Final Application	2010-02-01	2010-05-24	Elaboration and final adjustments after 2nd workshop, completing the final application in PRESAGE CTE	Oststeiermark - Weiz	City of Weiz	Lead Expert	1 Final Application	7,425.00 €
								Sub total	26,612.50 €
Communication and dissemination	Definition of a common communication and dissemination plan	2010-01-08	2010-05-21	Elaboration of a communication and dissemination plan	Oststeiermark - Weiz	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - all new partners, lead partner	1 Communication and dissemination plan	1,780.00 €
	Creation of PR-materials	2010-03-01	2010-05-21	First draft for Logo, CI and layout for brochures	Oststeiermark - Weiz	City of Weiz	Lead expert	1 Dissemination material	2,180.00 €
								Sub total	3,960.00 €
URBACT Local Support Groups	Setting-up the ULSG	2010-02-01	2010-05-14	Searching for relevant local stakeholders, 1st contact and meetings with ULSG in all partner cities	Weiz, Dundee, Radzionków, Novara, Sebes, new partner cities	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - Lead Expert, all new partners	8 Setting up the Urbact Local Support Group	3,785.00 €
								Sub total	3,785.00 €
Managing Authorities	Involvement of MA	2009-12-01	2010-05-21	Information of MA of project, 1st meetings with MA	Weiz, Dundee, Radzionków, Novara, Sebes, all new partner cities	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - all new partners	8 Contact with Managing Authority	3,605.00 €
								Sub total	3,605.00 €

General Management of the network	Overall coordination of network	2009-11-25	2010-05-24	General coordination of the network, contact and information of all partners and URBACT Secretariat, organisation of meetings, coordination with lead Expert, etc.	Oststeiermark - Weiz	City of Weiz	City of Novara - Municipality of Sebes - City of Dundee - City of Radzionków - Lead Expert	1 Overall network coordination	2,685.00 €
	Financial management of network	2009-11-25	2010-05-24	Overall financial management of network, accounting of phase I, explanations for partners about accounting system, etc.	Oststeiermark - Weiz	City of Weiz	□	1 Financial Management of network	3,600.00 €
								Sub total	6,285.00 €
								Total	69,950.00 €

2.6 Schedule for the Development phase (first 6 months)

Objective	Action	2009				2010			
Finalising the partnership					P	P			
	Finding new partners				A	A			
	Kick-Off meeting with all partners					A			
Producing the baseline study covering all partners					P	P	P		
	Visiting all partners					A	A		
	Preparations for City Visits				A	A			
	Realising the Baseline Study						A		
Completing the final application					P	P	P		
	Definition of working methodology				A	A			
	Definition of Work programme				A	A			
	Collecting all required documents for the final application					A	A		

	Elaboration of Joint Convention					A	A		
	Financial charts for phase II					A	A		
	2nd Workshop with all partners						A		
	Final Application					A	A		
Communication and dissemination						P	P		
	Definition of a common communication and dissemination plan					A	A		
	Creation of PR-materials					A	A		
URBACT Local Support Groups						P	P		
	Setting-up the ULSG					A	A		
Managing Authorities						P	P	P	
	Involvement of MA					A	A	A	
General Management of the network						P	P	P	
	Overall coordination of network					A	A	A	

	Financial management of network				A	A	A			
--	---------------------------------	--	--	--	---	---	---	--	--	--

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

- Medium length flights (2 hours in air): $4 * 0.4$ tonnes of carbon = 1.6
- Long length flights (3 hours in air), $12 * 0.6$ tonnes of carbon = 7.2
- Short train journeys (up to 300km): $32 * 0.01$ tonnes of carbon = 0.32
- In between the meetings the partners will be in contact through email, phone, etc.
- TOTAL: 9.12

3. Initial partners involved in the project

3.1 Lead partner's experience

Lead partners experience of the problem to be addressed by the network

Weiz is one of the furthestmost "developed" city of it's size in Austria and Europe. Starting with the political situation it should be mentioned that Weiz has - besides of a transport and environmental councillor - also a councillor for mobility activities (dealing with the soft measures like change of behaviour, information, campaigns etc.).

