

C - Project description

C.1 Project overall objective

Programme priority specific objective (as selected in section A.1.).

S02.5: Greening urban mobility in central Europe

Project overall objective

Please define the overall objective of the project.

- Make sure that it clearly contributes to the selected programme specific objective.
- The overall objective should provide the general context for what your project aims to achieve.
- It should describe the broader goal of the project in relation to the aim of the strategic call for capitalisation, notably to reduce effects of borders on flows and functional linkages among central European regions (see ToR §2). It should also point to the results (change) to be achieved by the project.

CROSS-MOVE@CE enhances green mobility in Central Europe by reusing proven Interreg solutions and adapting them to new territories. It aims to cut transport emissions, support multimodal low-carbon commuting, and enable data-driven, cross-border mobility planning. Through harmonised data, integrated tools, mobility-management measures, and pilot actions, the project tackles fragmented planning and weak coordination to deliver more efficient, inclusive, low-carbon mobility.

C.2 Project relevance and context

C.2.1 What are the territorial challenge(s) that will be tackled by your project?

Please describe the specific territorial challenges and needs addressed by your project and why they are relevant for mitigating border effects on flows and functional linkages.

Urban areas and regions across CE face persistent challenges that hinder progress toward low-emission, accessible and integrated mobility systems. Urban cores face congestion and air pollution, peri-urban settlements remain car-dependent, and border regions struggle with discontinuities in PT supply, ticketing, data exchange and cross-border cooperation. PT is fragmented, faces non-harmonised data systems, lack of integrated commuting analysis, missing behavioural insights and limited tools for planning cross-border or low-density services. Furthermore, the extension of the EU Emissions Trading System to road transport (ETS2) will increase the cost of carbon-intensive commuting, placing disproportionate pressure on cross-border, peri-urban and low-income travellers with limited alternatives.

These gaps undermine accessibility, reinforce car dependency and slow down the progress toward SO 2.5, generating clear territorial and border-related impacts in Central Europe regions.

The CROSS-MOVE@CE project areas represent different but complementary mobility contexts.

1) Zadar FUA: Rapid growth of business and industrial zones (Murvica, Crno, Gaženica) and strong functional ties with surrounding municipalities and islands increase daily commuting flows. Yet PT remains misaligned with workplace schedules, coverage is uneven, and multimodal integration, especially with Port Gaženica, is weak. This limits accessibility and increases car dependency. Addressing these issues requires OPTI-UP tools for supply optimisation, GreenPATH methods for commuter-behaviour analysis, MIMOSA approaches for multimodal data integration and NUTSHELL's PTSQC framework to identify underserved zones.

2) Paks area: Paks faces dispersed rural settlements where conventional PT is not viable, resulting in deeply rooted car use. Although DRT would suit such areas, local authorities lack design tools, behavioural insights and spatial accessibility analysis. As Paks is part of OPTI-UP (which implemented DRT in Slovenia and Italy), CROSS-MOVE@CE capitalises this expertise through a real-life DRT pilot. GreenPATH employer-mobility methods and NUTSHELL PTSQC classes are also crucial for targeting services where demand and accessibility gaps are greatest.

3) Lake Constance AT–DE region: High volumes of daily cross-border commuting are constrained not by infrastructure, but by inconsistent planning, tariff differences, non-harmonised datasets and limited evidence-based corridor assessment. Here, CROSS-MOVE@CE capitalises NUTSHELL@CE by developing a Lake Constance-specific PTSQC regional definition, combining the Germany-wide workflow with Austrian/Vorarlberg versions—creating the first harmonised accessibility layer for the D-A-CH border area. Coupled with MIMOSA/SML data-governance approaches, this enables interoperable datasets, joint corridor assessment and coordinated multimodal planning. To make public transport systems in CE more sustainable, climate-resilient, and less carbon-intensive, partners are brought together to find solutions fit for their areas and users while avoiding duplication of results and accelerating impact.

CROSS-MOVE@CE responds by jointly capitalising proven Interreg solutions: OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SMILEE to reduce border effects, harmonise analytical approaches and strengthen integrated, multimodal commuting solutions across CE. Project also strengthens territorial preparedness by improving PT accessibility, multimodal options and behavioural mobility management, helping CE regions offer viable low-emission alternatives and supporting a fair, socially balanced transition under the ETS2–SCF framework.

C.2.2 How does the project tackle the identified territorial challenges and needs? What is the project's approach for capitalising on the outputs and results of previously funded projects?

Please describe the project approach chosen to address the challenges and needs outlined above and elaborate on the following aspects:

- Specify the rationale and whether your project will focus on improving policy making (upstreaming) or achieving a wider territorial or sectoral roll out (down-streaming), or both.
- Describe how existing outputs and results will be further developed, improved or adapted (for the definition of outputs and results, please refer to annex 1 of the programme manual <https://www.interreg-central.eu/library/programme-manual/glossary/glossary/>).
- Explain how the approach is innovative, going beyond a mere pooling or duplication of existing outputs and results, and how it brings added value beyond what has already been achieved.

CROSS-MOVE@CE applies an integrated upstreaming and downstreaming capitalisation strategy designed to transform proven Interreg results into practical, transferable solutions that strengthen green commuting across CE.

The project first consolidates and enhances advanced outputs from five major projects: OPTI-UP, GreenPATH, MIMOSA, NUTSHELL and SMILEE, into a coherent methodological framework. From OPTI-UP it draws robust public transport optimisation methods, accessibility modelling and demand–supply integration tools. GreenPATH contributes commuting-analysis methodologies, mobility-management packages and behavioural-change instruments, while MIMOSA provides cross-border data governance models and approaches for building multimodal repositories. NUTSHELL adds the Public Transport Service Quality Classification (PTSQC), a GIS-based method for assessing accessibility, and SMILEE contributes cross-border cooperation structures and practices for developing multimodal, data-driven mobility solutions in Smart Mobility Lab method (SML).

These components are merged into thematic toolkits, a common set of KPIs, a cross-border data framework and a CE Sustainable Commuting Strategy.

Through upstreaming, CROSS-MOVE@CE integrates these enhanced outputs into municipal, regional and cross-border planning processes, helping authorities adopt shared standards, comparable indicators and consistent analytical approaches. This strengthens evidence-based mobility planning and reduces methodological fragmentation across territories.

Down-streaming focuses on territorial deployment. Building on solutions previously piloted in their original projects, CROSS-MOVE@CE undertakes area-specific pilot actions to operationalise and refine these capitalised outputs in new functional, institutional and cross-border environments.

In Zadar, the capitalised tools (OPTI-UP, PTSQC, GreenPATH) support public transport network optimisation, multimodal integration and data-driven planning.

In Paks, the transfer emphasises DRT design supported by OPTI-UP knowledge, GreenPATH behavioural insights and NUTSHELL accessibility classes.

In the Lake Constance region, the project applies MIMOSA and SMILEE methods to harmonise cross-border datasets and improve multimodal coordination. By capitalising NUTSHELL@CE, it develops a Lake Constance–specific PTSQC definition, enabling stronger accessibility analysis, clearer corridor prioritisation and more coordinated AT–DE planning.

The project brings clear added value by integrating supply-side optimisation with demand-side behavioural tools, introducing NUTSHELL’s accessibility methodology to territories where it has not been used before, applying MIMOSA and SMILEE data-governance concepts outside maritime or Lake Constance contexts, and embedding operational, behavioural and spatial methods into a unified planning framework.

In doing so, CROSS-MOVE@CE directly advances Specific Objective 2.5 by enabling practical, scalable and data-driven improvements to urban, peri-urban and cross-border commuting systems across CE.

C.2.3 Why is transnational cooperation needed to achieve the project objectives and results?

Please explain why the project objectives cannot be efficiently reached through actions on the national /regional/local level alone and describe what is the added value for the partnership and the project areas in taking a transnational cooperation approach.

CROSS-MOVE@CE objectives cannot be achieved through local or regional action alone. Challenges such as high car dependency, weak multimodal integration, fragmented data systems and cross-border functional linkages are shared across CE and require coordinated transnational solutions. Although all project areas face similar issues, they appear in different territorial contexts.

1) Zadar FUA: Rising commuter demand, new business zones and island–mainland flows require integrated PT planning. While Zadar can adjust services locally, testing PT scenarios with transnationally developed tools (OPTI-UP, PTSQC, GreenPATH) allows alignment with CE standards and methods proven elsewhere.

2) Paks: Dispersed low-density settlements demand flexible services such as DRT. Implementing a real- life DRT relies on partners experience with similar solutions. As Paks is part of OPTI-UP, which deployed DRT in SLO and ITA, the pilot builds on these results. Capitalising NUTSHELL@CE PTSQC classes and GreenPATH employer measures also requires joint methodological refinement and validation.

3) Lake Constance region: Cross-border commuting depends on interoperable data and coordinated planning. The digital pilot will test multimodal dashboards and, capitalise NUTSHELL@CE by developing a Lake Constance–specific PTSQC definition combining the Germany-wide workflow with Austrian/Vorarlberg versions possible only through binational cooperation.

No single area has all competencies to design or validate a complete low-emission commuting approach. Joint pilot development, harmonised KPIs, shared data standards and cross-border evaluation gain value only when co-created and comparable across territories.

The CE Sustainable Commuting Strategy must also be built transnationally to reflect diverse territorial and institutional conditions.

Transnational cooperation is therefore essential, enabling interoperable tools, jointly tested solutions and scalable progress toward greener, more integrated commuting systems across CE.

C.2.4 Who will benefit from your project outputs and results?

Please select the target groups from the drop-down list, which are most relevant for the project. Please provide a more detailed specification for each target group and explain how they will benefit from your project outputs and results. Please ensure consistency with the target groups defined in the work plan (section C4).

