PART A – Project summary

A.1 Project identification

Project title

REinforce Competitiveness of REgionAl Transport SMEs

52 / 300 characters

Project acronym

RECREATE

8 / 22 characters

Name of the lead partner organisation in English

Coventry University Enterprises Ltd

Specific objective

2.1. Improving SMEs competitiveness policies

Project duration

Phase 1	Duration	36 Months	Project start date	01/06/2018
Phase 2	Duration	24 Month		
Total No. months	60			

A.2 Project abstract

SMEs currently employ 55% of the EU workforce in transport, and their important role in the value chain is expected to expand. The rigid value chain of the transport sector is stifling the introduction of innovation by SMEs into new vehicles and transport-related products. SMEs (usually Tier 2 suppliers) find it difficult to interact with vehicle manufacturers, as they generally have short-term supply contracts to Tier 1 companies, who are strongly linked to specific large volume OEMs. Tier 2 SMEs have no collective voice or influence at European level and the EU is not taking advantage of or supporting directly the thriving innovative companies in this sector. (CUE, 2015, Report on transport SMEs in regions, INTRASME project-FP7)
RECREATE will address this market failure and focus on the opportunities that new markets offer to innovative and dynamic transport SMEs through adaption of regional support schemes. RECREATE will improve the capacity and capability of regional transport SMEs to further develop and grow: this includes support for 1. Research and Development 2. rapid development and implementation of products and services 3. Access to finance schemes. 4. Internationalisation opportunities. RECREATE adopts a holistic approach to SME support by by improving all the relevant schemes that could potentially deliver growth to the regional transport SMEs. Recognising the importance and the potential of the transport SMEs in the economies of the regions involved, RECREATE will map transport SME support measures and assess their effectiveness. The integrated approach adopted by the RECREATE project will drive the identification and development of support mechanisms in the transport SME sector and it will ultimately deliver Action Plans and policy recommendations for evidence -based policy improvement.

1,843 / 2,000 characters

A.3 Project budget summary

Programme Funding			Partner Contributions			Total Budget	
	Amount	Funding Rate	Public Contribution	Private Contribution	Total Contribution		
ERDF	936,916.75	85.00%	165,338.25	0.00	165,338.25	Total eligible to ERDF	1,102,255.00
Norway	0.00	0.00%	0.00	0.00	0.00	Total Norway	0.00
INTERREG Europe	936,916.75	85.00%	165,338.25	0.00	165,338.25	Total INTERREG Europe	1,102,255.00
						Other Funding	0.00
						Grand Total	1,102,255.00

A.4 Overview of project partners

N°	Organisation	Country	Partner Budget		
			Programme Funding	Partner Contribution	Total
1	Coventry University Enterprises Ltd	🇬🇧 UK	272,382.50	48,067.50	320,450.00
2	Campania Region	🇮🇹 IT	184,556.25	32,568.75	217,125.00
3	Development Agency of South Aegean Region –READ S.A.	🇬🇷 EL	173,383.00	30,597.00	203,980.00
4	Lithuanian innovation centre	🇱🇹 LT	150,450.00	26,550.00	177,000.00
5	Regional Development Agency South-West Oltenia	🇷🇴 RO	156,145.00	27,555.00	183,700.00

Lead partner confirmation

By submitting the application form the lead partner hereby confirms that:

- The information provided in this application is accurate and true to the best knowledge of the lead partner.
- The project is in line with the relevant EU and national legislation and policies of the countries involved.
- The lead partner and the project partners will act according to the provisions of the relevant national and EU regulations, especially regarding structural funds, public procurement, state aid, environment and equal opportunities, as well as the specific provisions of the programme.
- No expenditure related to the above mentioned project has been, is or will be funded by any other EU funded programme, except for partners that do not receive funding directly from the Interreg Europe programme.

PART B – Partnership	

B.1 Partner's details	

Partner 1	

Partner role in the project	Lead partner
Name of organisation in original language	Coventry University Enterprises Ltd
	36 / 200 characters
Name of organisation in English	Coventry University Enterprises Ltd
	36 / 200 characters
Department/unit/division (if applicable)	CUE Business Solutions
	22 / 200 characters

Legal status	Public body or body governed by public law	Type of partner	Business support organisation
Address	Coventry university Technology park, Puma Way		
	45 / 200 characters		

Town	Coventry	Postal code	CV1 2TT
	8 / 200 characters		7 / 200 characters

Country	United Kingdom (UNITED KINGDOM)
NUTS 1 level	WEST MIDLANDS (ENGLAND)
NUTS 2 level	West Midlands
NUTS 3 level	Coventry
Legal representative	Frank Mills
	11 / 200 characters
Contact person 1	Eleni Anoyrkati
	15 / 200 characters

Phone office	+447974984863	Mobile (optional)	+447974984863
	13 / 200 characters		13 / 200 characters
Email	e.anoyrkati@coventry.ac.uk	Website (optional)	https://www.cuebusinesssolutions.com/
	26 / 200 characters		37 / 200 characters
Contact person 2 (optional)	Soizic Linford		
	14 / 200 characters		
Phone (optional)		Email (optional)	s.linford@coventry.ac.uk
	0 / 200 characters		24 / 200 characters

Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No

Partnership from	01/06/2018	Partnership until	31/05/2023

Partner 2

Partner role in the project	Partner
Name of organisation in original language	Regione Campania

16 / 200 characters

Name of organisation in English	Campania Region

15 / 200 characters

Department/unit/division (if applicable)	not applicable

14 / 200 characters

Legal status	Public body or body governed by public law	**Type of partner**	Regional public authority
Address	via S. Lucia, 81		

17 / 200 characters

Town	Napoli	**Postal code**	80132

6 / 200 characters   5 / 200 characters

Country	Italy (ITALIA)
NUTS 1 level	SUD
NUTS 2 level	Campania
NUTS 3 level	Napoli
Legal representative	Serena Angioli

14 / 200 characters

Contact person 1	Carmela Cotrone

15 / 200 characters

Phone office	00390817963182	**Mobile (optional)**	0039335217163

14 / 200 characters   13 / 200 characters

Email	carmela.cotrone@regione.campania.it	**Website (optional)**	http://www.regione.campania.it

35 / 200 characters   30 / 200 characters

Contact person 2 (optional)	Paola Geerla

12 / 200 characters

Phone (optional)		**Email (optional)**	Paola.gerla@regione.campania.it

0 / 200 characters   31 / 200 characters

Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No

Partnership from	01/06/2018	**Partnership until**	31/05/2023

Partner 3

Partner role in the project	Partner
Name of organisation in original language	Αναπτυξιακή Εταιρεία Περιφέρειας Νοτίου Αιγαίου –ΕΝΕΡΓΕΙΑΚΗ Α.Ε.
	64 / 200 characters
Name of organisation in English	Development Agency of South Aegean Region –READ S.A.
	52 / 200 characters
Department/unit/division (if applicable)	not applicable
	14 / 200 characters

Legal status	Public body or body governed by public law	**Type of partner**	Agency (different from business support organis
Address	1, Eleftherias Sq.		
	18 / 200 characters		
Town	Rhodes	**Postal code**	85131
	6 / 200 characters		5 / 200 characters
Country	Greece (ΕΛΛΑΔΑ (ELLADA))		
NUTS 1 level	ΝΗΣΙΑ ΑΙΓΑΙΟΥ, ΚΡΗΤΗ (NISIA AIGAIOU, KRITI)		
NUTS 2 level	Νότιο Αιγαίο (Notio Aigaio)		
NUTS 3 level	Κάλυμνος, Κάρπαθος, Κως, Ρόδος (Kalymnos, Karpathos, Kos, Rodos)		
Legal representative	Mr. Christos Bardos		
	19 / 200 characters		
Contact person 1	Mrs. Eleftheria Nikitara		
	24 / 200 characters		
Phone office	+3022413 60617	**Mobile (optional)**	
	14 / 200 characters		0 / 200 characters
Email	elnikitara@otenet.gr	**Website (optional)**	www.readsa.gr
	20 / 200 characters		13 / 200 characters
Contact person 2 (optional)	Mr. Konstantinos Christofakis		
	29 / 200 characters		
Phone (optional)	+3022413 60619	**Email (optional)**	kchristofakis@otenet.gr
	14 / 200 characters		23 / 200 characters
Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No		
Partnership from	01/06/2018	**Partnership until**	31/05/2023