The co-operation within the city and its departments has been established in a light and effective way and also the involvement of external stakeholders and experts has been successfully adjusted (e.g. with the city marketing, with stakeholders of the industry, with research institutions or with planners and consultants).

Since the size of the city is quite small - 1,5 km in diameter the city is focusing more and more on non motorised modes of transport to tackle transport problems and enable those groups of the inhabitants to participate in public life which haven't access to a car (e.g. young people, senior citizens, female etc.). The recently started approach to strengthen the use of Pedelecs (Pedal Electric Cycle) can be seen as perfect one for a hilly area like the one around Weiz and for an increase of the distances that could be overcome by a regular bicycle. This is a very important issue to extend the planning with neighbouring municipalities. Valuable experiences of the first steps will be brought into the network activities.

Lead partners experience in European networks:

The City of Weiz participated in several trans-national projects. In the field of EU-funded transport projects it was the LIFE project SMASHevents 2001 – 2004 and the Interreg Alpine Space project VIANOVA 2005 – 2008. Within these two projects Weiz gained valuable experience for transnational co-operations and feels prepared to take over the responsibility to co-ordinate this network.

Weiz is carrying out regularly projects with its twin cities in Poland, Germany, Albania, Hungary.

Weiz is extensive networking e.g. by contributing news and case studies to ELTIS, Europe's biggest information platform on urban transport.

Experience of the LP's named officer in charge of leading the network:

Ms Barbara Kulmer was actively involved in the above mentioned projects and therefore could gain experiences in international working for almost 10 years.

3.2 Lead Partner's political involvement

The Mayor of Weiz, Mr Helmut Kienreich will be involved in the project.

3.3 Experience and expectations of each partner

Name of partner	Local problem and challenge regarding this problematic	Policies and concrete actions developed regarding this problematic	Willingness to define and adopt a local action plan	Willingness to set up an URBACT Local Support Group	Experience of working in related fields through transnational exchange	Expected learning from the network
City of Weiz	X - New developments (e.g. shopping centres) are often designed for the car, with long distances to final destinations, and with little or no “permeability” for pedestrians; increased cost of energy; walking not seen as transport means	X - The Austrian Master Plan on Bicycling The Strategic Policy Document: “Bicycle Strategies for the Province of Styria 2008 – 2012” The Regional Transport Concept for Weiz Mobility and Marketing Concept for the use of Pedelecs in the “Energy-Region”	X - The City of Weiz is willing to elaborate a Local Action Plan with strategies and measures for a sustainable non-motorised transport (incl. the use of Pedelecs) of the city with its neighbouring 18 municipalities of the “Energy Region”.	X - The ULSG will be composed of local stakeholders, politician in charge of transport, departments for mobility, environment, energy, health, respective administrative authorities, representatives of the Industry of Magna Marque (Pedelec).	X - The City of Weiz participated in several trans-national projects. In the field of EU-funded transport projects it was the LIFE project SMASHevents 2001 – 2004 and the Interreg Alpine Space project VIANOVA 2005 – 2008. Studies for ELTIS.	X - Development of a strategic and operational action plan for cycling and walking; instruments to support cycling and walking; methods to involve and motivate stakeholders and raising citizens' awareness.
City of Novara	X - The situation of mobility in town caused poor quality of life: e. g. noise and pollution due to traffic; traffic congestion in the city centre resulting in building decay; overcrowded parking areas near and in the city centre.	X - Important process of renewing and improving the town was the participation in the European Demonstration Project LIFE Environment III. Green Ray - Raggio Verde (RA-VE)	X - Novara is willing to define a LAP together with its 25 surrounding municipalities within the Regional Programme named “PTI - Integrated Territorial Programme”. New strategies will be implemented in the Urban Mobility Plan of Novara (PUM).	X - Novara has already put into force the “Pact for Development” with a steady board involving the Municipality of Novara, the Provincia, the neighbouring municipalities, the Chamber of Commerce, the industrial association, local stakeholders.	X - LIFE III Environment – The Green Ray of Novara - Sustainability Tests INTERREG III C – PROGRESDEC (2004-6) INTERREG IIIB MEDOCC – EXTRAMET INTERREG IIIB MEDOCC – TERRES D’EAU Urban challenge in Europe – First Exhibition of European Town Planning	X - To acquire and share ideas, contents and actions about cycling/walking; share expertise in planning, administrative actions and financial instruments; to test and evaluate choices and actions already performed.