Target group	Specification
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Target group	Specification
Local public authority	Local public authorities in the participating FUAs, municipalities and regions will gain tools for evidence-based mobility planning, including optimised PT networks (OPTI-UP), commuter-focused measures (GreenPATH), and harmonised mobility data (MIMOSA). They will benefit from clearer decision support, stronger integration of urban–peri-urban mobility, and ready-to-use action frameworks for sustainable commuting.
Regional public authority	Regional authorities will benefit from harmonised indicators, cross-FUA datasets, and strategic guidance supporting regional mobility, land-use coordination, and emission reduction goals. The cross-border commuting strategy and capitalisation toolkit provide transferable models for planning multimodal, low-carbon mobility at regional scale.
Infrastructure and (public) service provider	Public transport operators and mobility providers (e.g. Liburnija, regional bus companies, multimodal operators) will gain optimised network scenarios, operational dashboards, and data-driven insights into commuter demand. They will be able to improve service design, resource allocation and multimodal coordination, leading to higher efficiency and service attractiveness.
Sectoral agency	Transport, spatial planning and environmental agencies benefit from shared analytical frameworks, harmonised data structures and strategic recommendations for sustainable commuting. These outputs support alignment with regional/national decarbonisation targets and provide a technical basis for integrating PT optimisation with mobility-management policies.
General public	Commuters, students, employees and island or peri-urban residents will benefit from improved PT services, better connections to employment zones, enhanced accessibility, and new mobility-management measures (discounts, incentives, multimodal options). The project contributes to more reliable, low-emission and affordable daily travel options across all FUAs.
Higher education and research organisations	Universities and research centres gain access to new datasets, models, real-world examples and comparative analyses across FUAs. Project results support teaching and further academic research in mobility management, land-use–transport interaction, and behavioural change. Students and researchers benefit from living-lab pilots and capacity-building activities.
Business support organisation	Chambers of commerce, employer associations and mobility coordinators gain tools (e.g., mobility-management dashboard) to help companies design Home-to-Work Travel Plans, optimise commuting for employees and reduce parking pressure. They benefit from replicable packages of measures and incentives tested in pilots.
SME	SMEs benefit from improved access to business zones through optimised PT routes, better multimodal links and commuting incentives for employees. Reduced car dependency and improved accessibility strengthen labour-market reach, support employee retention and contribute to greener corporate mobility practices.

C.2.5 How does the project contribute to wider strategies and policies?

Please indicate to which strategies and policies your project will contribute and briefly describe in what way. If your project is aiming at “upstreaming” of outputs and results, please explain how it will concretely contribute to the targeted policies and/or strategies.

Strategy	Contribution
European Green Deal	CROSS-MOVE@CE directly contributes to the EU Green Deal objective of reducing transport emissions by improving public transport efficiency, strengthening multimodality, and shifting commuters away from private cars. Through OPTI-UP network optimisation, GreenPATH behavioural tools and MIMOSA data integration, FUAs gain actionable tools to decarbonise daily travel and support a climate-neutral urban mobility system.
Territorial Agenda 2030	The project supports the Territorial Agenda 2030 goals of a “Just and Green Europe” by improving accessibility, reducing mobility inequalities, and strengthening functional linkages within and across FUAs. By harmonising datasets, integrating PT networks, and enhancing commuting options, CROSS-MOVE@CE improves territorial cohesion and supports sustainable mobility planning across borders and administrative levels.
EU Strategy for the Danube Region	CROSS-MOVE@CE aligns with EUSDR Priority Area 1b on improving mobility and multimodality by introducing innovative, data-driven tools for commuting and PT optimisation. The toolkits and pilots support knowledge transfer, multimodal integration and sustainable commuting solutions relevant to Danube-region cities facing similar urban–peri-urban mobility challenges.
EU Strategy for the Adriatic and Ionian Region	The project contributes to EUSAIR Pillar 2 “Connecting the Region” by improving multimodal accessibility between coastal, peri-urban and island-linked areas. The Zadar FUA pilot strengthens links between residential zones, business areas and the port, enhancing sustainable regional connectivity and supporting low-carbon mobility in Adriatic areas.
EU Strategy for the Baltic Sea Region	CROSS-MOVE@CE supports EUSBSR Policy Area Transport by promoting sustainable, efficient commuting solutions and multimodal PT integration. Harmonised indicators, open-data dashboards and optimisation tools strengthen regional accessibility and reduce emissions, contributing to the Strategy’s goals of connecting the region and increasing prosperity.
EU Strategy for the Alpine Region	The project aligns with EUSALP PA2 “Mobility and Connectivity” by developing tools for sustainable, multimodal and cross-border commuting. The AT–DE FUA pilot enhances data-driven mobility coordination, supporting low-carbon travel and improving accessibility between urban and peri-urban areas in Alpine-border contexts.
Other	EU Emissions Trading System (ETS2) The introduction of ETS2 will increase the cost of carbon-intensive commuting across Central Europe. By improving public transport accessibility, multimodal integration and behavioural mobility management, CROSS-MOVE@CE strengthens territorial preparedness for ETS2, reduces exposure to rising carbon-related travel costs and supports a fair, socially balanced transition in CE.

Strategy	Contribution
Other	AUSTRIA POLICIES/STRATEGIES The project contributes directly to Austria's Mobility Masterplan 2030 and the National Energy and Climate Plan (NEKP) by supporting modal shift, multimodal accessibility and data-driven planning for carbon reduction and climate-neutral mobility. The harmonised cross-border database, analytical toolkit and pilot evaluations provide concrete instruments for improving public transport performance and reducing car dependency, in line with national decarbonisation goals. The tools and insights can be directly used by national and regional authorities to strengthen evidence-based mobility policies and cross-border coordination.
Other	CROATIA POLICIES/STRATEGIES - Strategy for Transport Development of the Republic of Croatia 2017-2030 (2017): The strategic measures listed that are relevant to this project include increasing the efficiency of public transport and improving intermodality and accessibility. - Integrated National Energy and Climate Plan for the Republic of Croatia 2021-2030 (2019): Encouraging the development of sustainable integrated transportation at the national level. - The project aligns with Zadar's Sustainable Urban Mobility Plan (SUMP) (2021) and strategic measures and action plan within it. SUMP emphasizes further development of public transport, such as integration of public transport and intermodality. It also highlights the importance of implementing measures for reorganizing and optimizing public transport bus lines and timetable, along with integration of bus lines and timetable with other forms of transport.
Other	LAKE CONSTANCE REGION POLICIES/STRATEGIES The International Lake Constance Region Conference (IBK) governs strategic policy making for the Lake Constance region, incl. the AT-DE border with representatives of all countries and states neighbouring the border region. The IBK has a policy group on mobility which focuses on strategies to reduce operational barriers and challenges between the member countries.
Other	ITALY POLICIES/STRATEGIES CROSS-MOVE@CE aligns with the Friuli Venezia Giulia's Regional Plan for Local Public Transport and its objectives. The Plan focuses on integration, flexibility, and quality improvement for public transport, aiming for better connectivity, accessibility, and sustainability. Main objectives consist of integration of services, interchange infrastructure and tariff system, improving service quality, especially quality of cross-border transportation services and improvement of environmental quality with renewing bus fleet, while lowering carbon emissions.

Strategy	Contribution
	HUNGARY POLICIES/STRATEGIES Paks Transportation Ltd. will involve the Municipality of Paks in the project as to channel pilot implementation experience and the toolkit for the further development of the SUMP of Paks. The SUMP is created by external experts, therefore they will be informed either in the frame of national or local events especially in order to receive feedback regarding the usability and compliance of the toolkit with the SUMP-methodology.
Other	One of the strategic goals of the Tolna County Territorial Development Program (2021-2030) is to improve the quality of life in rural areas and maintain the population of rural areas promoting its ability, one of the priorities attached to this goal is the 'demand-oriented rationalization of local and intercity public transport'. The development of transport links in the Paks area appears also as a priority development in the program. The Transport Concept of Paks emphasizes that the reason for the high rate of car use in the city may be that a large area cannot be organically involved in public transport. This supports the need for the project objectives in the city.

C.2.6 Which outputs and results from earlier projects and initiative will be capitalised? Does the partnership hold the ownership or rights to use such outputs?

Specify the project outputs and results of earlier funded projects which will be capitalised on. Please list these projects with following information: project ID, acronym, funding programme and project website, if applicable, the concerned outputs/results and their main features which will be capitalised, also specifying if the partnership has the ownership or user rights. Please ensure consistency with information provided in section C.2.2 describing the capitalisation approach. PLEASE NOTE that information included in this section will be used for assessing the compliance of your project proposal with the minimum requirement on synergies as indicated in §4 of the Terms of reference for the call.

Project (including project ID and acronym, funding programme and project website, if applicable)	Outputs or results to be capitalised including main features to be further developed or adjusted and if the partnership has the ownership or user rights
CE0200713 OPTI-UP 05/2024 - 10/2026 Interreg VI-B Central Europe 2021-2027 https://www.interreg-central.eu/projects/opti-up/	Capitalised outputs include D.1.1.1 Unified PT network analysis, D.1.1.2 Unified database of operational indicators, D.1.2.1 Transport & LUTI models, and D.1.3.1–D.1.3.2 Local Plans & Comprehensive Strategy and O.3.1 Transnational toolkit for optimization of public transport systems. CROSS-MOVE@CE will adapt OPTI-UP's modelling logic, accessibility analysis and network optimisation framework to new application areas (FUA Zadar, the city of Paks, AT–DE Lake Constance region). All OPTI-UP outputs are public and open for reuse, with full user rights for partners.