Partner 4

Partner role in the project	Partner
Name of organisation in original language	Viesoji Istaiga Lietuvos inovacijų centras

42 / 200 characters

Name of organisation in English	Lithuanian innovation centre

28 / 200 characters

Department/unit/division (if applicable)	not applicable

14 / 200 characters

Legal status	Public body or body governed by public law	**Type of partner**	Business support organisation
Address	Mokslininku 6A		

14 / 200 characters

Town	Vilnius	**Postal code**	LT-08412

7 / 200 characters   8 / 200 characters

Country	Lithuania (LIETUVA)
NUTS 1 level	LIETUVA
NUTS 2 level	Lietuva
NUTS 3 level	Vilniaus apskritis
Legal representative	Mantas Vilys

12 / 200 characters

Contact person 1	Mantas Vilys

12 / 200 characters

Phone office	+3705235 6116	**Mobile (optional)**	+37068650156

13 / 200 characters   12 / 200 characters

Email	m.vilys@lic.lt	**Website (optional)**	www.lic.lt

14 / 200 characters   10 / 200 characters

Contact person 2 (optional)	

0 / 200 characters

Phone (optional)		**Email (optional)**	

0 / 200 characters   0 / 200 characters

Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No

Partnership from	01/06/2018	**Partnership until**	31/05/2023

Partner 5

Partner role in the project	Partner
Name of organisation in original language	Agentia pentru Dezvoltare Regionala Sud-Vest Oltenia
	53 / 200 characters
Name of organisation in English	Regional Development Agency South-West Oltenia
	47 / 200 characters
Department/unit/division (if applicable)	not applicable
	14 / 200 characters

Legal status	Public body or body governed by public law	**Type of partner**	Agency (different from business support organis

Address	No.1, Aleea Teatrului Street
	28 / 200 characters

Town	Craiova	**Postal code**	200402
	7 / 200 characters		6 / 200 characters

Country	Romania (ROMÂNIA)
NUTS 1 level	MACROREGIUNEA PATRU
NUTS 2 level	Sud-Vest Oltenia
NUTS 3 level	Dolj
Legal representative	Marilena BOGHEANU
	17 / 200 characters
Contact person 1	Magda LUNGU
	11 / 200 characters

Phone office	+40251412780	**Mobile (optional)**	o
	12 / 200 characters		2 / 200 characters
Email	magda.lungu@adroltenia.ro	**Website (optional)**	www.adroltenia.ro
	25 / 200 characters		18 / 200 characters

Contact person 2 (optional)	
	0 / 200 characters

Phone (optional)		**Email (optional)**	
	0 / 200 characters		0 / 200 characters

Partner financed through the Investment for Growth and Jobs programme (article 96 (3d) of Regulation (EU) No 1303/2013)	No

Partnership from	01/06/2018	**Partnership until**	31/05/2023

B.2 Policies addressed and territorial context

Number	Name	Structural funds link	Letter of support required	Responsible Body Name
1	European Structural and Investment Funds 2014 to 2020: Coventry and Warwickshire	Yes	Yes	Coventry City Council
2	Regional Operational Programme ERDF 2014-2020 for Campania Region	Yes	No	Campania Region
3	South Aegean Regional Operational Programme 2014-2020	Yes	Yes	Region of South Aegean
4	Lithuanian Operational Programme for the EU funds' investments in 2014-2020	Yes	Yes	Ministry of Economy
5	Regional Operational Programme, European Regional Development Fund for 2014-2020, South-West Olteni...	Yes	No	Regional Development Agency South-West Oltenia

B.2.1 Policy instrument 1

B.2.1.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

European Structural and Investment Funds 2014 to 2020: Coventry and Warwickshire

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

For the 2014 to 2020 programming period the ultimate goal of the OP is to improve the economic competitiveness of the Coventry and Warwickshire economy, as this remains the benchmark against which developed economies continue to be measured.
Under Priority 3 (Enhancing the competitiveness of SMEs), the programme aims to support SMEs to be able to compete in at both national and international markets. Evidence from the economic review of the Coventry and Warwickshire LEP area shows the continuing importance of manufacturing to the local economy, and highlights the existing strengths in this sector, particularly with regards to vehicle engineering. The main actions of the programme will be targeting the following main market failures faced by the regional SMEs: 1. Limited access to external information, advice and expertise; 2. Imperfect market knowledge; 3.Limited access to finance. Under the priority 2 of priority axis 3 the ROP is expected to support the capacity of small and medium sized enterprises to grow in regional, national and international markets and to engage in innovation processes especially in one of the high growth sectors such as vehicle engineering and transport manufacturing. The OP needs to be improved in terms of incorporating new actions that would have a specific focus on transport SME support as the sector is already recognised as of high potential for the region.

1,414 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Coventry City Council

21 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

Change in the strategic focus of the policy instrument. The lessons learnt from the the cooperation will be used to modify existing schemes or even create new schemes for SMEs in the transport domain. There is a need in gathering crucial evidences from the transport sector to gauge how to improve the support and expertise needed for transport SMEs in both financial support and information services. In paticular tailored programmes for the very specific SMEs in transport is needed. The regional REACTE action plan would, give the tools to policy makers to improve the ROP under Priority 2 axis 3, by capitalising the innovation level of the region and exploit the high potential prioterise Transport sector. In particular a mechanism to allow a more rapid introduction to products and services from transport SMEs should be defined, utilising regional expertise and learning from EU good practices.

905 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

enterprises to introduce new products or services to the market or new to the firm

82 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

local

What is the state of play of the issue addressed by this policy instrument in the territory? Why is this particular issue of relevance to the territory and what needs to be improved in the territorial situation?	The final collapse of MG-Rover in 2005 ended 100 years of car making on the Longbridge site. The closure of the PSA factory in Coventry in late 2006 effectively ended volume production. Despite these high profile closures the region is still at the heart of the UK auto industry, with around 15% of car production, 28% of market value, and 28% of the UK jobs in the sector (ONS, 2005).The remaining companies comprise • Vehicle makers in the premium and upper premium sector • The 'usual complement' of first tier suppliers adjacent to these remaining car makers • Sports car manufacturers • Niche vehicle manufacturers • Engineering and engineering design consultancies (KIBS) • Specialist suppliers to the motor sport industry An extensive supply matrix largely geared to the region's former high volume sector The present production volume of around 15% of the UK total is considerably lower than the 30% of just a few years ago (EMCC, 2003). The Coventry and Warwickshire economy is also underperforming in relative to the national average, largely as a result of lower than average productivity. It is suggested that one of the contributory factors is that not all SMEs with growth potential have realised this, coupled with a potential underrepresentation of "high growth" SMEs which have been shown to drive employment and productivity growth. This latter factor suggests that while the area has reasonable presence in higher value, knowledge intensive businesses and sectors (particularly with vehicle engineering and digital technologies) these have not been growing at the same rate as the rest of the national economy. In view of the above, it is of imperative importance for the region to to build on the core strengths of the area by enhancing the competitiveness of its transport SMEs, whilst also addressing the key weaknesses identified above of low productivity, business survival and growth rates relative to other parts of the UK

1,949 / 2,000 characters

Is this issue linked to the national/regional innovation strategy for smart specialisation (RIS3)?	Yes
If yes, how?	Two key sectors of RIS3 in the UK are the Automotive and Aeronautics. RIS3 recognises that the UK needs to increase in R&D investment and capitalise on this. This requires innovative automovite SMEs to be nurtured and investment by multinational companies. Also, the UK is the number one aerospace industry in Europe, however, UK's incumbent position is at risk as the next generation of aircraft will feature substantially different product and manufacturing technologies from those used today.