Municipality of Sebes	X - The inner town area is structured and designed to facilitate the car access, forgetting in the same time about pedestrians and cyclists needs; a constant increase of car traffic; unfriendly environment for walking and cycling; increased emissions.	X - "Mobility week" (actions and events) since 2004. "For the Child day": bicycle competition for children Feasibility study for the construction of the ring road to deviate traffic from town centre Zone Plan for the ancient city centre.	X - The City of Sebes is willing to elaborate a Local Action Plan with strategies and measures for a sustainable non-motorised transport and also to respond to the local problems and challenges through this plan.	X - The Local Action Group should be composed of members of Sebes City administration, members of Alba district administration, representatives of the local economic and touristic authority and representatives and members of the local transport authority	X - International Conference in Sebes with the topic Protection of Environment (2009) Every year, the town hall organizes awareness campaigns in the field of environment and public consultation about the main environmental problems of the area.	X - Good practice examples to support walking and cycling Exchange of experience with other similar administrations in this field Development of a strategic and operational plan for cycling / walking Overcome local obstacles and develop a LAP
City of Dundee	X - Reduce emissions Improve journey times and connections Increased cost of energy City Centre Congestion Elderly Population and Health Problems Improve quality, accessibility and affordability	X - National Transport Strategy Regional Transport Strategy Single Outcome Agreement Smarter Choices Smarter Places Walking and Cycling Strategy Local Transport Strategy	X - The City of Dundee is directly involved in the delivery of National, Regional and Local strategies. We are forward looking city undergoing significant redevelopment and face many challenges ahead, including transport.	X - The ULSG will be composed of local politicians, Regional Health Trust, Regional Transport Partnership, Local Bus operators, Education Department, City Centre Action Group and Planning Authority.	X - Significant experience and success in joint working locally and regionally within transportation sector in Scotland.	X - Dundee wishes to develop better connections with other similar European cities and learn from their experience in developing a strategic and operational action plan for cycling and walking.
City of Radzionków	X - Missing infrastructure: Hardly no bicycle lanes, badly-parked cars, dangerous for walking as streets are too narrow - many accidents with pedestrians Long distances to shopping centres Increasing pollution	X - Radzionków every year organises many events for the local residence like "nordic walking", "marking bikes action". Participation in European Mobility Week and European Car-free Day. Potential for shifting short solo car trips to walking/cycling.	X - The city of Radzionków gives willingness to define and adopt a Local Action Plan and we are planning to locally implement the results of the thematic network in our strategic plans and through broad local/regional participation.	X - The ULSG will be composed of: Local decision makers like the Mayor and Vice Mayor, the political persons in charge of the transport and mobility and the environmental and the respective administrative authorities.	X - The City of Radzionków participated in several trans-national projects like: -□ European Mobility Week, -□ European Day Without Car We carrying out regularly projects with its polish twin cities.	X - Learn new methods and instruments that will be important for our policymaking and action plans. What instruments (best practices in planning and implementation and financial instruments) are appropriate to support cycling and walking and how to modify them for Radzionków?

3.4 Integration of ULSG activities to project activities and outputs

To ensure an effective impact of network activities on local policies, each partner will set up an URBACT Local Support Group (ULSG). These groups will involve the local key stakeholders concerned by the issues and policies addressed by the partners.

All the partners will inform their local stakeholder, decision-makers, administrative personnel, related institutions, which are necessary for the project about the issues of the network. Together with their ULSG they will define the specific challenges in each city and the themes for the Local Action Plans.

During the implementation phase they will at least meet once with the city coordinator and be informed through email and phone about the progress of the network. They will also receive the Baseline Study and the Final Application.

3.5 Participation of Managing Authorities of Operational Programmes

Weiz:

The managing authority (=The Provincial Government of Styria, Department 14) has assured the utmost support for this network. The City of Weiz would like to involve the managing authority in the Local Support Group and discuss all implementation strategies and especially for the Local Action Plan with the MA.