Project (including project ID and acronym, funding programme and project website, if applicable)	Outputs or results to be capitalised including main features to be further developed or adjusted and if the partnership has the ownership or user rights
CE0200886 GreenPATH 06/2024 - 06/2027 Interreg Central Europe 2021-2027 https://www.interreg-central.eu/projects/greenpath/	Capitalised outputs include: O.1.3 GreenPATH MoU, D.1.1.2 Territorial needs & gaps, O.2.1 Collaborative Solutions (Mobility Management Dashboard + commuter packages), and O.3.1 GreenPATH Strategy. CROSS-MOVE@CE applies these to design commuting-focused measures (incentives, employer plans, coordination dashboards) and integrate behavioural data into PT optimisation. Outputs are publicly accessible; partners have full user rights.
10249002 MIMOSA 01/2020 - 06/2023 Interreg V-A 2014-2020 Italy-Croatia CBC Programme https://programming14-20.italy-croatia.eu/web/mimosa	CROSS-MOVE@CE capitalises O.3.1 Passenger Transport Demand Analysis, O.3.4 Data Repository, O.3.5 Transport Sustainability Action Plan, and O.4.5 Cross-border planning model. These are used to harmonise datasets, structure cross-border indicators, enhance dashboards, and integrate commuting data into multimodal planning (including maritime-linked areas). Outputs are public; reuse permitted to all partners.
ABH017 SMILEE 04/2023 - 03/2027 Interreg ABH https://sustainablemobilitylab.eu/	The output that will be capitalised is O.1.1 Number of companies developing joint solutions across borders. This output represents the number of companies actively collaborating across borders to jointly digitise their products and services. Digital products and services are derived and/or implemented in the practical project results. CROSS-MOVE@CE will use this output to integrate project results and solutions within the network of SML. Output is public; reuse permitted to all partners. Beyond this output, the Project will also aim at integrating other solutions within the network of SML based on many of its own pilot experiences, such as on-demand buses or ferries that might be relevant for Zadar FUA, etc.
CE0200933 NUTSHELL@CE 05/2024 - 04/2027 Interreg Central Europe 2021-2027 2° call https://www.interreg-central.eu/projects/nutshellatce/	The output that will be capitalised is O.1.3. Solution and planning tool PTSQC. This tool is a GIS-based spatial indicator system that classifies how well a location is served by public transport. CROSS-MOVE@CE will use the PTSQC methodology and extend it to new territories and feed the results back into the broader CE knowledge base. Also, CROSS-MOVE@CE will integrate PTSQC into the analytical toolkit and apply it to the FUAs. Output is public; reuse permitted to all partners.

C.2.7 Will the project seek synergies with other projects or initiatives whose outputs and results will not directly be capitalised? If yes, please specify these projects and explain how coordination will benefit your project. Is your project proposal linked to ongoing applications under other funding instruments?

If applicable, describe the activities planned to ensure coordination or avoid overlaps and double-funding with on-going or planned initiatives or projects. Please also specify if this project proposal is linked to any other proposal under preparation, submitted or already funded within other EU funds. Please include the concerned EU-funded programmes (e.g., other Interreg programmes, Horizon Europe, LIFE, national or regional programmes supported by EU funds, etc.).

CROSS-MOVE@CE will build synergies with several ongoing and recently completed initiatives whose outputs will not be directly capitalised but provide valuable methodological or territorial complementarities.

The project will coordinate with national and regional Sustainable Urban Mobility Plans, other mobility plans and Public Transport re-organisations currently under development in Croatia, Hungary, Austria, Germany and Italy, particularly in the areas of direct application of capitalised solutions. This ensures alignment with ongoing planning processes and prevents duplication with existing funding streams. Local authorities (as APs or stakeholders) will be systematically consulted and involved, to confirm that planned actions do not overlap with investments financed from national operational programmes or Cohesion Policy funds, and that they are complementary to other locally ongoing initiatives.

Synergies will also be sought with other Interreg projects focused on sustainable mobility, maritime-urban integration and smart mobility services (e.g., CROSUSMOB - Fostering Cross Border Sustainable Mobility, ICARUS - Intermodal Connections in Adriatic-Ionian Region to Upgrowth Seamless solutions for passengers in marine and coastal transport services and nodes). These projects generate data and governance insights relevant for CROSS-MOVE@CE's cross-border toolkit, even though their outputs are not formally capitalised.

The partnership will engage with Horizon Europe mobility and digital-twin initiatives (e.g., projects on urban mobility modelling, data spaces and behavioral research), exploring interoperability of data structures and potential re-use of modelling insights. Coordination will occur through thematic workshops and stakeholder exchanges, but without financial overlap.

CROSS-MOVE@CE is not directly linked to any ongoing application under other funding instruments; however, partners will monitor potential complementarities with future Horizon Europe or CEF mobility calls to ensure coherence and avoid double funding. All activities, especially solution applications in Zadar, Municipality of Paks and the AT-DE areas, will undergo internal checks to ensure no duplication with infrastructure or service improvements financed from other EU or national sources.

C.3 Project partnership

What is the rationale of the partnership composition and how does it reflect the territorial and thematic scope of the project and its capitalisation approach? Please describe the structure of your partnership and why the involved partners are needed to implement the project and to achieve the project objectives and results. Explain complementarities among partners who have contributed to the development of the outputs and results to be capitalised and, if applicable, how they are complemented by additional organisations that can facilitate policy integration (upstreaming) or promote broader application and dissemination (down-streaming).

The CROSS-MOVE@CE partnership brings together organisations that: (1) developed through Interreg CE Programme the original outputs to be capitalised, (2) provide the methodological expertise required for their refinement, and (3) represent areas where these solutions will be capitalised through digital or physical pilots and integrated into long-term planning. Project Partners' pilot locations reflect the territorial diversity of the 3 project areas (Zadar - Croatia, Paks - Hungary, Lake Constance – Germany, Austria, Switzerland) and demonstrate the thematic breadth of the capitalised methodologies.

CEI, as Lead Partner, provides strong transnational coordination capacity and ensures alignment with MIMOSA's cross-border governance and planning principles. ITL and Poliedra bring ownership and deep knowledge of GreenPATH and OPTI-UP methodologies, enabling their refinement and harmonised integration into the CROSS-MOVE@CE analytical and strategic frameworks. TUW and EY contribute with the advanced transport modelling, KPI harmonisation and evaluation expertise essential for WP1–WP2 analytical work and monitoring of the jointly developed pilot actions. Territorial partners represent three distinct mobility contexts essential for downstream transfer.

1) Liburnija, EY Croatia and TUW (Zadar FUA) provide operational competence and analytical capacity to apply OPTI-UP, GreenPATH and NUTSHELL@CE tools in the digital PT optimisation pilot, shaped around corridor prioritisation, timetable refinement and multimodal integration with port Gaženica.

2) Paks Transportation, supported by ITL and TUW (Paks FUA) lead the real-life DRT pilot, testing DRT concepts for low-density settlements using OPTI-UP logic, GreenPATH employer measures and PTSQC accessibility classes developed in NUTSHELL@CE.

3) FHV, with ITL and TUW (Lake Constance AT–DE FUA) contribute strong cross-border mobility analytics and data-governance expertise to guide the digital cross-border data pilot. This includes harmonising datasets, deploying multimodal dashboards and capitalising NUTSHELL@CE by developing a dedicated Lake Constance regional PTSQC interpretation building on the Germany-wide workflow and Austrian/Vorarlberg versions.

Italian partners (Poliedra, ITL) act as methodological leads and catalysts for cross-border transfer of knowledge and enablers of integration across CE regions, ensuring rigorous capitalisation of OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SMILEE outputs and coherence with wider EU mobility frameworks.

Associated Partners including the City of Zadar, Zadar County, Municipality of Paks, Stadtwerk am See, and Region Emilia-Romagna - ensure policy anchoring, institutional legitimacy and long-term uptake of the capitalised tools, pilots and the final CE Sustainable Commuting Strategy

Together, the partnership covers all competences needed for upstreaming, downstream transfer, pilot co-design and evaluation, and transnational strategy development, ensuring strong impact on greener, better-integrated commuting systems across CE.

C.4 Project work plan

WP number	Work package name
WP1	Cross-border baseline and analytical toolkit
WP2	Capitalisation, Evaluation and Strategy Co-development
WP3	Thematic Toolkits, Governance Network, Visibility and Awareness Raising

C.4.1 Work package 1

Workpackage number

WP1

Work package title

Cross-border baseline and analytical toolkit

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- clearly linked to the overall project objective realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

To establish a harmonised analytical foundation for sustainable commuting and public transport planning in the project areas by integrating methodologies from OPTI-UP (supply-side network optimisation), GreenPATH (demand-side mobility management), MIMOSA (cross-border and multimodal data governance), NUTSHELL@CE (PTSQC accessibility classification) and SMILEE (cross-border mobility innovation and data practices). WP1 will generate the analytical baseline evidence, and strategic framework required for territorial deployment of capitalised outputs in WP2.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the project specific objective and include reference to the relevant target group(s). Communication objectives should aim at changes in a target audience's awareness and behaviour to help achieving the project specific objective.

Communication objective(s) and target audience

Communication in WP1 will ensure early and continuous engagement of local, regional and cross-border public authorities, public transport operators, planning institutions, employers, universities and commuters in the Zadar area, the Paks area and the Austrian-German Lake Constance region. By involving them in data collection, consultations and co-creation of strategies, the project will increase ownership of results and facilitate later deployment and replication.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 1.1	
Title	Mapping existing cross-border mobility systems and data frameworks
Start period	Period 1, 1 - 6
End period	Period 1, 1 - 6
Description	A1.1 will be coordinated by Poliedra, with methodological support from ITL and TUW, while all partners contribute to data collection and analysis. The activity forms the analytical basis for WP1 and WP2 and directly capitalises on OPTI-UP O.1.3 / O.2.1/ O.3.1 (current-state analysis, unified database, local PT plans and PT strategy, Transnational toolkit), GreenPATH O.1.1 / O.3.1 (Territorial Needs & Gaps, commuter-behaviour analysis), MIMOSA O.3.1–O.3.5 (passenger-demand analysis, data repository, TSAP), NUTSHELL@CE O.1.3 (PTSQC – GIS-based PT service-quality classification) and SMILEE (cross-border mobility innovation, corporate-mobility practices, data-use methods). Tasks include: 0. kick off meeting activation (M1) 1. drafting joint guidelines and metadata templates based on OPTI-UP database logic and GreenPATH commuting-scan methodology; 2. preparing structured data-collection plans for Zadar, Paks and the Lake Constance region; collecting operational PT, land-use, commuting and governance data 3. conducting stakeholder consultations to validate datasets and identify gaps 4. applying MIMOSA-based gap analysis to detect interoperability and governance barriers. The activity concludes with creation of a harmonised multi-territorial database and dashboard (D.1.1.2) integrating OPTI-UP indicators, GreenPATH behavioural logic, MIMOSA data-governance concepts, NUTSHELL PTSQC layers and SMILEE data practices. CEI and Poliedra will prepare the Cross-border Baseline Report (D.1.1.1), summarising typologies, gaps and implications for A1.2, A1.3 and WP2.