497 / 500 characters

B.2.1.2 Partner relevance for policy instrument 1

Partner Relevance 1	LP Coventry University Enterprises Ltd

What are the partner's competences and experiences in the issue addressed by this policy? In case the partner is involved in several applications / projects, please justify this multiple involvement.

CUE has a profound background and experience in knowledge transfer, in particular, in the area of transport having been the coordinator of many regional and European initiatives. CUE has run the Enterprise Europe Network Midlands since its inception in 1993 which aims to support technology transfer and covers all sectors including transport. CUE has also been the coordinator of the INTRASME project funded under FP7 which focused on delivering guidelines on support measures for transport SMEs in 5 regions. CUE also leads INNOTRANS project which is funded by INTERREG Europe where regional R&D will be supported (under priority 1). The preliminary results have shown that SMEs are key to regional innovation and specific measures should be implemented. CUE is a leader in providing support to business for innovation, internationalization and growth. CUE runs 60 projects at any time.CUE is the only third sector organization to win a Queen's Award for support to Industry.

979 / 1,000 characters

What is the capacity of the partner to influence the above policy instrument 1? (e.g. in case the partner is not the policy responsible organisation, what are its links with this organisation? How is the partner involved in the design and implementation of the policy instrument?)

Coventry University Enterprises Ltd, as part of Coventry University Group, is on the managing board of the Local Enterprise Partnership (LEP) which administers the ERDF strategy. In particular, Coventry University was heavily involved in the writing of the local ESIF document so in fact it is indirectly involved in the administration of ERDF. Furthermore, PP1 has a long standing relationship with Coventry City Council who is also one of the LEP board members.

463 / 1,000 characters

How will the partner contribute to the content of the cooperation and benefit from it?

PP1 and the West Midlands will offer its extensive experience and knowledge in SME support and will share information on innovative transport SME schemes but also the great infrastructure and capacity support projects that currently exist. The region is expected to benefit from the cooperation in redefining the focus of the support schemes but also in investigating the potential of other transport sector innovative SME support measures

440 / 500 characters

B.2.1.3 Stakeholder group relevant for policy instrument 1

Please provide the indicative list of stakeholders to be involved in the project

Coventry University (Coventry University is not a separate stakeholder as it is the same legal entity as PP1. PP1 is part of Coventry University Group)
Coventry City Council
Transport Systems Catapult (TSC)
Birmingham City Council (responsible for the smart specialisation agenda)
MIRA (large industrial & R&D organisation)
Jaguar Land Rover
Knowledge Transport Network
Chambers of Commerce
Enterprise Europe Network
SMEs
Connected Autonomous Vehicles Cluster

462 / 1,000 characters

Role of these stakeholders in relation to the above policy instrument? (e.g. in the decision making process)

The abovementioned stakeholders are consulted during the writing of ERDF strategy process. In particular though, Coventry University and Coventry City Council, as they are both on the managing board of LEP (MA of the Operational Programme), are catalysts and directly involved in the decision making process.

310 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

The stakeholders will:
1. meet on a regular basis, at least once per semester
2. participate in study visits.
3. attend the thematic workshops, contribute in the discussions and deliver speeches or lead sessions where relevant
4. participate in the ' Transport SME Competitiveness' report through interviews but also providing feedback on the whole document
5. facilitate the good practice identification with provision of data and successful case studies. They will also be involved in the validation and feedback of the good practices
6. participate in the 'Policy Workshop' and actively contribute to the discussions and feedback
7. contribute and validate in the policy recommendations
8. validate the Action Plan
9. implement the suggestions that will derive from the project in the regional context
10. assist with the general dissemination of the project results by cascading information down to their networks, members and stakeholders

943 / 1,500 characters

B.2.2 Policy instrument 2

B.2.2.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Regional Operational Programme ERDF 2014-2020 for Campania Region

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

Campania Region ROP constitutes the reference frame in relation to the use of EU funds. The aim of the programme is to ensure that regional instruments are coherent and consistent with the EU development policies. The Program is divided into 11 priority intervention axes and thematic objectives. Particularly the Axis 3 "Competitiveness of production and manufacturing system" aims at enhancing growth and development of SME as well as their competitiveness through the development of innovative business ideas and the uptake of new technologies. Among investment priorities we also find enhancing entrepreneurship mind-set, internationalisation dynamics support, diversification of products and services. Particular attention has been put on mobility systems and new means, in order to boost towards the efficiency of resources and green economy. In particular, the objectives to be achieved are: ensure the accessibility of people and goods to the entire regional territory; Improve the interconnection of Local Territorial Systems with national, interregional and interrelated networks; Improve the harbor and internal connections of harbor system; Realize alternative transport systems for sensitive areas. Thus SMEs operating in the transport sector (especially the 'green transportation') are the top priority of Axis 3.

1,332 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

Yes

Name of this responsible body

PP2 Campania Region

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

PP2 aims to encourage the support schemes for transport SME's and better conditions for growth (thematic objectives 3,7) . In response to challenges that transport SMEs are facing and in coherence with the proposed Campania RIS 3 technological trajectories, the policy instrument implementation forecasts for SMEs to focus on these three points:
• New Configurations, New Materials and New Processes for Weight Reduction and Increased Performance of the Transporter;
• Sustainable mobility and energy efficiency;
• Information & Communication, Security & Safety.
There is also a lack of exploitation of technologies available for smart mobility: there is a need for new traffic management systems, info mobility, interoperable payment systems, low environmental impact transport systems, bike lines, cycle-logistics etc.
The programme is, therefore, expected to improved by introducing measures that will be supporting new projects and innovative solutions by the SMEs

968 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Numbers of SME using innovative solutions identified by the project

67 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? Why is this particular issue of relevance to the territory and what needs to be improved in the territorial situation?	Transport is currently the industry's top priority for annual greenhouse gas emissions, affecting the Campania region for 58.4% of total CO2 emissions. They account for 33% of final energy consumption - 46% at regional level Alongside the challenge of decarbonisation through the search for energy efficiency and the use of alternative energy resources, the future mobility system imposes further challenges related to: 1. the search for a vehicle structure and on-board systems with better functional and structural properties, greater energy efficiency, in terms of fuel consumption and emissions, 2. Alternative propulsion fuel and propulsion technologies, enabling better energy efficiency and / or lower CO2 emissions by considering the "well-to-wheel" chain and being derived from renewable sources 3. Developing solutions that enhance reliability, comfort, safety and driving experience, 4. the implementation of high sustainability mobility solutions with low running and running costs, 5. Validation of technology for people and means logistics that can support the infrastructure and organizational development of services, standardization and efficiency of processes throughout the entire supply chain chain and its actors, and the monitoring and security of Logistics infrastructures and the territory in which they are placed. 6. the experimentation of innovative, industrialisable and transferable solutions for an external logistics supply and distribution integrated with the production sites Companies, in particular, SMEs are very much encouraged to divert their business towards addressing the abovementioned challenges In the region, investments made by large industrial groups such as FIAT (automotive) and Finmeccanica (aerospace and defense) have contributed to its growth, as many SMEs are providing components to the two big manufacturers. However, the low innovation and economical indices suggest that transport SMEs are in urgent need for support

1,976 / 2,000 characters

Is this issue linked to the national/regional innovation strategy for smart specialisation (RIS3)?	Yes
If yes, how?	RIS3 Campania considers priority the enhancement and development of productive and technological fields particularly interesting for the place-based economy and having high innovative potential. A specialization area is represented by a combination of surface-to-surface transport with logistics, integrating the potential of diffused, interconnected production systems with services, as well as managing in integrated and functional way some macro -criticity (eg, sustainable mobility).