Dundee:

The managing Authority, East of Scotland European Partnership, has been informed about the participation of the City of Dundee in the network and will support the project.

Novara:

According to Italian regulations and laws, the town Municipality is the main Authority as regards traffic strategies, including slow mobility and non motorized traffic. Large scale projects will be coordinated with the Provincial Administration of Novara.

Sebes: During first discussions, the managing authority has assured the utmost support for this network. The City of Sebes would like to involve the managing authority in the Local Support Group, to meet with the representative of the managing authority at least every 3 months to keep him informed about the on-going work of the project and to hear his suggestions and remarks. Furthermore the development of the Local Action Plan should be coordinated with the managing authority.

Radzionków:

During first discussions, the managing authority, the Slaskie Voivodeship, has assured the utmost support for this network. The City of Radzionków would like to involve the managing authority in the Local Support Group.

3.6 Appointed Lead Expert

Robert Pressl from Forschungsgesellschaft Mobilität FGM-AMOR Austrian Mobility Research; A-8010 Graz, Austria (he has

already submitted his application form but isn't available on the list so far).

Brief description of the experience of the Lead Expert for the project:

Robert Pressl was project Co-ordinator and key topic expert (for Mobility Management and Travel Awareness) of FP 5 project PORTAL (Promotion Of Results in Transport Research and Learning) with ca. 50 partners from 24 EU countries.

www.eu-portal.net

Robert Pressl is co-ordinator of FP 6 SSA PARAMOUNT which includes the ELTIS website and network (currently ca. 1600 case studies on urban transport; more than 600.000 requests / month from www.eltis.org and e-NL to more than 17.000 addresses. PARAMOUNT has partners in Europe, Russia and China.

Robert Pressl was co-ordinator of the biggest STEER training and networking project named COMPETENCE which aimed to build capacities on urban transport issues for target group of management agencies: www.transportlearning.net Involvement of partners from 14 EU countries.

Robert Pressl co-ordinated the CULTURA project within the EUROPAID programme URBAL which aimed to establish a network on mobility management actors in Europe and Latin America www.mobility-cultura.net Involvement of partners from 9 countries with complete different cultural and social backgrounds.

Robert Pressl was / is involved in more than 20 international projects from different EU programmes such as FP 5, 6, LIFE, Interreg, SAVE, STEER, URBAL etc.

The Lead Expert will carry out the following activities within the project:

- to support the Lead Partner in carrying out all tasks concerning administrative issues for the project
 - to bring in know how related to non motorised modes of transport for all partners (capacity building)
 - to bring in know how regarding soft measures like mobility management and travel awareness: e.g. information, organisation, motivation campaigns etc. (capacity building)
 - to network with all partners and others outside of the Active Travel Network and to build synergies
 - to visit all partners to provide first hand face-to-face support
 - to support the writing of the baseline studies
 - to support the development of the final application
 - to support the finalisation of partnership (finding new partners)
 - to participate in workshops of the Lead partners URB ACT Local Support Group
 - to disseminate the results of the project all over Europe
- etc.

4. Project Finance

4.1 Financial contribution by partner and source

ERDF

Name of partner	ERDF	% ERDF	Public contributor							Total
			EX ANTE	State	Region	Local	Other public financing	Private	Public total financing	
City of Weiz	23,205.00 €	70.00 %	0.00 €	0.00 €	0.00 €	9,945.00 €	0.00 €	0.00 €	9,945.00 €	33,150.00 €
City of Novara	6,300.00 €	70.00 %	0.00 €	0.00 €	0.00 €	2,700.00 €	0.00 €	0.00 €	2,700.00 €	9,000.00 €
Municipality of Sebes	7,200.00 €	80.00 %	0.00 €	0.00 €	0.00 €	1,800.00 €	0.00 €	0.00 €	1,800.00 €	9,000.00 €
City of Dundee	6,300.00 €	70.00 %	0.00 €	0.00 €	0.00 €	2,700.00 €	0.00 €	0.00 €	2,700.00 €	9,000.00 €
City of Radzionków	7,840.00 €	80.00 %	0.00 €	0.00 €	0.00 €	1,960.00 €	0.00 €	0.00 €	1,960.00 €	9,800.00 €
Sub total	50,845.00 €		0.00 €	0.00 €	0.00 €	19,105.00 €	0.00 €	0.00 €	19,105.00 €	69,950.00 €
Total	50,845.00 €	72.69	0.00 €	0.00 €	0.00 €	19,105.00 €	0.00 €	0.00 €	19,105.00 €	69,950.00 €
Total %	72.69 %	72.69 %	0.00 %	0.00 %	0.00 %	100.00 %	0.00 %	0.00 %	27.31 %	100 %