Deliverables 1.1			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.1.1	Cross-border baseline report on commuting and mobility systems	This report compares commuting and mobility systems in Zadar, Paks and the AT–DE Lake Constance region, mapping PT networks, commuting flows and governance. It identifies key gaps and coordination issues and summarises implications for the toolkit and WP2 action frameworks.	Period 1, 1 - 6
D.1.1.2	Harmonised multi-area database and visual dashboard	A harmonised database and dashboard integrating PT supply, demand, commuting flows, land use, accessibility (PTSQC), and governance data. Built on OPTI-UP and MIMOSA principles and enriched with GreenPATH, NUTSHELL and SMILEE inputs, it enables cross-area comparison and planning decisions.	Period 1, 1 - 6

Activity 1.2	
Title	Development of draft thematic toolkits for commuter mobility planning
Start period	Period 1, 1 - 6
End period	Period 1, 1 - 6

Activity 1.2**Description**

A1.2, coordinated by Poliedra with support from TUW, ITL, and FHV, develops draft versions of three thematic Toolkits for commuter mobility planning , by assessing commuting patterns and designing multimodal improvements in the three project areas. The draft Toolkits will be updated into final solutions in WP3 following the testing within WP2.

Tasks include:

1. Defining a unified analytical framework and KPIs (travel time, frequency, reliability, accessibility, CO#, modal split, PTSQC classes, intermodality).
2. Transforming OPTI-UP modelling, accessibility and PT plan components into modular analytical tools suitable for areas with varying data availability.
3. Applying PTSQC within each area to identify well-served vs. underserved zones, including the development of a tailored “Lake Constance Area Definition” of PTSQC for the D-A-CH region, based on the NUTSHELL@CE workflow and existing Austrian/Vorarlberg methodologies.
4. Integrating GreenPATH behavioural logic and mobility-management triggers, including thresholds for introducing employer incentives or DRT.
5. Embedding MIMOSA and SMILEE data-harmonisation principles into functional components of the draft toolkits.
6. Populating toolkit modules using real datasets from Zadar, Paks, and the AT–DE region, followed by iterative refinement.
7. Delivering internal training (TUW, ITL, FHV, EY) and producing draft Thematic Toolkits for commuter mobility planning (D.1.2.1, D.1.2.2 and D.1.2.3) to inform A1.3 and WP2.
8. 2nd PSC meeting (M6)

Deliverables 1.2

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.2.1	Draft Toolkit for public transport planning and optimisation	It integrates OPTI-UP modelling & PT planning, GreenPATH behavioural logic, MIMOSA demand & TSAP methods, NUTSHELL PTSQC mapping & SMILEE data practices, providing a unified framework, KPIs, modular tools and examples from Zadar forming the technical basis for A1.3 and WP2.	Period 1 , 1 - 6

Deliverables 1.2			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.2.2	Draft Toolkit for public transport planning - testing DRT in low-density areas	It integrates OPTI-UP modelling & PT planning, GreenPATH behavioural logic, MIMOSA demand & TSAP methods, NUTSHELL PTSQC mapping & SMILEE data practices, providing a unified framework, KPIs, modular tools and examples from Paks, forming the technical basis for A1.3 and WP2	Period 1 , 1 - 6
D.1.2.3	Draft Toolkit for public transport planning in cross-border area	It integrates OPTI-UP modelling & PT planning, GreenPATH behavioural logic, MIMOSA demand & TSAP methods, NUTSHELL PTSQC mapping & SMILEE data practices, providing a unified framework, KPIs, modular tools and examples from Lake Constance, forming the technical basis for A1.3 and WP2.	Period 1 , 1 - 6

Activity 1.3	
Title	Co-development of Regional Strategies and Action Plans for sustainable commuting
Start period	Period 2, 7 - 12
End period	Period 2, 7 - 12

Activity 1.3**Description**

A1.3, coordinated by WP lead Poliedra with the support of all partners, transforms the analytical outputs from A1.1 and draft solutions from A1.2 into three Regional Strategies and Action Plans for sustainable commuting. Poliedra provides methodological coordination, while territorial partners lead their respective frameworks:

1. Liburnija, EY and TUW for Zadar (PT improvements, multimodal links, demand modeling and accessibility analysis using OPTI-UP, GreenPATH, NUTSHELL, MIMOSA)
2. Paks Transportation with ITL and TUW for Paks (DRT design, PTSQC-based planning, employer mobility actions)
3. FHV with ITL and TUW for the Lake Constance AT–DE region (development of a regional PTSQC version for the D-A-CH context, cross-border PT and multimodal accessibility analysis, integration of corporate mobility management from GreenPATH, and improved cross-border data governance).

Tasks include:

1. Co-defining strategic visions and measurable commuting and accessibility objectives for each area.
2. Drafting concise local/regional Strategies and Action plans detailing PT adjustments, DRT measures, multimodal integration, mobility-management actions, timelines and governance responsibilities.
3. Integrating PTSQC outputs to prioritise underserved zones and justify targeted improvements.
4. Ensuring alignment with SUMP, regional plans, GreenPATH MoUs, OPTI-UP local plans/strategies and MIMOSA TSAP principles.
5. Holding at least one validation workshop per area with authorities, operators, businesses and stakeholders.

Deliverables 1.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
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Deliverables 1.3			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.1.3.1	Zadar Sustainable Regional Commuting Strategy and Action Plan	This deliverable sets strategic goals and priority actions to enhance commuting and public transport in the Zadar area. It maps key corridors, proposes PT and multimodal upgrades, and uses PTSQC to find underserved zones. Aligned with SUMP, OPTI-UP & GreenPATH, it supports WP2 deployment.	Period 2, 7 - 12
D.1.3.2	Paks Sustainable Local /regional Commuting Strategy and Action Plan	It sets strategic objectives for improving commuting & PT in Paks area, focusing on low-density settlements. It defines needed PT & DRT adjustments based on PTSQC and commuting flows, including DRT design, feeder links & employer mobility measures. Aligned with GreenPATH & OPTI-UP, it underpins WP2.	Period 2, 7 - 12
D.1.3.3	Lake Constance Sustainable Regional Commuting Strategy and Action Plan	This deliverable sets priorities for multimodal and cross-border commuting in the Lake Constance AT-DE region. It builds a regional PTSQC version for the D-A-CH area and, with OPTI-UP, MIMOSA/SMILEE and GreenPATH inputs, identifies key links and gaps and guides the WP2 pilot.	Period 2, 7 - 12

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators. For the definitions of output types and related indicators, please refer to annex 2 of the programme manual: <https://www.interreg-central.eu/library/programme-manual/annex-2/programme-output-and-result-indicators/>

Output number 1.1	
Output title	Sustainable Regional Commuting Strategy and Action Plan for FUA Zadar
Programme output indicator	RCO83_2.5: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1,00
Delivery period	Period 2, 7 - 12
Output description	The Sustainable Regional Commuting Strategy and Action Plan for FUA Zadar provides structured, evidence-based guidance for improving commuting and public transport services in Zadar area.

Output number 1.2	
Output title	Sustainable Regional Commuting Strategy and Action Plan for FUA Paks
Programme output indicator	RCO83_2.5: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1,00
Delivery period	Period 2, 7 - 12
Output description	The Sustainable Regional Commuting Strategy and Action Plan for FUA Paks provides structured, evidence-based guidance for improving commuting and public transport in Paks area, focusing on low-density settlements.
Output number 1.3	
Output title	Sustainable Regional Commuting Strategy and Action Plan for FA Lake Constance
Programme output indicator	RCO83_2.5: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1,00
Delivery period	Period 2, 7 - 12
Output description	The Sustainable Regional Commuting Strategy and Action Plan for FA Lake Constance provides structured, evidence-based guidance for improving commuting by setting priorities for multimodal and cross-border commuting in the Lake Constance region.
Output number 1.4	
Output title	Cross-border Cooperation for Sustainable Commuting
Programme output indicator	RCO87_2.5: Organisations cooperating across borders
Measurement unit	organisations
Output target value	13,00

Output number 1.4	
Delivery period	Period 1, 1 - 6
Output description	The project gathers 8 PPs and 5 APs that will cooperate together towards improving accessibility, PT planning and multimodal connections across diverse territories within the CROSS-MOVE@CE activities.
Output number 1.5	
Output title	Joint Cross-border Measures to Improve Urban-Rural Transport Links
Programme output indicator	RC0120_2.5: Projects supporting cooperation across borders to develop urban-rural linkages
Measurement unit	projects
Output target value	1,00
Delivery period	Period 1, 1 - 6
Output description	The project enhances cross-border cooperation to strengthen urban–rural commuting links (Zadar broader area, Paks low density rural settlements and Lake Constance region) by jointly developing analytical tools, action frameworks, pilot solutions and a shared CE strategy, improving accessibility, PT planning and multimodal connections across diverse territories.

Investments

C.4.1 Work package 2

Workpackage number

WP2

Work package title

Capitalisation, Evaluation and Strategy Co-development

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- clearly linked to the overall project objective realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

To apply capitalised methodologies (OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE, SMILEE) in three target areas: Zadar, Paks and Lake Constance region, and to reduce border-related barriers through evidence-based territorial measures and to integrate these into a joint Central European Sustainable Commuting Strategy, supported by a harmonised monitoring framework.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the project specific objective and include reference to the relevant target group(s). Communication objectives should aim at changes in a target audience's awareness and behaviour to help achieving the project specific objective.