488 / 500 characters

B.2.2.2 Partner relevance for policy instrument 2

Partner Relevance 1	PP2 Campania Region

What are the partner's competences and experiences in the issue addressed by this policy? In case the partner is involved in several applications / projects, please justify this multiple involvement.

Campania Region, for many years, has worked on projects based on the issue of improving urban mobility as service for SME's for example CulturMED, Mobilmed. In 2007/2013 the attention was given on the implementation of these pilot projects in structural actions, with the funds allocated in the ERDF ROP 2014/2020. As far as the transport is concerned, the Campania Region works to develop and improve low carbon noise transport systems (including low noise), including inland and inland waterway transport, ports, multimodal links and airport infrastructures, cyclologistics in order to foster sustainable regional and local mobility.
The internal offices concerned are able to develop, introduce and implement best practices regarding mobility solution in a coherent manner complying to international standards, facilitating exchange, comparing information while reflecting local needs.

890 / 1,000 characters

What is the capacity of the partner to influence the above policy instrument 1? (e.g. in case the partner is not the policy responsible organisation, what are its links with this organisation? How is the partner involved in the design and implementation of the policy instrument?)

Campania Regional Administration is Managing Authority of the ERDF ROP. The Unitary programming Committee, coordinates the implementation of EU¬fund measures.
Guidelines are provided to define the details of the regional management structures allocated in different Directions depending on the specific objectives. Common governance methodology for transversal themes as mobility is applied within the Unitary programming. With participation in the project Campania Region will expand its network and partnerships, will gain new know-how and experience all that influencing the implementation of its programme. Participation in the project will enable the Campania Region officers and specific objectives responsibles to develop and offer new open-innovation findings and opportunities for regional transport SMEs. The Action Plan development in cooperation with local authorities ensures consistency between policies and needs.

931 / 1,000 characters

How will the partner contribute to the content of the cooperation and benefit from it?

Region Campania will provide its multidisciplinary vision that allows to analyze problems from different perspectives always keeping in mind the project objectives and the P.I.'s improvement. PP2 will also offer its experience from sucessful collaboration paterns between SMEs and large companies which has been witnessed in the region the last few years.
PP2 will benefit mainly from exploring transport SME schemes especially in the area of finance and commercialisation

473 / 500 characters

B.2.2.3 Stakeholder group relevant for policy instrument 2

Please provide the indicative list of stakeholders to be involved in the project

The stakeholders will be:
researchers and business executives, represented by high technology districts and innovation intermediaries,
qualified service groups,
public transport companies, ports and airports authorities,
private transport companies,
sustainable mobility companies,
sharing mobility agency),
Chambers, citizens

More specifically, the first indicative list includes:
ANM, EAV (public transportation)
GESAC (Airport)
Bike sharing, Bicycle House,
Napoli Pedala, FCI (sustainable mobility) Port Authority of Naples ANEA, ENEA, CNR, University Federico II (researchers)
Unione Industriali, Business Innovation Centre (business executives) DHL, Bartolini group (logistics company)

700 / 1,000 characters

Role of these stakeholders in relation to the above policy instrument? (e.g. in the decision making process)

The involved stakeholders participate in the activities by providing specific problem analysis and solution development, included in the policy instrument.
They are consulted, on all stages, thus they will be influencing the developments of the policy
Specifically, they have supported the ERDF policy by providing directions for schemes that support:
- Development of production processes for the production of series of product elements using innovative materials
- Innovative solutions for the reduction of aerodynamic / fluid dynamics resistance in the means of transport
- Innovative solutions for containment of polluting emissions and for reducing energy consumption
- Systems for energy efficiency of the means of transport and of the infrastructures
- Innovative systems for alternative power
- Innovative systems for the production and supply of low environmental impact fuel
-Technologies for noise reduction and vibration

935 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?	The stakeholder group will take part at the interregional learning process.
	By collecting and sharing know¬how, analysing shared past experience about transport SME schemes, the stakeholder group can suggest suitable and adaptable solutions for improving the PI.
	Specific participants in the interregional learning process could be identified during implementation of the learning phase project activities. Mainly researchers, SMEs, clusters chambers, will be involved in the process.
	They will participate in the study visits and provide directions and advise for the policy recommendations
	The stakeholders through local participation in the meetings will actively contribute to the preparation of the Action Plan.

719 / 1,500 characters

B.2.3 Policy instrument 3

B.2.3.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

South Aegean Regional Operational Programme 2014-2020

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

The Programme aims to boost economic development and create job opportunities in the islands of South Aegean. It contributes to achieving the Europe 2020 targets for smart, sustainable and inclusive growth, also in line with the smart specialization strategy. It will create jobs and help SMEs to become more competitive and innovation-driven. Specifically, under TO3 the focus is to increase the competitiveness, size and potential of the SME market. The uptake of collaborative models for SMEs across the value chain will be given priority especially to SMEs that are connected with the areas of Smart Specialisation. Advisory services to support SMEs are also provided through the ROP for the following activities:
- develop new products and processes;
- technical assistance in solving technological problems;
-design of new products, organisational innovations, process innovations;
-identification of new markets and development of penetration strategies; and
-clusters and collaborative networks.
Transport services and products are given attention in the ROP because the region relies heavily on tourism, therefore, the move of products and people are of imperative importance. Under TO7, there is a substantial amount of funding to be directed to the companies & SMEs who are active in the sustainable mobility sector too. One more area of focus both on TO3 of the ROP but also in the smart specialisation strategy is the further development of ICT in transportation.

1,478 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

No

Please name the responsible body and provide a support letter from this body

Region of South Aegean

22 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

Apart from the projects already foreseen in the ROP, the upgraded and enhanced of 1. Research and Development 2. rapid development and implementation of products and services 3. Access to finance schemes. 4. Internationalization opportunities will further improve the policy instrument with innovative approaches and effective measures for lowcarbon transport investments. In particular, the transport system in the region will be upgraded with innovative approached regarding transport behavior and potential user response analyses towards changing behavior of transport goods, mobility needs of visitors, integrated pricing and financing measures, ICT and ITS applications. Improved governance will also impact on the policy instrument ROP through the innovative approaches to transport of goods and people upgrading and implementation advances.
PP3 plans to initiate new projects, that will be linked to existing ones depending always on the findings of RECREATE. However, due to the location of the partner, it is expected that projects by SMEs actives in maritime, logistics and Intelligent Transport Systems will be given priority.

1,138 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

New products and/or services introduced by the firms

52 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

Control number: cfffacd71abf03581cf5a376bba61b4d

What is the state of play of the issue addressed by this policy instrument in the territory? Why is this particular issue of relevance to the territory and what needs to be improved in the territorial situation?	With approximately 309,000 inhabitants, the South Aegean is the second largest island region of the country. The GDP of the region amounted to €7.1 billion in 2015. The share of the region in terms of GDP has remained relatively unchained over time (3.4%). As regards the sector composition of employment, in the South Aegean Trade, Transport and Tourism (+10.1%) and Construction (+5.2%) have a stronger presence. The geographical fregmentation of the South Aegean Region creates a greatly increased need for port infrastructure, in order to strengthen both the Region's connection with the rest of the country and abroad as well as the connections between the islands within the Region. There are 50 passenger and commercial ports in the Region and 14 airports. The main SMEs active in the transport field are focusing on maritime equipment but also services, logistics, and Intelligent Transport Systems. The main needs for improvement are the following : • Insufficient port infrastructure and a lack of rational design of the port system • Improved logistics services • Low profitability of transport SMEs • Seasonality of demand and inadequate coverage during peak season • Insufficient cruise infrastructure and services • Improvement (small extensions / modernizations) of the small airports An advisory body to Regional Research and Innovation Council (PSEK) has been created with the aim to develop social dialogue and consensus among the main protagonists of the regional innovation system, i.e. enterprises, research organisations and institutions to further design and coordinate the research and innovation policy in the region. The contribution of the Greek sea and coastal shipping to the economy exceeds by far the economic activity of the sector itself, which must be taken into account in formulating policies for the sector.(Foundation of Economic and Industrial Research Greece, IOBE, 2014) This region has not been represented before in the INTERREG Europe programme

1,995 / 2,000 characters

Is this issue linked to the national/regional innovation strategy for smart specialisation (RIS3)?	Yes

If yes, how?	The need for improvement of transportation based on smart solutions is ackowledged in the RIS3 strategy. The cost and time lost on transportation for citizens and enterprises is enormous. Modern smart transportation approaches, based on ICT, should be deployed, to minimise the cost of travelling, reduce the consumption of fossil fuels, and improve the efficiency of businesses.