4.2 Legal basis for decision of funding

ERDF

Name of partner	Public contributor	Total	Legal basis			
City of Weiz	ERDF	23,205.00 €	23,205.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	9,945.00 €	9,945.00 €	City of Weiz		
	Other public financing	0.00 €				
City of Novara	ERDF	6,300.00 €	6,300.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	2,700.00 €	2,700.00 €	City of Novara		
	Other public financing	0.00 €				
Municipality of Sebes	ERDF	7,200.00 €	7,200.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	1,800.00 €	1,800.00 €	Municipality of Sebes		
	Other public financing	0.00 €				

City of Dundee	ERDF	6,300.00 €	6,300.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	2,700.00 €	2,700.00 €	City of Dundee		
	Other public financing	0.00 €				
City of Radzionków	ERDF	7,840.00 €	7,840.00 €	ERDF		
	EX ANTE	0.00 €				
	State	0.00 €				
	Region	0.00 €				
	Local	1,960.00 €	1,960.00 €	City of Radzionków		
	Other public financing	0.00 €				

4.3 Expenditures per year and main budget line

Expenditure category	2009	2010	Total	%
Project coordination	0.00 €	0.00 €	0.00 €	0.00 %
Personnel	5,292.00 €	26,458.00 €	31,750.00 €	45.39 %
Meetings organisation	0.00 €	1,600.00 €	1,600.00 €	2.29 %
Travel and accommodation	0.00 €	12,800.00 €	12,800.00 €	18.30 %
Communication and dissemination	0.00 €	2,000.00 €	2,000.00 €	2.86 %
External expertise	0.00 €	16,800.00 €	16,800.00 €	24.02 %
Equipment	0.00 €	0.00 €	0.00 €	0.00 %
URBACT Local Support Groups	0.00 €	2,500.00 €	2,500.00 €	3.57 %
Managing Authorities	0.00 €	2,500.00 €	2,500.00 €	3.57 %
Total	5,292.00 €	64,658.00 €	69,950.00 €	100 %
%	7.57 %	92.43 %	100 %	-

4.4 Expenditures per year and source

Contributor nature		2009	2010	Total	%
ERDF	ERDF	3,846.63 €	46,998.37 €	50,845.00 €	72.69 %
	EX ANTE	0.00 €	0.00 €	0.00 €	0.00 %

	State	0.00 €	0.00 €	0.00 €	0.00 %
	Region	0.00 €	0.00 €	0.00 €	0.00 %
	Local	1,445.37 €	17,659.63 €	19,105.00 €	27.31 %
	Other public financing	0.00 €	0.00 €	0.00 €	0.00 %
	Private	0.00 €	0.00 €	0.00 €	0.00 %
Swiss Fund	Swiss Fund	0.00 €	0.00 €	0.00 €	0.00 %
	State	0.00 €	0.00 €	0.00 €	0.00 %
	Region	0.00 €	0.00 €	0.00 €	0.00 %
	Local	0.00 €	0.00 €	0.00 €	0.00 %
	Other public financing	0.00 €	0.00 €	0.00 €	0.00 %
	Private	0.00 €	0.00 €	0.00 €	0.00 %
Norway Fund	Norway Fund	0.00 €	0.00 €	0.00 €	0.00 %
	State	0.00 €	0.00 €	0.00 €	0.00 %
	Region	0.00 €	0.00 €	0.00 €	0.00 %
	Local	0.00 €	0.00 €	0.00 €	0.00 %
	Other public financing	0.00 €	0.00 €	0.00 €	0.00 %
	Private	0.00 €	0.00 €	0.00 €	0.00 %
	Total	5,292.00 €	64,658.00 €	69,950.00 €	100 %