Communication objective(s) and target audience

To ensure local ownership and cross-border visibility of the territorial deployments and to support broad stakeholder awareness of the newly developed transnational strategy. Target groups include: public authorities, PT operators, planning agencies, employers, commuters, universities, regional administrations, and cross-border institutions.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 2.1

Activity 2.1	
Title	Co-development of Central European Sustainable Commuting Strategy
Start period	Period 2, 7 - 12
End period	Period 2, 7 - 12
Description	A2.1 coordinated by TUW with the support of all PPs, develops the Central European Sustainable Commuting Strategy, providing a common transnational framework to guide and support the preparation and implementation of the Regional Strategies and Action Plans for Sustainable Commuting developed under A.1.3. Building on previous Central European sustainable mobility and commuting initiatives, the Strategy consolidates shared planning principles, governance approaches and methodological recommendations, ensuring coherence and transferability across the project territories. The Strategy consolidates methodological insights, planning logic and governance principles from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SMILEE Key activity tasks: 1. Review previous Central European sustainable mobility and commuting initiatives and identify transferable approaches, methodologies and strategic recommendations. 2. Establish a common transnational framework to support the preparation and implementation of the Regional Strategies and Action Plans for Sustainable Commuting developed under A.1.3. 3. Define the Strategy structure, chapters and thematic components. 4. Establish harmonised terminology, planning principles and indicator logic consistent with WP1 and WP2. 5. Embed the methodologies and experiences of OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SMILEE into a coherent Central European planning framework. 6. Develop harmonised recommendations, governance approaches and CE-wide planning principles for sustainable commuting. 7. Define transferability pathways and practical implementation steps to support the uptake of the Strategy and its adaptation to different territorial contexts.

Activity 2.1	
	8. Organise a transnational validation workshop involving partners and key stakeholders. 9. Refine, edit and finalise the Central European Sustainable Commuting Strategy (D.2.1.1). 10. Publish and disseminate the Strategy through CEI, partner networks and relevant Central European cooperation platforms. 11. Integrate the final Strategy into the CROSS-MOVE@CE Knowledge Hub and related capitalisation outputs (WP3).

Deliverables 2.1			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.1.1	Central European Sustainable Commuting Strategy	It integrates CE strategies and WP1 Regional & Action plans. It unifies OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SML methods into CE-wide planning principles, KPIs, governance and models. It includes PT optimisation, DRT and multimodal mobility and transferability guidance validated in a workshop	Period 2, 7 - 12

Activity 2.2	
Title	Preparation and deployment of territorial measures
Start period	Period 2, 7 - 12
End period	Period 3, 13 - 18

Activity 2.2**Description**

A2.2, coordinated by TUW with support of all PPs, implements jointly developed pilot actions that test capitalised results from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SMILEE. Pilots are tailored to territorial contexts and include one real-life and two digital analytical pilots.

Pilot areas:

1. Zadar – Liburnija, EY and TUW - Digital PT Optimisation Pilot: Model- based testing of corridor prioritisation, timetable refinements and multimodal integration with Gaženica using OPTI-UP, PTSQC and GreenPATH insights.
 2. Paks – Paks Transportation with ITL - Real-Life DRT Pilot: On-the-ground testing of DRT concepts for low-density areas. OPTI-UP logic, PTSQC classes and GreenPATH employer measures guide service design, scheduling and operational validation with real user data.
 3. AT–DE Lake Constance – FHV with TUW and ITL - Digital PTSQC & Cross- Border Data Pilot: Digital pilot integrating a newly developed regional PTSQC version for the D-A-CH context ("Lake Constance Area Definition"), harmonising multimodal datasets, and deploying a cross-border accessibility and service-quality dashboard.
- The activity includes the organization of CROSS-MOVE@CE Transnational Conference in FA Lake Constance.

Key activity tasks:

1. Translating action plans into pilot testing roadmaps
2. Preparing operational guidelines, data inputs and testing protocols
3. Applying the integrated toolkit to implement the three pilots
4. Engaging operators, municipalities, employers and commuters
5. Preparing communication materials supporting pilot visibility
6. Collecting operational, behavioural and qualitative data for evaluation
7. Preparing deliverables D.2.2.1, D.2.2.2, D.2.2.3.
8. 3rd PSC meeting (M12) and 4th PSC meeting (M18)
9. Organising Transnational conference (M18) in FA Lake Constance - D.2.2.4

Deliverables 2.2			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.2.1	Pilot Deployment Report: Zadar (PT Optimisation & Multimodal Corridor Pilot)	Pilot-testing OPTI-UP network optimisation, PTSQC mapping, GreenPATH behavioural inputs and MIMOSA /SML data methods on selected PT corridors and Gaženica links. Includes pilot design, stakeholder input and initial accessibility/service-quality results.	Period 3 , 13 - 18
D.2.2.2	Pilot Deployment Report: Paks (DRT & Employer Mobility Pilot)	Pilot action testing DRT planning for low-density areas using OPTI-UP logic, PTSQC mapping and GreenPATH employer measures. Covers DRT concept design, feeder links, co-design with stakeholders and early accessibility and service-coverage effects.	Period 3 , 13 - 18
D.2.2.3	Pilot Deployment Report: Lake Constance (Cross-border Data & Multimodal Planning Pilot)	Digital pilot using OPTI-UP, MIMOSA/SML data-governance and an adapted PTSQC for the D-A-CH Lake Constance area. It delivers harmonised AT–DE datasets, a cross-border multimodal dashboard, initial accessibility and service-quality results, plus GreenPATH corporate-mobility insights.	Period 3 , 13 - 18
D.2.2.4	Transnational conference	It'll be held in Lake Constance in a hybrid format, bringing together representatives of the EU Commission, the MA /JS, PPs, key stakeholders. It'll showcase the Regional Sustainable Commuting Strategies & Action Plans and present the results, lessons learned, transferability potential of the pilots.	Period 3 , 13 - 18

Activity 2.3	
Title	Monitoring and Evaluation Framework
Start period	Period 4, 19 - 24
End period	Period 4, 19 - 24

Activity 2.3**Description**

A2.3, coordinated by TUW and FHV, establishes a harmonised framework to evaluate the three pilot actions developed in A2.2. The framework assesses pilot performance, transferability and added value of the capitalised solutions across territories.

Key activity tasks:

1. Developing joint monitoring guidelines with common KPIs and data standards aligned with WP1 toolkits.
2. Capitalisation partners will collect validated datasets covering operational performance, travel times, service reliability, user feedback, and modal-shift indicators.
3. TUW, CEI and FHV will conduct site visits and online sessions and organise local evaluation workshops in each pilot area.
4. TUW and FHV lead a cross-area comparative evaluation, identifying transferable success factors, pilot limitations and scaling conditions.
5. Results will feed directly into WP3 capitalisation activities

All results will be consolidated in the Comprehensive Capitalisation Evaluation Report (D. 2.3.1).

Deliverables 2.3

Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.2.3.1	Comprehensive Capitalisation Evaluation Report	It consolidates monitoring results from Zadar, Paks and the AT-DE region, using WP1 KPIs and OPTI-UP, GreenPATH, MIMOSA, NUTSHELL and SML metrics. It includes validated datasets, evaluation findings, cross-area comparison, success factors and scaling conditions, forming evidence base for CE Strategy	Period 4 , 19 - 24

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators. For the definitions of output types and related indicators, please refer to annex 2 of the programme manual: <https://www.interreg-central.eu/library/programme-manual/annex-2/programme-output-and-result-indicators/>

Output number 2.1

Output title	Joint capitalisation-based pilot action in Zadar
Programme output indicator	RCO84_2.5: Pilot actions developed jointly and implemented in projects

Output number 2.1	
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 3, 13 - 18
Output description	Jointly developed and implemented pilot action demonstrating capitalised solutions/planning toolkits: PT optimisation for commuting and multimodal corridor planning (Zadar). Each pilot validates methods from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL and SMILEE.
Output number 2.2	
Output title	Joint capitalisation-based pilot action in Paks
Programme output indicator	RC084_2.5: Pilot actions developed jointly and implemented in projects
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 3, 13 - 18
Output description	Jointly developed and implemented pilot action demonstrating capitalised solutions/planning toolkits: DRT and employer-based commuting planning (Paks). Each pilot validates methods from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL and SMILEE.
Output number 2.3	
Output title	Joint capitalisation-based pilot action in Lake Constance
Programme output indicator	RC084_2.5: Pilot actions developed jointly and implemented in projects
Measurement unit	pilot actions
Output target value	1,00
Delivery period	Period 3, 13 - 18

Output number 2.3	
Output description	Jointly developed and implemented pilot action demonstrating capitalised solutions planning toolkits for facilitating cross-border commuting in Lake Constance. Each pilot validates methods from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL and SMILEE.
Output number 2.4	
Output title	Central European Sustainable Commuting Strategy
Programme output indicator	RC083_2.5: Strategies and action plans jointly developed
Measurement unit	strategy/action plan
Output target value	1,00
Delivery period	Period 2, 7 - 12
Output description	A transnational strategy synthesizing territorial findings into CE-wide planning principles, KPIs, governance models and transferability pathways for sustainable commuting.

Investments

C.4.1 Work package 3

Workpackage number

WP3

Work package title

Thematic Toolkits, Governance Network, Visibility and Awareness Raising

Objectives

Please define one project specific objective that will be achieved by your project through the implementation of the work package. The specific objective should be:

- clearly linked to the overall project objective realistically achievable during the project lifetime;
- specific;
- be verifiable and measurable.

Project specific objective

To consolidate the analytical tools, territorial deployments and strategic outputs developed in WP1 and WP2 into a practical CROSS-MOVE@CE Thematic Toolkits and a permanent governance and knowledge-exchange network, and to disseminate these results to public authorities and stakeholders across Central Europe, supporting wider uptake of sustainable commuting solutions.

In addition, please define one or more communication objective(s) that will contribute to the achievement of the project specific objective and include reference to the relevant target group(s). Communication objectives should aim at changes in a target audience's awareness and behaviour to help achieving the project specific objective.

Communication objective(s) and target audience

WP3 communication aims to raise awareness and facilitate uptake of CROSS-MOVE@CE tools, strategies and territorial lessons among local, regional and national public authorities, PT operators, sectoral agencies, employers, higher-education and research organisations, business support organisations and SMEs. By packaging results into accessible formats (toolkit, guidance, training, events) and targeting relevant networks, WP3 supports replication and policy integration beyond the three project areas.

Activities

Please describe the activities foreseen in order to achieve the above project specific objective and related communication objective(s) considering also the involvement of the relevant target groups as identified in section C2.4.