379 / 500 characters

B.2.3.2 Partner relevance for policy instrument 3

| Partner Relevance 1 | PP3 Development Agency of South Aegean Regio |

What are the partner's competences and experiences in the issue addressed by this policy? In case the partner is involved in several applications / projects, please justify this multiple involvement.

PP3 provides support to all local authorities and bodies of the South Aegean Region, in the fields of energy policy, tourism, social economy, new technologies, SMEs, environment and transport.
Indicative list of previous projects includes: Integrated and Sustainable Tourism in Mediterranean Islands –ARCHI-ISLE (INTERREG IIIB-ARCHIMED), Intelligent System Ports–iPORTS (INTERREG IIIB ARCHIMED). Under the MED Programme: Sustainable Tourism in Fragile Territories- SHIFT, Innovative Actions for Trade & Enterprise in the Mediterranean-INNOVATE-MED, Mediterranean Intermodal Transit- TRANSit, Sustainable COnstruction in Rural and fragile areas for Energy efficiency –SCORE, Sharing prior excellence and support for the MED creative asset – Sha.p.e.s. PP3 also participated as partner in the INTERREG Greece-Cyprus Strategic project ENERGEIN.
PP3 has all the necessary means, human resources and the capacity for the implementation of multiple projects.

955 / 1,000 characters

What is the capacity of the partner to influence the above policy instrument 1? (e.g. in case the partner is not the policy responsible organisation, what are its links with this organisation? How is the partner involved in the design and implementation of the policy instrument?)

PP3 is a regional development agency and an essential regional player in the South Aegean Region supporting & coordinating economic, social and cultural development within the Region. Due to its shareholders (the President and members of the Agency's Board of Directors are Regional Councilors, including the Regional Vice Governor for Tourism, Culture and Sports), PP4 has strong connections with regional politicians & the representatives of the Region, responsible for regional economy & social affairs.
PP4 works closely with the Region of South Aegean, which declared support in the RECREATE project. Through its partner network, RPP3 under the supervision of the Region, will directly address, influence and improve the policy instrument by initiating submission of new project proposals and by proposing improvements of this instrument through cooperation under the stakeholders' group

894 / 1,000 characters

How will the partner contribute to the content of the cooperation and benefit from it?

PP4 will contribute with its knowledge in SMEs in maritime and logistics sector. It is expected that experience especially in terms of formulating SME clusters will be gained through the RECREATE project. Also, the region is currently weak in providing some substantial support to the SMEs , therefore, PP3 is eager to obtain expertise and knowledge in SME schemes that are specifically tailored for the ones active in the transport sector as it is a big economic contributor in the region

489 / 500 characters

B.2.3.3 Stakeholder group relevant for policy instrument 3

Please provide the indicative list of stakeholders to be involved in the project

-South Aegean Regional Authority
-Regional Union of South Aegean Municipalities
-Chambers of Commerce and Industry of the Dodecanese and of the Cyclades
-Municipal Port Funds of the Dodecanese (South Dodecanese, Patmos and Kos)
-Municipal Port Funds of the Cyclades (Syros, Thira, Mykonos and Milos)
-Greek Civil Aviation Authority
-Merchant Marine Academy of Syros for Marine Deck Officers
-University of the Aegean

419 / 1,000 characters

Role of these stakeholders in relation to the above policy instrument? (e.g. in the decision making process)

Each of these stakeholders will contribute with essential knowledge about how to make our regional policy instrument incorporate more projects concerning the transport SME support
The South Aegean Regional Authority, as the managing authority of the OP, as well as the Municipalities of the Region and the Chambers of Commerce and Industry play an active role in the configuration of the policy instrument and are able to propose and implement changes to it. The rest of the organizations play an advisory role to the above mentioned public entities because of their expertise in the subject.

594 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

PP3 is planning to hold meetings on a regular basis with the members of the stakeholder group (Community of Interest) in order to inform them about the development of the project and to exchange views, collect ideas and plans from them. Because of the insularity of the Region, these meetings will also be done through video or skype conferences. Additionally, a dedicated platform/blog can be created for communication on interregional level.
It is expected that they will also actively participate in the reports, study visits, policy recommendations and good practice identification

589 / 1,500 characters

B.2.4 Policy instrument 4

B.2.4.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.	Lithuanian Operational Programme for the EU funds' investments in 2014-2020

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

INVESTMENT PRIORITY 3.3 – "Supporting the capacity of SMEs to grow in regional, national and international markets, and to engage in innovation processes"
Within this priority Lithuania will seek to increase productivity and allow enterprises to use time and financial savings for the development or improvement of high value-added goods and services.
To achieve traditional transformation of the industry support will be provided for the deployment of technologies (KETs) important for the innovation of the industry and the economic growth in SME production processes. KETs have a multiple effect on many industrial value chains and sectors. They help create value in the entire chain: from materials, equipment and machinery to goods and services. SMEs will be promoted to use research results and develop mass industrial production and supply of NGA-based goods. It is expected that implementation of this objective is expected to boost the productivity of Lithuanian SMEs.
With regards to transport, SMEs are encouraged to develop resource-efficient technologies more often. Lithuania's international competitiveness in the
transport and logistics sector is to a large extent determined by its geographical position, as east- and west-bound freight flows cross the country connecting the Baltic Sea region, the CIS and Western Europe. This makes the transport sector the largest contributor to the Lithuanian economy (around 13 % of GDP) thus supporting transport SMEs is a key focus of the OP

1,499 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)	Yes
Is the body responsible for this policy instrument included in the partnership?	No
Please name the responsible body and provide a support letter from this body	Ministry of Economy

19 / 300 characters

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

It is envisioned that interregional cooperation within the project could help to improve the policy instrument by:
Type 1: changes in instrument strategic focus. Although transport is a big contributor to the country's economy and there is a large number of transport SMEs, the OP does not have a specific focus on transport SMEs yet.
Type 2: Policy management. So far the many of the challenges addressed by the project is not considered in the process of evaluation, selection and impact assessment of the projects financed by the instrument. The project will help to identify and design approaches that embed new management practices (designing calls for projects, designing evaluating criteria for more diverse and business related elements, supporting potential applicants in understanding the new procedures) and to raise capacity of the policy managers in this area. The specific barriers that will be identified in the region will become a vehicle in developing relevant SME support measures to further boost the country's competitiveness

1,048 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)	Number of enterprises receiving grants

38 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?	national

What is the state of play of the issue addressed by this policy instrument in the territory? Why is this particular issue of relevance to the territory and what needs to be improved in the territorial situation?	The role of SMEs in the Lithuanian economy is very important: their number exceeds 99% of the total number of enterprises. Restructuring for SMEs in Lithuania is one of the instruments for adjustment to permanent changes in the global economy and the business environment. It is also a response to changes in demand for products or services, pressures of competition, enabling SMEs to overcome the restraints of the small and open domestic/local market. In 2011, Lithuania had a revealed comparative advantage in transport and travel. The challenge for Lithuanian transport SMEs are to move up the technology ladder for manufactured products, and to develop more knowledge-intensive services. According to statistics the value-added generated by production costs per one employee of SMEs in Lithuania is nearly three times as high as the EU-27 average. The labour productivity of SMEs is often limited by a low level of innovation, which, in turn, reduces competitive advantages of SMEs. The main factors limiting innovations by SMEs are: expensive implementation of technological innovations in business and improvement of technological capacities; lack of funds New or technologically upgraded production methods and service provision processes, also new business models and new management systems will give a competitive edge to transport SMEs, cut production costs, increase volumes and thereby contribute to the economic growth. More than 10 specific measures have been created and launched within this investment priority, first round of calls have been launched but the MA run into many challenged mainly related to the: - Management of the instruments (priorities that have been set for the calls as well as evaluation criteria and process was problematic with the focus to the process but not to the result) - Projects pipeline (limited capacities of beneficiaries as well as limited understanding of public support measures and all possibilities related to it)

1,978 / 2,000 characters

Is this issue linked to the national/regional innovation strategy for smart specialisation (RIS3)?	Yes
If yes, how?	One of the Smart Specialisation Priority fields is: "Transport, logistics and ICT". Within this field one of the key elements identified – "smart transport systems and information and communication technologies; technologies/models for the management of international transport corridors and integration of modes of transport".