	%	7.57 %	92.43 %	100 %	-
--	---	--------	---------	-------	---

4.5 Project cost per budget line

Expenditure category	Subcategories	Total
Project coordination		
Personnel	Project Management, LP	1,750.00 €
	Financial Manager, LP	5,000.00 €
	Project Coordination, LP	9,000.00 €
	Project Local Coordination, PP	16,000.00 €
	Total	31,750.00 €
Meetings organisation	Organisation of Workshops	1,600.00 €
	Total	1,600.00 €
Travel and accommodation	Travel and Accomodation for Workshops	6,400.00 €
	Travel and Accomodation , WS, Lead Expert	1,600.00 €
	TRavel and Accomodation, City Visits, Lead Expert	4,800.00 €
	Total	12,800.00 €
Communication and dissemination	Design of PR-materials, logo	2,000.00 €
	Total	2,000.00 €
External expertise	Experts' inputs	16,800.00 €
	Total	16,800.00 €
Equipment		
URBACT Local Support Groups	Meetings with ULSG	2,500.00 €
	Total	2,500.00 €

Managing Authorities	Contact with Managing Authority	2,500.00 €
	Total	2,500.00 €
	Global budget	69,950.00 €

4.6 Expenditure breakdown per objective and main budget line

	Finalising the partnership	Producing the baseline study covering all partners	Completing the final application	Communication and dissemination	URBACT Local Support Groups	Managing Authorities	General Management of the network	Total
Project coordination	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €
Personnel	4,802.50 €	4,900.00 €	13,012.50 €	360.00 €	1,285.00 €	1,105.00 €	6,285.00 €	31,750.00 €
Meetings organisation	800.00 €	0.00 €	800.00 €	0.00 €	0.00 €	0.00 €	0.00 €	1,600.00 €
Travel and accommodation	4,000.00 €	4,800.00 €	4,000.00 €	0.00 €	0.00 €	0.00 €	0.00 €	12,800.00 €
Communication and dissemination	0.00 €	0.00 €	0.00 €	2,000.00 €	0.00 €	0.00 €	0.00 €	2,000.00 €
External expertise	0.00 €	6,400.00 €	8,800.00 €	1,600.00 €	0.00 €	0.00 €	0.00 €	16,800.00 €
Equipment	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €
URBACT Local Support Groups	0.00 €	0.00 €	0.00 €	0.00 €	2,500.00 €	0.00 €	0.00 €	2,500.00 €
Managing Authorities	0.00 €	0.00 €	0.00 €	0.00 €	0.00 €	2,500.00 €	0.00 €	2,500.00 €
Total	9,602.50 €	16,100.00 €	26,612.50 €	3,960.00 €	3,785.00 €	3,605.00 €	6,285.00 €	69,950.00 €

6. Detailed information on the Lead and project Partners

Lead Partner City of Weiz

Partner Institution	City of Weiz
Address	Barbara Kulmer Alfons - Petzold - Gasse 8 8160 Weiz
Postcode	8160
City	Weiz
Area	Steiermark
Country	AUSTRIA

Contact list

Name	Ms Kulmer Barbara
Type	Project Coordinator
Service	Deapartment of Energy, Environment and Health
Function	Authority
Phone number	+43/3172/2319441
Mobile phone	+43/664/60931441
Fax	+43/3172/42 41 079
Email	barbara.kulmer@weiz.at

Name	M. Hirtenfellner Egon
Type	Finance Officer
Service	
Function	Financial Officer for City of Weiz
Phone number	+43 (3172) 2319-351
Mobile phone	+43 (3172) 2319-9 350
Fax	+43 (664) 60 931 351
Email	egon.hirtenfellner@weiz.at

Name	Ms Krischnig Kristina
Type	Certifying Body
Service	Bertl-Fattinger & Partner
Function	

Phone number	0043 316 3637 402
Mobile phone	
Fax	
Email	kkrischnig@kpmg

Name	M. Gratzner Gerd
Type	Managing Authority
Service	
Function	Department of Economy and Innovation
Phone number	+43 316 877-3154
Mobile phone	
Fax	+43 316 877-3112
Email	gerd.gratzner@stmk.gv.at