Activity 3.1	
Title	CROSS-MOVE@CE Thematic Toolkits for Sustainable Commuting
Start period	Period 3, 13 - 18
End period	Period 4, 19 - 24
Description	A3.1, coordinated by ITL with support from other PPs, translates WP1 and WP2 outputs into final, user-friendly Thematic Toolkits (D. 3.1.1, D.3.1.2, D. 3.1.3) for sustainable commuting . Thematic Toolkits are capitalizing on: OPTI-UP (modelling, accessibility methods, local PT plans and strategies and transnational toolkit for optimisation of PT systems), GreenPATH (commuting analysis, mobility- management packages and corporate mobility concepts), MIMOSA (TSAP logic, data repositories and cross-border planning model), NUTSHELL@CE (PTSQC methodology and accessibility mapping), SML (cross-border innovation, company mobility solutions and data-use practices). The final Thematic Toolkits will build upon the draft Toolkits in A1.2 and upgrade them into final solutions. Preparation of Final solutions will be based on findings from pilot implementation reported in A2.2 and A2.3 and from the A 2.1 Central European Sustainable Commuting Strategy 1. Consolidate and update data practices, frameworks, KPIs, modular tools and examples from D.1.2.1, D.1.2.2 and D.1.2.3 to prepare finalization of the Toolkits for Zadar, Paks, and Lake Constance areas 2. Provide step-by-step guidance, templates, KPI schemes, example workflows and case studies from Zadar, Paks and the AT–DE region; 3.. Integrate lessons learned from the draft toolkit A1.2, the transnational strategy A 2.1 and the test with the pilots A 2.2. 4. Include ready-to-use materials for public authorities, PT operators and planners wishing to replicate or adapt CROSS-MOVE@CE approaches. Key activity tasks: 1. Defining final toolkit structure and modules

Activity 3.1	
	2. Finalising methodological chapters and templates 3. Integrating maps, PTSQC layers and example dashboards 4. Validating usability with partners and associated partners 5. Preparing training materials including manuals, slides and exercises to support future users (D. 3.1.4.)

Deliverables 3.1			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.1.1	Final Toolkit for public transport planning and optimisation	A Toolkit compiling methods & guidance. It integrates insights from the draft toolkit, deliverables D.1.3.1 and D. 2.2.1, the CE Sustainable Commuting Strategy, KPIs, PTSQC guidance and replication templates, designed for use by authorities and PT operators.	Period 4 , 19 - 24
D.3.1.2	Final Toolkit for public transport planning - testing DRT in low-density areas	A Toolkit compiling methods and guidance. It integrates insights from the draft toolkit, deliverables D.1.3.2 and D. 2.2.2, the Central European Sustainable Commuting Strategy, KPIs, PTSQC guidance and replication templates, designed for use by authorities and PT operators.	Period 4 , 19 - 24
D.3.1.3	Final Toolkit for public transport planning in cross-border area	A Toolkit compiling methods and guidance. It integrates insights from the draft toolkit, deliverables D.1.3.3 and D. 2.2.3, the Central European Sustainable Commuting Strategy, KPIs, PTSQC guidance and replication templates, designed for use by authorities and PT operators.	Period 4 , 19 - 24
D.3.1.4	Training materials for the use of Toolkits	Training materials (slide decks, manuals, exercises, webinar recordings) that explain how to put the Toolkits and Central European Sustainable Commuting Strategy in practice. They support capacity-building events within A3.2 and are made available for use by external stakeholders after project ends.	Period 4 , 19 - 24

Activity 3.2	
Title	CROSS-MOVE@CE Knowledge Hub and Visibility and Awareness Campaign
Start period	Period 3, 13 - 18

Activity 3.2	
End period	Period 4, 19 - 24
Description	A3.2, coordinated by ITL with support from all PPS and APs for dissemination, develops a long-term CROSS-MOVE@CE Knowledge Hub (D.3.2.2) a digital platform integrating the project's thematic toolkits, regional strategies and action plans, pilot results, the Central European Sustainable Commuting Strategy, KPI frameworks and replication guidance and delivers a multi-channel CROSS-MOVE@CE Visibility & Awareness Campaign (D.3.2.1) promoting the Toolkit and the Central European Sustainable Commuting Strategy. The activity ensures broad dissemination in Zadar, Paks, the AT–DE region and additional CE territories through media, online channels and professional networks. The activity includes the organisation of the Final CROSS-MOVE@CE Conference (D.3.2.3) . 1. Define objectives and messages of the visibility campaign. 2. Identify communication channels, including regional media, social platforms, CEI/partner networks and sectoral associations. 3. Develop campaign materials, infographics, factsheets, short videos, policy briefs, maps and narrative case studies. 4. Design and launch the CROSS-MOVE@CE Knowledge Hub, a non-binding digital repository for all major outputs and maps. 5. Consolidate within the Hub the Thematic Toolkits for Sustainable Commuting (D.3.1.1-D.3.1.3), the Regional Strategies and Action Plans (D.1.3.1-D.1.3.3), the Pilot Deployment Reports (D.2.2.1-D.2.2.3) and the Central European Sustainable Commuting Strategy (D.2.1.1). 6. Implement the visibility campaign across all project territories and Central European cooperation networks. 7. Monitor and adjust campaign actions to maximise reach and engagement. 8. Organise the Final CROSS-MOVE@CE Conference, presenting the Toolkit, Strategy and territorial lessons and promoting transferability. 9. Sign Cooperation Agreement for the CROSS-MOVE@CE Network 10. 5th PSC meeting (M24)

Deliverables 3.2			
Deliverable Number	Deliverable title	Deliverable description	Delivery period
D.3.2.1	CROSS-MOVE@CE Visibility & Awareness Campaign	Comprehensive public awareness campaign deployed across project areas and relevant CE regions. Includes targeted communication actions, outreach to decision-makers, media cooperation, and promotional materials supporting the long-term use of the CROSS-MOVE@CE Toolkit and Strategy.	Period 4 , 19 - 24
D.3.2.2	CROSS-MOVE@CE Knowledge Hub	Open-access digital repository hosting CROSS-MOVE@CE results, including the Toolkit, Strategy, territorial outputs, accessibility layers, planning examples and guidance materials. Designed for long-term availability and voluntary knowledge exchange.	Period 4 , 19 - 24
D.3.2.3	Final Conference	Bringing together representatives of the European Commission, the MA/JS, PPs & stakeholders, it presents the project's solutions, the Central European Sustainable Commuting Strategy, pilot results & capitalisation achievements, while promoting their transferability and uptake across Central Europe	Period 4 , 19 - 24
D.3.2.4	Cooperation Agreement for the CROSS-MOVE@CE Network	A formal signed agreement between various partners establishing the permanent cross-border governance and knowledge-exchange network.	Period 4 , 19 - 24

Outputs

Please define the outputs which will be realised through the activities foreseen in this work package and link them to the related programme output indicators. For the definitions of output types and related indicators, please refer to annex 2 of the programme manual: <https://www.interreg-central.eu/library/programme-manual/annex-2/programme-output-and-result-indicators/>

Output number 3.1	
Output title	Toolkit for PT Optimization for Commuting
Programme output indicator	RCO116_2.5: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 4, 19 - 24

Output number 3.1	
Output description	A comprehensive final Toolkit integrating draft toolkit, regional strategy and action plan, territorial lessons from pilot report, strategy elements, templates, KPIs and PTSQC guidance for replication by CE authorities.
Output number 3.2	
Output title	Toolkit for DRT Solution for Sustainable Commuting
Programme output indicator	RCO116_2.5: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 4, 19 - 24
Output description	A comprehensive final Toolkit integrating draft toolkit, local/regional strategy and action plan, territorial lessons from pilot report, strategy elements, templates, KPIs and PTSQC guidance for replication by CE authorities.
Output number 3.3	
Output title	Toolkit for Facilitating Cross-Border Commuting and Mobility Planning
Programme output indicator	RCO116_2.5: Jointly developed solutions
Measurement unit	solutions
Output target value	1,00
Delivery period	Period 4, 19 - 24
Output description	A comprehensive final Toolkit integrating draft toolkit, regional strategy and action plan, territorial lessons from pilot report, strategy elements, templates, KPIs and PTSQC guidance for replication by CE authorities.

Investments

C.5 Project results

Please select and quantify the relevant programme result indicators to which the project will contribute. For each selected result indicator, please briefly describe the contribution of the project and the relevant project results (change) that you expect to achieve through the implementation of the foreseen activities and outputs as defined in the work plan. Please also specify the output(s) which are directly related to this result (for the definitions of result indicators, please refer to annex 2 of the programme manual <https://www.interreg-central.eu/library/programme-manual/annex-2/programme-output-and-result-indicators/>).

Result 1	
Programme result indicator	RCR79_2.5: Joint strategies and action plans taken up by organisations
Measurement unit	joint strategy/action plan
Baseline	0,00
Target value	4,00
Result description	Delivery of 3 Sustainable Regional Commuting Strategies & Action Plans g (Zadar, Paks, Lake Constance) and the Central European Sustainable Commuting Strategy (D.1.3.1-D.1.3.3, D.2.1.1), which will be adopted and implemented by the relevant public authorities (APs) in a timely manner through the coordination with stakeholders (e.g., public transport operators). Uptake will be ensured through co-creation in WP1&WP2, where PPs jointly define strategic objectives, PTSQC-based priorities, multimodal measures. Organisations will integrate the frameworks & the Strategy into planning and evaluation processes, supported by validation workshops, pilot lessons, alignment with existing strategic documents. The expected change is the adoption of coherent, evidence-based approaches that replace fragmented methodologies. This result is directly linked to RCO83 Strategies and action plans jointly developed, specifically O.1-3 (three regional strategies/action plans) and O.2.4 (CE Strategy).
Result 2	
Programme result indicator	RCR84_2.5: Organisations cooperating across borders after project completion
Measurement unit	organisations
Baseline	0,00

Result 2	
Target value	8,00
Result description	CROSS-MOVE@CE will generate lasting transnational cooperation among at least 8 partner from Italy, Austria, Germany, Croatia and Hungary. Based on capitalisation activities, joint analytical work in WP1, pilots and strategy in WP2, and thematic toolkit in WP3, partners will formalise continued collaboration through the Cooperation Agreement (D.3.2.4) and the CROSS-MOVE@CE Knowledge Hub (D.3.2.2). These mechanisms will support joint updates of the Thematic Toolkits (D.3.1.1-3), PTSQC methods, data exchange and coordinated application of CE Strategy principles (D.2.1.1). The expected change is a shift from project-based to stable, structured cross-border cooperation. This result is directly linked to RCO87 – Organisations cooperating across borders (O.1.4), RCO120 – Projects supporting cooperation across borders (O.1.5).
Result 3	
Programme result indicator	RCR104_2.5: Solutions taken up or up-scaled by organisations
Measurement unit	solutions
Baseline	0,00
Target value	3,00

Result 3**Result description**

CROSS-MOVE@CE will deliver capitalised solutions including the Thematic Toolkits for Sustainable Commuting.