327 / 500 characters

B.2.4.2 Partner relevance for policy instrument 4

Partner Relevance 1	PP4 Lithuanian innovation centre

What are the partner's competences and experiences in the issue addressed by this policy? In case the partner is involved in several applications / projects, please justify this multiple involvement.

LIC mandated by its shareholder - Ministry of Economy (MoE) - develops and implements the national innovation policy. Annually LIC has more than 1300 clients (mainly SMEs). LIC has a regional reach to locations over Lithuania and on behalf of MoE acts as a national advisory body for the for clusters. Lithuania is a small country where all OP policies are managed at national level and where primary mandate for innovation, SME, energy efficiency related policy instruments belongs to the MoE. Due to the legal and budgetary constraints tMoE doesn't participate in Interreg projects and in multiple cases nominates LIC to act on behalf of the ministry within the particular policy domain. RECREATE fits best the needs of MoE as well as is in line with the LIC policy development experience. LIC has an internal team of experts in innovation, SME, transport policy development. LIC sits on various advisory/expert boards and has been a key player in setting up to national innovation support system.

1,000 / 1,000 characters

What is the capacity of the partner to influence the above policy instrument 1? (e.g. in case the partner is not the policy responsible organisation, what are its links with this organisation? How is the partner involved in the design and implementation of the policy instrument?)

LIC has experience and capacity for innovation policy development. For many years LIC and its internal experts (5 PhD in innovation, member in H2020 external advisory group) have acted as an advisory board at various levels. In particular, LIC was involved in drafting the national Innovation in Business Programme (1999 & 2007) as Leader of the Expert Group and the OP for Economic Growth 2007–2013. LIC continues to provide this support to relevant national ministries in 2014-20. The Ministry of Economy who operates the OP, is the main shareholder of LIC

558 / 1,000 characters

How will the partner contribute to the content of the cooperation and benefit from it?

LIC will be responsible for carrying out all project activities in Lithuania, building on their extensive experience in innovation policy and their wide stakeholder network. LIC has developed methodologies for needs analysis among research performing SMEs that could be used for the project goals. LIC will benefit from gaining some experience in competitiveness support schemes that are designed specifically for transport SMEs

429 / 500 characters

B.2.4.3 Stakeholder group relevant for policy instrument 4

Please provide the indicative list of stakeholders to be involved in the project

Public Authorities - Ministry of Economy of the Republic of Lithuania,
Ministry of Science and Education of the Republic of Lithuania;
Policy experts - Knowledge Economy Forum;
Business Associations - Lithuanian Confederation of Industrialists,
Enterprise Europe Network, Vilnius Chamber of Commerce, Industry and Crafts, Engineering Industries Association of Lithuania LINPRA

377 / 1,000 characters

Role of these stakeholders in relation to the above policy instrument? (e.g. in the decision making process)

The Ministry of Economy is responsible for implementation of the policy instrument. This stakeholder designs high number of specific support measures that help to overcome challenges related to innovation and internationalization and therefore has strategic interest to the project results.
Ministry of Science and Education contributes indirectly by providing the necessary framework for supporting SMEs and specifically increasing their knowledge and capacities
Policy experts have an important role to provide the feedback in the process of the instrument development as well as in the implementation phase.
Business Associations represent the research-performing SMEs that will benefit from the instrument. Therefore, these stakeholders provide feedback to public authorities on the relevance and governance of the instrument.

833 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

Public authorities related to the instrument as well as Lithuanian Confederation of Industrialists also are the shareholders of the LIC. Therefore the regular meetings with shareholders (on a weekly basis) will be used to get them involved in the project and in the interregional learning process.
Currently LIC implements (and is planing to implement in the future) number of projects with all main business associations as well as with policy experts that focus on public innovation support services development. The regular project steering committee meetings will be used also for the awareness raising, interregional learning process, as well as action plan development.
The stakeholders will be providing feedback and advise for the Good Practice Guide, the transport SME innovations report and policy recommendations & Action plan. Also, they will participate in the thematic seminars and policy workshop. Finally, they will also participate in the study visits

973 / 1,500 characters

B.2.5 Policy instrument 5

B.2.5.1 Definition and Context

Definition

Please name the policy instrument addressed. For Structural Funds programmes, please provide the exact name of the Operational or Cooperation Programme concerned.

Regional Operational Programme, European Regional Development Fund for 2014-2020, South-West Oltenia Region

Please describe the main features of this policy instrument (e.g. objective, characteristics, priority or measure concerned) and the reason(s) why it should be improved.

Priority Axis 2 - Improving the competitiveness of small and medium-sized enterprises; Investment Priority 2.2 - Support the creation and expansion of advanced production capacities and service development; Specific Objective - to improve economic competitiveness by increasing labour productivity in SMEs in competitive sectors identified in the National Competitiveness Strategy.
Through this investment priority, specific activities will be supported:
- Construction / upgrading and extension of the SME production / services area
- Activities required to run and implement the certification process
- Promotion of products and services
- Activities specific to the internationalization process
While the policy instrument recognises the importance of supporting the competitiveness of SMEs in the region, the flow of information and cooperation between these SMEs remains suboptimal.
To improve the transport-related SMEs competitiveness, the OP supports the creation and expansion of advanced production capacities and service development in these SMEs, which need to be more innovative in new product development, financing, logistics, within the transport-related technology circuit. Based on the above considerations, the policy instrument should be improved.

1,272 / 1,500 characters

Is this an operational/cooperation programme financed by Structural Funds? (Only select YES if this policy instrument is one of the Investment for growth and jobs or European territorial cooperation programmes approved by the EC)

Yes

Is the body responsible for this policy instrument included in the partnership?

Yes

Name of this responsible body

PP5 Regional Development Agency South-West

How do you envisage the improvement of this policy instrument (e.g. through new projects supported, through improved governance, through structural change)?

By addressing the enhancing of SMEs competitiveness, RECREATE can stimulate and assure the support for the creation and expansion of advanced production capabilities and service development of transport SMEs.
That implies a structural change in all the factors involved (administration with new governance models, entrepreneurs, investors, researchers, universities, clusters, innovative SMEs), and to generate new opportunities for further cooperation among innovative transport SMEs.
The project aims to change the management of the policy instrument by uncovering innovative approaches to identify efficiencies and improve effectiveness through good practices, providing benchmarking of institutional innovation policies and practices as well as their success factors. All designed to improve the policy instrument. Through the lessons learned the project will influence the strategic focus of European policy instruments by providing evidence to support further development of SMEs competiveness to deliver innovative products and services on the European market.
Through improved governance, the aim is to provide support for innovative approaches to the challenges of financing the investment in new technologies and processes adopted by transport-related SMEs.

1,270 / 1,500 characters

Proposed self-defined performance indicator (in relation to the policy instrument addressed)

Number of SMEs that receive support

36 / 200 characters

Territorial context

What is the geographical coverage of this policy instrument?

regional

What is the state of play of the issue addressed by this policy instrument in the territory? Why is this particular issue of relevance to the territory and what needs to be improved in the territorial situation?	As a result of consultation during the working groups organized in the SW Oltenia Region, transportation & industrial engineering sector is one of the smart specialization areas in the region.