Partner City of Novara

Partner Institution	City of Novara
Address	Servizio Pianificazione e Programmazione Urbanistica Via Rosselli, 1
Postcode	28100
City	Novara
Area	Piemonte
Country	ITALY

Contact list

Name	M. Pepe Paolo
Type	Certifying Body
Service	
Function	Councillor
Phone number	+ 39 0321 3701
Mobile phone	
Fax	+ 39 0321 3702207
Email	urbanist@comune.novara.it

Name	M. Finazzi Daniele
------	--------------------

Type	Local coordinator
Service	
Function	
Phone number	+ 39 0321 3701
Mobile phone	+ 39 348 7023004
Fax	+ 39 0321 3702207
Email	finazzi.daniele@comune.novara.it

Partner Municipality of Sebes

Partner Institution	Municipality of Sebes
Address	Str. Piata Pimariei nr. 1
Postcode	515800
City	Sebes
Area	Centru
Country	ROMANIA

Contact list

Name	M. Gheorghe Stefan
Type	Certifying Body
Service	PFA certificate C nr.420/5.01.200
Function	
Phone number	0040722642780
Mobile phone	
Fax	
Email	stefgheorghe@yahoo.com

Name	Ms Toma Carmen Luminita
Type	Local coordinator
Service	
Function	Departament of environment and economics
Phone number	0040 258 731318
Mobile phone	0040 744792162
Fax	0040 258 734187
Email	sebespri@yahoo.com

Partner City of Dundee

Partner Institution	City of Dundee
Address	Floor 16, Tayside House, 28 Crichton Street
Postcode	DD1 3RB
City	Dundee
Area	Eastern Scotland
Country	UNITED KINGDOM

Contact list

Name	M. Gellatly Neil
Type	Lead Partner
Service	
Function	Head of Transportation
Phone number	+44 1382 433116
Mobile phone	+44 7939451515
Fax	+44 1382 433313
Email	neil.gellatly@dundeecity.gov.uk

Name	Ms Stewart Marjory
Type	Certifying Body
Service	
Function	Director of Finance
Phone number	
Mobile phone	
Fax	
Email	marjory.stewart@dundeecity.gov.uk

Partner City of Radzionków

Partner Institution	City of Radzionków
Address	Męczenników Oświęcimia Street
Postcode	41-922
City	Radzionków
Area	Slaskie
Country	POLAND

Contact list

Name	Ms Tyszko Sylwia
Type	Certifying Body
Service	Implementing Authority for European Pro-grammes- IAEP
Function	Chief Accountant
Phone number	+ 4822/4618804
Mobile phone	
Fax	+4822/4618722
Email	Sylwia.Tyszko@wwpe.gov.pl

Name	M. Kula Krzysztof
Type	Local coordinator
Service	
Function	
Phone number	+ 48 32 388 71 01
Mobile phone	+ 48 661 780 002
Fax	+ 48 32 389 07 20
Email	k.kula@radzionkow.pl;

7. Certifying bodies

Name of partner	Certifying body
City of Weiz	Ms Krischnig Kristina - Bertl-Fattinger & Partner - - Schubertstraße 62 - A-8010 - Graz -
City of Novara	M. Pepe Paolo - - Councillor - Via Roselli 1 - 28100 - Novara -
Municipality of Sebes	M. Gheorghe Stefan - PFA certificate C nr.420/5.01.200 - - 29 Brandusei St. judetul Alba - - Alba-Iulia -
City of Dundee	Ms Stewart Marjory - - Director of Finance - Dundee City Council Tayside House - DD1 2AR - Dundee -
City of Radzionków	Ms Tyszko Sylwia - Implementing Authority for European Pro-grammes- IAEP - Chief Accountant - Wspólna 2/4 - 00-926 - Warsaw -

8. Certification

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

The form must be signed by an elected representative. In case the Lead Partner's institution has no elected representatives, the signing person must be in the position of committing the institution's resources to be engaged in the project.

Signature (elected representative) :	Signature (Lead Partner):
Name (Capital Letters):	
Function :	
Date:	

Official Stamp

--