Solutions will be adopted and implemented by the relevant public authorities in planning, modelling, evaluation or governance processes.

Uptake will be additionally driven by three WP2 pilots, where partners jointly test the tools in physical or digital environments, generating validated methods ready for operational implementation. These may create additional solutions directly resulting from the Project (which are currently not counted in the indicator). The expected change is a shift from fragmented practices to transferable, evidence-based and cross-border compatible solutions. This result is directly linked to RCO116 – Jointly developed solutions (O. 3.1-3), and RCO84 – Pilot actions developed jointly and implemented (O.2.1-3).

C.6 Time plan

	Period 1	Period 2	Period 3	Period 4	After End
WP1 Cross-border baseline and analytical too...					
A1.1 Mapping existing cross-border mobi...	D1.1.1				
	D1.1.2				
A1.2 Development of draft thematic toolk...	D1.2.1				
	D1.2.2				
	D1.2.3				
A1.3 Co-development of Regional Strategi...		D1.3.1			
		D1.3.2			
		D1.3.3			
RCO120_2.5	O1.5				
RCO83_2.5		O1.1			
		O1.2			
		O1.3			
RCO87_2.5	O1.4				
WP2 Capitalisation, Evaluation and Strategy ...					
A2.1 Co-development of Central European ...		D2.1.1			
A2.2 Preparation and deployment of terri...			D2.2.1		
			D2.2.2		
			D2.2.3		
			D2.2.4		
A2.3 Monitoring and Evaluation Framework				D2.3.1	
RCO83_2.5		O2.4			

RCO84_2.5			O2.1 O2.2 O2.3		
WP3 Thematic Toolkits, Governance Network, V...					
A3.1 CROSS-MOVE@CE Thematic Toolkits for...				D3.1.1 D3.1.2 D3.1.3 D3.1.4	
A3.2 CROSS-MOVE@CE Knowledge Hub and Vis...				D3.2.1 D3.2.2 D3.2.3 D3.2.4	
RCO116_2.5				O3.1 O3.2 O3.3	

C.7 Project management and communication

In addition to the thematic activities as described in the work plan, you need to foresee adequate provisions for project management, coordination and internal communication.

C.7.1 How will you coordinate and manage your project?

Please describe how the project management on the strategic and operational level will be carried out, including the set-up of management structures, responsibilities and procedures, as well as risk management. Please also explain the provisions for quality management, i.e., how the quality of deliverables and outputs will be monitored and ensured, and indicate the responsible partner(s). Please also explain how the internal communication within the partnership will be organised.

Project management will be ensured through clearly defined governance structures set out in the Partnership Agreement signed by all partners. At project level, the Lead Partner (CEI) will appoint one project manager, one financial manager and one communication manager responsible for overall coordination, compliance, reporting and communication with the granting authority, as well as financial administration and timely implementation of activities. A Steering Committee (SC), composed of at least one representative per PP, will act as the main supervisory and decision-making body. It will monitor progress, review risks, validate key decisions and support the LP in ensuring alignment with approved objectives. Five SC meetings are foreseen during the 24-month project: Month 1 (Kick-off, foreseen in Milan - Poliedra), Month 6 (foreseen location: Vienna, TU Wien - TUW), Month 12 (foreseen location: Zadar, organizer Liburnija d.o.o.), Month 18 (foreseen location: Dornbirn, organizer Vorarlberg University of Applied Sciences - FHV) and Month 24 (foreseen location: Trieste, organizer CEI). The LP will meet with the JS twice per year to present the implementation progress and discuss the planned next steps. Review Meeting with the JS will be held at least once in the Project lifetime.

To ensure efficient implementation and high-quality results, responsibilities for the three Work Packages will be delegated to three WP-leading PPs, while the LP (CEI) provides overall supervision. Project Partners nominated as Work Package Leaders are the following: WP1 – Poliedra, WP 2 – TUW, WP3 – ITL.

At project start, the LP will introduce a comprehensive Project Management Plan defining roles, procedures, timelines, reporting duties and coordination mechanisms. This plan will include a Risk Register, reviewed at every SC meeting, with defined escalation procedures and mitigation measures. Quality management will be embedded through internal reviews, peer checks, milestone monitoring and validation of deliverables against predefined criteria, enabling early detection of issues and ensuring timely, high-quality outputs. Internal communication will rely on monthly online meetings, email exchanges, and shared collaboration tools. Each PP will maintain regular internal communication, involving additional staff when necessary. External communication will follow programme visibility requirements and include structured interaction with the JS, stakeholders, public bodies and the wider public.

C.7.2 What will be the general communication approach to increase awareness and knowledge about the project and its concrete outputs and results?

Please describe how the project's communication objectives, as outlined in the work plan, will help with achieving your project's main result(s). Why is communication important? Which communication tactics, channels, and tools will help the partnership to reach out to and involve its target audiences? How will the project communication coordinator ensure that all project partners are involved and contribute to communication? Which specific communication measures will be implemented in line with the requirements for Operations of Strategic Importance, as set out in Article 50(1)(e) of the Common Provisions Regulation (CPR)?

The project's communication approach is conceived as a strategic instrument to increase awareness, enable structured knowledge transfer and ensure the uptake of capitalised solutions across CE. Communication directly supports the achievement of the project's main results by facilitating transnational exchange, strengthening behavioral and policy shifts and enabling the effective roll-out of upstreamed and downstreamed outputs into broader planning and governance frameworks. All external communication is centrally coordinated by the communication manager of the LP (CEI), ensuring coherent messaging across the 8 PPs and multiple Associated Partners and guaranteeing alignment with activities in all three Work Packages. Communication objectives set in the work plan directly reinforce the project's methodological integration, helping target groups understand the consolidated outputs from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL and SMILEE and enabling their uptake in the three pilot areas. This coordinated approach underpins knowledge transfer between partners and enhances the project's ability to align cross-border and transnational efforts. WP1 (led by Poliedra, Italy) uses communication to ensure early and continuous involvement of public authorities, PT operators, planning bodies, employers, universities and commuters in the Zadar, Paks and Austrian–German Lake Constance areas. Engagement in data collection, consultations and co-creation processes strengthens ownership and prepares stakeholders for later deployment. WP2 (led by TU Wien, Austria) focuses on communication that secures local ownership and cross-border visibility of the territorial deployments, ensuring broad awareness of the newly developed transnational commuting strategy among public and sectoral actors. WP3 (led by ITL, Italy) concentrates on disseminating the CROSS-MOVE@CE toolkit, guidance materials, training resources and lessons learned, thereby supporting replication and integration of results into regional and national policies. A diversified communication project website, LinkedIn outreach, expert publications, participation in international conferences, media engagement and educational lectures will ensure broad outreach and strengthen transnational knowledge exchange. Two major milestone events, the Transnational Conference (planned to be in Month 18) and the Final Conference (foreseen in Trieste in Month 24), will disseminate results to practitioners and policymakers, promote transferability and reinforce cross-border cooperation. In line with Article 50(1)(e) CPR, CROSS-MOVE@CE will organise high-level communication events, notably the aforementioned Transnational Conference (M18) and the Final Conference (M24), ensuring timely involvement of the Managing Authority and, where appropriate, the European Commission, to maximize visibility, policy uptake and the strategic roll-out of results.

N/A

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N/A

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C.7.3 Cooperation criteria

Please select the cooperation criteria that apply to your project and include a brief explanation. Please note that the joint development, joint implementation and joint financing criteria are mandatory.

Cooperation criteria	Description
Joint development	Yes The project was jointly developed through an integrated, cross-border and transnational process involving partners from Italy, Austria, Croatia and Hungary. Partners met in online meetings, used collaborative communication and working tools and exchanged email correspondence. All PPs contributed to identifying territorial challenges in Central Europe and the three pilot areas and shaping the upstreaming and downstreaming capitalisation logic. LP, WP leaders and PPs jointly discussed and reviewed the methodological structure, ensuring alignment across analytical, territorial and capitalisation components. Partners co-designed the WP1 tasks on data frameworks, toolkit development and PTSQC adaptation; the WP2 pilots in Zadar, Paks and Lake Constance; and the WP3 Toolkit, Knowledge Hub and dissemination campaign. Through iterative consultations, knowledge providers (Poliedra, ITL, CEI) aligned methodologies from OPTI-UP, GreenPATH, MIMOSA, NUTSHELL@CE and SML, while territorial partners defined concrete needs and deployment priorities. The final proposal reflects a co-created, evidence-based and multi-country development process ensuring relevance across all participating regions.
Joint implementation	Yes CROSS-MOVE@CE will be jointly implemented through tightly coordinated, content-based collaboration across all three WPs. Each activity involves multi-country teams to ensure cross-border knowledge transfer and methodological consistency. In WP1, Poliedra coordinates A1.1–A1.3, with TUW, ITL, FHV, Liburnija, Paks Transportation and CEI jointly conducting mapping, toolkit development, KPI definition, behavioural integration, PTSQC adaptation and co-creation of local/regional action frameworks. In WP2, TUW leads the preparation of three pilots, each implemented by territorial partners with direct methodological support from Italian, Austrian and Croatian experts: Zadar (Liburnija + TUW + EY), Paks (Paks Transportation + ITL + TUW), and Lake Constance (FHV + ITL + TUW). Joint monitoring and comparative evaluation are carried out by TUW, FHV, CEI and all PPs. WP3 (ITL) unites partners in producing the, Knowledge Hub and implementing a coordinated CE-wide dissemination campaign. The LP ensures coherent delivery, alignment across countries and continuous transnational knowledge exchange.