As a result of consultation during the working groups organized in the SW Oltenia Region, transportation & industrial engineering sector is one of the smart specialization areas in the region.
As of the year 2013, the automotive industry concentrates some very active SMEs in the region, the highest turnover being recorded by the companies Ford Romania SA and Kirchhoff Automotive Romania SRL, both located in Dolj county. The rolling stock industry has a long tradition at regional level, being one of the sectors
In the field of mechanical engineering & transport, the region has several research centers, set up by the University of Craiova: Aerospace Engineering Research Center - CERDIAS, Electrotechnics in Transport and Energy Systems - ELTRES, Electrical Engineering, Electroenergy and Ecological Technologies - IEEET, Center for Innovation and Technology Transfer - CITT, Scientific Research Center for Electromechanical and Quality Systems - SEMEQ etc.
A few examples of intelligent innovations from SMEs and specialisation directions in the transport sector:
• Design and development of the bio-vehicle concept, based on biofuels from renewable resources
• Developing new generations of railway vehicles and green and energy-efficient technologies
The vision for the region under this programme is to become a major hub in transport related industry: automotive (passenger cars) and railway vehicles (passenger trains and tramways). Romania is among the last countries regarding the technological transfer and innovation commercialization. According to National Institute of Statistics,the number of the innovative enterprises is less than a fourth of the non-innovative enterprises. Starting with 2008, the number of innovation entities decreased alarmingly. The number of SMEs with product and/ or process innovation decreased from 17.3% in 2006, to 7.4% in 2012. That is why transport-related SMEs with product or process innovations should be encouraged in the region.

1,985 / 2,000 characters

Is this issue linked to the national/regional innovation strategy for smart specialisation (RIS3)?	Yes

If yes, how?

At regional level, RDA SW Oltenia is responsible with elaboration of RIS3 strategy that is already made and approved by Regional Development Council. It is also registered on the Smart Specialization Platform. Transport is one of the key areas. By addressing the improving of transport SMEs competitiveness, support should be given to the creation and expansion of advanced production capacities and service development, to improve the transport-related SMEs competitiveness and growth.

486 / 500 characters

B.2.5.2 Partner relevance for policy instrument 5

Partner Relevance 1	PP5 Regional Development Agency South-West

| What are the partner's competences and experiences in the issue addressed by this policy? In case the partner is involved in several applications / projects, please justify this multiple involvement. | For 2014-2020 period, RDA SW Oltenia is one of the eight regional bodies created to manage regional development in Romania: it is an Intermediate Body for ROP, and is carrying out the main activities: Management of Structural Funds in the region (ROP); Regional Planning and Programming; Regional marketing and investment promotion; Managing business initiatives such as grant schemes, innovation projects and clustering aimed at enhancing SMEs competitiveness, with the mission to facilitate the knowledge transfer between public authorities, institutions and transport SMEs.

 PP5 is a large organization with over 100 employees, with substantial role in implementing projects in the region. By being involved in multiple project applications in the 3rd call they will be able to actively engage in the respective topics, capitalize on the staff's expertise and experience, and take up opportunities for developing the region in key areas |

938 / 1,000 characters

| What is the capacity of the partner to influence the above policy instrument 1? (e.g. in case the partner is not the policy responsible organisation, what are its links with this organisation? How is the partner involved in the design and implementation of the policy instrument?) | PP5 coordinates the RDI & economic competitiveness Working Group, which contributes to regional planning document - the Regional Development Plan. As Intermediate Body for the ROP, RDA SW Oltenia is able to submit measures to improve policy instruments, as member of many national Committees, taking part in the elaboration of ROP.

 PP5 has institutional capacity to positively influence the policies on improving SMEs competitiveness, to support creation and expansion of advanced production capacities, by increasing quality and productivity of transport sector SMEs. |

568 / 1,000 characters

| How will the partner contribute to the content of the cooperation and benefit from it? | PP5 will offer its extensive experience in creating links and collaborations between SMEs and SMEs-academia- large organisation.
 PP5 has been instumental in developing three regional clusters:
 1. Automotive South-West Oltenia Pole
 2. ITC Oltenia Cluster (ICT – Regional Competitiveness Pole Oltenia Cluster)
 3. Inovtrans Pole
 PP5 seeks to gain knowledge in developing support programmes that reflect the needs of the SMEs and also gain some insights on commercialisation schemes |

483 / 500 characters

B.2.5.3 Stakeholder group relevant for policy instrument 5

| Please provide the indicative list of stakeholders to be involved in the project | - Members of the Ministry of Regional Development and Public Administration (Managing Authority for Regional Operational Programme);
 - Members of public administration - the region has 5 counties:
 -Dolj County Council, Gorj CC, Mehedinti CC, Olt CC and Valcea CC.
 - Craiova City Council;
 - Members of universities: Craiova State University
 - Cluster organizations: 1. Automotive South-West Oltenia Pole;
 2. ITC Oltenia Cluster (ICT – Regional Competitiveness Pole Oltenia Cluster);
 3. Inovtrans Pole.
 - Members of innovation & technological transfer entities: ICMET - electrotechnics and electronics; IPA – automation; INAS - computer-aided engineering; Uranus - industrial automation.
 - Members of industrial parks: Craiova Industrial Park,
 - Members of business incubators: Craiova Business Incubator
 - Members of relevant companies (FORD, PIRELLI TYRES, ELECTROPUTERE, SOFTRONIC, SEVERNAV)
 -SMEs |

977 / 1,000 characters

| Role of these stakeholders in relation to the above policy instrument? (e.g. in the decision making process) | All these stakeholders deliver good practices in terms of relevant policies in supporting the competiveness and growth of transport-related SMEs in the region.
 The stakeholders are part of the South-West Oltenia region innovation ecosystem and have a relevant role in relation to the policy instrument:
 - Managing authority: decides where to invest the structural funds.
 - Relevant authorities: Involved in the conceptualisation and decision of the policy instrument funds distribution.
 - Relevant innovation & technological transfer entities: they promote the transfer of knowledge between the research sectors to the industrial sector represented by the SMEs.
 - Relevant companies: SMEs that are beneficiaries of the innovation & knowledge transfer. |

755 / 1,500 characters

How will this group be involved in the project and in the interregional learning process?

They will participate in:
-Study visits
-Thematic workshops
-Policy workshop
-Contribute to the relevant studies
-Policy recommendations and Action Plan
The participation of stakeholder group (constituting the Communities of Interest) in the project will be applied as a tool to make the process more effective, with the aim to improve the ability of the Regions to involve all the actors of the system in designing and implementing their strategies and actions. Their active participations in the events and meetings within the frame of the activities undertaken by the thematic learning platform activities will be also a cornerstone The stakeholders will be actively involved in almost all project activities
The policy makers will be actively involved in interregional learning process through participation in regional and interregional workshops in order to ensure the implementation of developed Action Plans. The stakeholders will be invited to participate in the 'stakeholder meetings' throughout the life of the project, which can trigger and ensure a political will to implement the Action Plans and results of the project.
Finally they will contribute in disseminating the project results to a large audience (clients, members, other interested parties)