Cooperation criteria	Description
Joint staffing	Yes Staffing is organised to ensure efficiency, complementarity and the avoidance of duplicated functions. Core project management roles are appointed once at project level within CEI (project manager, financial manager, communication manager), providing unified coordination and reporting. WP leadership is allocated based on expertise: WP1 is led by Poliedra (method integration, analytical design), WP2 by TUW (pilot deployment, monitoring and evaluation) and WP3 by ITL (capitalisation, toolkit development, dissemination). Each activity involves teams composed of experts from at least three countries: Poliedra–TUW–ITL lead analytical and methodological integration; FHV–ITL–TUW jointly adapt PTSQC for the Lake Constance region; Liburnija–EY–Poliedra collaborate on multimodal analyses for Zadar; Paks Transportation–ITL–TUW co-design the DRT pilot; CEI–FHV–TUW jointly deliver comparative evaluation. Associated partners support validation and stakeholder engagement. This staffing model ensures cross-border exchange of expertise, strong thematic complementarity and effective mobilisation of institutional knowledge.
Joint financing	Yes The joint budget is structured according to the concrete responsibilities and activities performed by each partner across WP1–WP3. Allocations reflect the actual technical contributions of all partners, including project lead by the LP, analytical work (Poliedra, TUW, ITL, EY, FHV), territorial data collection and stakeholder engagement (Liburnija, Paks Transportation, CEI), pilot implementation and evaluation (TUW, FHV, territorial partners), and capitalisation and dissemination tasks (ITL, CEI, all PPs). Each of 8 nominated partner organisations contribute the required 20% co-financing, with ERDF set at 80% of eligible costs. The LP (CEI) verifies partner expenditure, consolidates financial reporting, ensures compliance with Interreg CE eligibility rules, and administers ERDF payments according to the Partnership Agreement. This structure ensures proportional, transparent and balanced financial contributions aligned with real workloads and joint implementation needs across five countries.

C.7.4 Horizontal principles

Please indicate how your project contributes to horizontal principles and provide a short explanation. With regard to environment protection, please also include an explanation how the "environmental sustainability by design" approach has been integrated and provide a brief assessment of possible environmental effects to your project.

Horizontal principles	Type of contribution	Description of the contribution
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Horizontal principles	Type of contribution	Description of the contribution
Sustainable development and environment protection	positive effects	Project activities, outputs and results envisaged within this Project will be fully aligned with the Interreg Central Europe horizontal principles. Moreover, CROSS-MOVE@CE will respect the Union environmental acquis and national legislation on the matter and will be in line with the objective of promoting sustainable development, considering the UN Sustainable Development Goals, the Paris Agreement and the "do no significant harm" principle. The project was structured according to the "environmental sustainability by design" approach meaning that potential discrepancies in the context of environmental or sustainability considerations including potential human health effects have been flagged as essential and integrated into all activities at the very beginning of the Project. The objective of the Project itself is to enhance green mobility while reducing transport emissions and strengthening low-carbon commuting and activities envisaged within this Project will contribute to the regeneration of the environment and ecosystem functions and services, climate neutrality as well as the sustainable management. Also, Project will contribute to reducing the environmental and carbon footprint by introducing environmentally friendly mobility options (through an upgrade of the public transport), organising online consortium and SC meetings instead of face-to-face (when possible), organising events in a sustainable way by combining different meetings in one place, reducing printing and using recyclable materials for promotional activities as well as by using video conference facilities. Moreover, the consortium is strongly motivated to ensure resource efficiency and the use of renewable energy at all levels possible which is why a lot of thought has been put into the structuring of the WPs and accompanying activities.

Horizontal principles	Type of contribution	Description of the contribution
Equal opportunities and non-discrimination	neutral	CROSS-MOVE@CE does not specifically target issues related to equal opportunities and non-discrimination. However, it will be completely aligned with the Charter of Fundamental Rights of the European Union. The consortium has a zero-tolerance rate towards any type of discrimination. Therefore, it guarantees to take appropriate steps to prevent any discrimination based on gender, racial or ethnic origin, religion or belief, disability, age or sexual orientation during all stages of project life cycle. Since this Project will be executed within the transport sector, accessibility for persons with disabilities will be considered throughout the preparation and implementation of the Project. Moreover, the project recognizes that vulnerable social groups may face additional challenges in accessing transport services such as lower income, age, disabilities, coming from a rural area, etc. Because of that, to address the challenge of equal opportunities the Project will analyse the demand for transport services using advanced data analytics and modelling techniques and will design optimized routes and schedules. This will ensure meeting the needs of the community, especially focusing on including younger and older citizens who cannot drive a car. This will result in a more efficient and demand-driven public transport network, leading to smoother commuting and improved connectivity and accessibility within and between urban areas, which leads to enhancement of the life standard for the involved citizens. Finally, apart from optimizing network efficiency and increasing ridership, CROSS-MOVE@CE aims to improve the quality of life for all members of the society, indirectly contributing to equal opportunities and non-discrimination in the affected Central European societies.
Equality between men and women	neutral	Equality between men and women is not primarily addressed by the project as it has minimal direct relevance to gender equality discourses. However, similarly to contributing to the aforementioned point regarding the equal opportunities and non-discrimination, CROSS-MOVE@CE will ensure gender equality during all stages of the Project lifecycle: the preparation, implementation, monitoring, reporting and finally evaluation. This means that, throughout the entire Project lifetime, equality between women and men, gender mainstreaming and the integration of a gender perspective will be taken into account. Any research activity conducted during the Project will be gender-sensitive meaning that the consortium and the PP in charge of activities will ensure that all genders are equally represented in the sample of respondents.

C.8 Long-term effects and durability

Projects should have a long-lasting effect in the territories and for the relevant target groups. Please describe below how this will be ensured.

C.8.1 Ownership/durability and lasting effects

The capitalised outputs and related deliverables should be made available and used by relevant target groups (project partners or other stakeholders) after the project's lifetime, in order to have a lasting effect and further impact for the territories and target groups. Please describe how the capitalised outputs and key deliverables will stay available after the project lifetime and if they will be further upscaled. Please describe who will ensure the financial and institutional support including maintenance for outputs and, if applicable, for most important deliverables developed by your project.

To ensure the long-term success and durability of project outputs, financial, institutional, and political sustainability are key priorities. The Project will generate lasting transnational cooperation among multiple partners from the Programme Area countries and regions. Based on capitalisation activities which span all three WPs, partners will formalise continued collaboration through the Cooperation Agreement (D.3.2.4) and the CROSS-MOVE@CE Knowledge Hub (D.3.2.2). These mechanisms will support joint updates of the Thematic Toolkits (D.3.1.1-3), capitalised methods, data exchange and coordinated application of CE Strategy principles (D.2.1.1) ensuring long-term sustainability of the developed solutions and in addition, allow up-scaling through the development of further solutions and cooperations.

Financial sustainability is supported by public transport operators covering operational costs and maintenance of the applied new solutions, aligning project outputs with operational needs. Public subsidies for operation of transport services are therefore also an important contributor to the sustainability of outputs and results. Partners have committed to covering unexpected costs and will formalize post-project maintenance responsibilities through cooperation agreements. Institutional sustainability is strengthened by fostering ownership among partners and stakeholders through workshops, seminars, and training sessions. Political sustainability will be achieved by engaging policymakers at all levels, using project outputs to inform policies and legislation aligned with sustainable transport and urban development goals. Lasting effects will be ensured by making all outputs and deliverables publicly accessible via online platforms, reports, and events. Active stakeholder engagement - including decision-makers, experts, users, and local communities - will shape outputs to meet diverse needs, ensuring relevance and policy uptake. This collaborative approach will ensure that the project outputs are relevant and useful to those who will be using them, which will increase their effectiveness and impact. By embedding outputs into local and regional planning processes, the project guarantees continuity and impact beyond its lifecycle. University/Faculty partners will also benefit by transferring theoretical and practical knowledge to students. In summary, through financial commitments, stakeholder engagement, policy integration, and open access to results, the project positions itself as a catalyst for sustainable public transport development and long-term adoption of innovative mobility solutions.

N/A

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C.8.2 Transferability

Please explain the potential for transferring the capitalised outputs and results to other regions, sectors, or target groups beyond the scope and duration of the capitalisation project. How will communication activities ensure that relevant groups are aware of the available outputs and deliverables to be used?

The capitalised outputs of CROSS-MOVE@CE will be designed to be easily applicable, transferable and usable in organisations, municipalities and regions beyond the partnership. By consolidating methodologies from capitalised projects into a coherent Strategy, Toolkit, KPI system and Knowledge Hub, the project creates adaptable solutions that can be tailored to different territorial, institutional and governance settings. This supports uptake by FUAs, municipalities, transport authorities, mobility operators, cross-border institutions, universities and policy bodies working to improve low-emission and multimodal commuting. Clear guidance materials ensure that users outside the three pilot areas can replicate and adapt the tools in their own environments.

Transferability is strengthened through the project's upstreaming and downstreaming design, which delivers scalable and interoperable approaches for urban, peri-urban and cross-border contexts.

Italian partners, although not hosting a pilot area, play a central role as methodological and knowledge providers. Their contribution reinforces the technical robustness and broader applicability of the capitalised outputs and supports roll-out to additional territories across Central Europe.

Communication activities ensure that relevant groups are aware of available outputs and deliverables and that they are involved in activities. Targeted dissemination through the project website, LinkedIn communication, expert publications, participation in international conferences, media outreach and academic lectures will promote the use of capitalised tools among professional and policy audiences. The Transnational Conference (Month 18) and Final Conference (Month 24) will serve as key milestones for presenting results, engaging new regions and fostering wider uptake. All communication objectives and actions are aligned with the work plan to support transfer, roll-out and mainstreaming of results.