1,271 / 1,500 characters

PART C – Project description

C.1 Brief history of the project

PP1 has significant experience in leading Pan-European transport policy related initiatives, having also been the scientific coordinator of INTRASME (FP7-Innovative transport SME action). INTRASME aimed at supporting innovation in transport SMEs by analysing their needs and potential and providing clustering opportunities, thus widening the prospects for participation and funding across Europe. The project delivered guidelines on how SMEs can be assisted. PP1 has been also coordinating the INTERREG Europe project INNOTRANS which is about creating an innovative environment for the transport sector. The first findings of the project have revealed that the support should be targeting SMEs who are in the centre of the market and key component of the innovation chain. RECREATE will be complimenting INNOTRANS in a vertical manner where the focus will be on improving competitiveness of the most important actor, the SMEs
However, although very useful as the starting point, the recommendations derived from INTRASME, are quite generic. RECREATE aims to build upon the INTASME results by creating region specific elaborated guidelines on how to better support, guide and fund transport SMEs to boost their productivity and innovation in order to take advantage of emerging market opportunities such as the demand for new forms of mobility, the light electrical vehicles, smart mobility, big data usage in transport etc. RECREATE will be focusing on three strands: 1. enhance innovation capacity in transport SMEs 2. improve market access and productization and 3. improve transport SME funding schemes
The participating regions were strategically selected based on two main criteria: 1. Transport SME presence and potential and 2. Relevance of the RECREATE's scope with their ROPs. They are representing (in terms of transport innovation) 1. strong innovators : West Midlands with strong automotive base,clusters and SME support schemes 2. Modest innovators: South-West Oltenia although a modest innovation overall, the transport sector and specifically the automotive sector has the biggest developing potential in the region, having over 27 local units working in this field, the most important one being Ford. One remarkable feat of Romania's national transport research is the high involvement of SMEs. Luthuania's transport innovation and SME schemes are relatively low but transport & logistics is one of their priorities for smart specialisation and thus heavy investment is expected 3. Moderate innovators: South Aegean's innovation is low but with a high presence of transport SMEs especially in the maritime and logistics sector. Campania although a moderate innovator, recent investments made by large industrial groups such as FIAT (automotive) and Finmeccanica (aerospace and defense) have contributed to a higher growth (Vladislav Maras et al, mapping regional RTD frameworks, 2014 & European Commission, Regional innovation scoreboard, Regional Innovation Monitor 2016)

2,993 / 3,000 characters

C.2 Issue addressed

RECREATE will improve the capacity and capability of regional SMEs to more rapidly develop and implement products and services in the transport sector.
Transport SMEs currently employ 55% of the EU workforce in transport, and their important role in the value chain is expected to expand.
The INTRASME project (FP7, coordinated by CUE) has analysed the role of SMEs in the transport innovation chain and has idenfitied the following main barriers :
• Linking to Exploitation Partners – OEMs, Tier 1s/ Tier 2s etc
• Finance and Business Case (including Market Need)
• Innovation and Links to Universities/ Research Institutes
• Productionisation
• Need to join Clusters for Critical Mass
• Need to understand RTDI processes
The SMEs (usually Tier 2 suppliers) find it difficult to interact with the larger vehicle manufacturers. These larger manufacturers generally have short-term supply contracts to Tier 1 companies, who are strongly linked to specific large volume OEMs, particularly in the automotive and aerospace sector. Taking working prototypes through to production is seen as a major challenge: bringing new technologies into production is too expensive for many SMEs. RECREATE will address this market failure and focus on the opportunities that new markets offer to innovative and dynamic transport SMEs.
Many studies and projects have highlighted the problems faced by innovative, growing transport SMEs in developing or acquiring new technologies and exploited them in new products and services. Some of the common problems (as identified in several projects such as INTRASME, METRIC, STAR-TRANS, NEWBITS, CAR, Market-up etc) are the following:
(a) IMPROVING LINKAGES BETWEEN Tier 2s, Tier 1s and OEMs
• Disconnect between Tier 2s and OEMs
• Lack of knowledge of suppliers and specific expertise.
• Credibility and track record.

(b) SKILLS SHORTAGES
• Difficulty in attracting engineers and toolmakers.
• Difficult to attract young people into engineering and toolmaking careers.
• Need to inspire 12-13 year olds at school to go into engineering.
• Lack of graduates with suitable skills

(c) IMPROVING LINKS TO UNIVERSITIES
• Need for on-going materials/ processes development.
• Lack of time to engage with Universities, particularly for growing companies who are busy.
• Need for specific skills at the right level.

(d) REGIONAL STRATEGY AND CLUSTERS
• Lack of voice for automotive Tier 2s.
• Increased understanding of the need to grow manufacturing
• The benefits of clusters are real
• Lack of regional aspiration/ strategy setting meetings.

(e) EXPORTS
Need to help SMEs go overseas
• Useful to go to tradeshows
• Challenge of getting into markets

A number of INTERREG projects have elaborated in the area of SME Innovation Support (Inside-Out EU, CLIPPER, RURAL-SMEs, FFWD EUROPE, ATM for SMEs, Rural growth, UPGRADE SMEs, ESSPO, SME Organics, INNOGROW, PURE) or transport/mobility innovation (INNOTRANS, SMART-MR, INNOVASUMP, CISMOB, REFORM). However, RECREATE suggests a holistic and also synergetic approach to combine these two major elements of regional economic performance. Recognising the contribution of the transport SMEs in regions, RECREATE will study how SMEs in the transport market sector acquire and exploit innovative technologies and will suggest measures to increase their competitiveness. One of the biggest issues facing SMEs in this market is how innovation and emerging technologies can be brought to market and overcoming the barriers associated with exploiting R&D and establishing supply chain relationships. An important goal of the RECREATE project is to emphasise the need for proper large common public infrastructures easily accessible to SMEs for non-competing activities, such as testing, standardisation compliance, etc related to the new forms of mobility.

3,859 / 4,000 characters

C.3 Objectives

Programme priority specific objective the project will contribute to	Improve the implementation of regional development policies and programmes, in particular programmes for Investment for Growth and Jobs and, where relevant, ETC programmes, supporting SMEs in all stages of their life cycle to develop and achieve growth and engage in innovation.

Overall objective and sub-objectives	RECREATE will support policy makers in taking more informed decisions about providing support to regional transport SMEs to further innovate. The project aims to improve the capacity and capability of European SMEs to more rapidly develop and implement products and services. The project will increase the levels of regional transport SME capacity and skills which will boost SME competitiveness and growth. The core idea of the project is built on the assumption that the transport SMEs currently employ 55% of the EU workforce, therefore they are key component of growth. RECREATE will adopt an overarching approach to support all types of transport SMEs: Strategic Innovators -high technology research intensive seeking to develop technology, Exploitation Seekers -seeking to exploit research results, Technology Translators -translate between technologies and the market, Technology Networkers-seek for a better understanding of technology developments relevant to their business and to develop commercially useful relationships. (Avedas et al, 2012) The specific sub-bjectives include: -To define the landscape: RECREATE will adopt a systemic approach to analyse the transport SME schemes knowledge base. The stakeholders involved in the transport SME competitiveness level will be mapped. This task will analyse the status quo and provide insights on political imperatives, research agendas and future prospects -To understand the conditions: RECREATE will review and assess good practices. These will be validated while 'transferability' factors of these schemes and their potential application in other region will be explored -To deliver the future: Policy recommendations on SME support initiatives will be provided while each of the regions involved will elaborate an 'Action Plan' -To develop a learning framework and procces: RECREATE will support knowledge transfer and exchage through the organisation of study visits and thematic workshops

1,957 / 2,000 characters

C.4 Project approach

Describe the project approach to achieve the project's objective and to produce the intended outputs and results.

RECREATE's main objective is to improve the ERDF regional strategy for 2014-2020 for each partner region in addressing transport SME competitiveness. The project will provide the policy makers with the necessary evidence and a solid knowledge base to better channel funds for supporting transport SME competitiveness

RECREATE will base its operating principles in three main blocks of activities:

1. Definition of the landscape & analysis:
Mapping and analysing the transport SME competitiveness support in each of the participating regions (status quo). A systemic approach will be adopted in order to analyse the SME innovation environment. Further research will be carried out to identify the opportunities from the new forms of transport such as low carbon vehicles, smart mobility, light vehicles etc. and investigate what is the role of the SMEs into the innovation chain and how they can benefit from the arising opportunities.
The analysis will include:
-transport SME support schemes that currently exist in all participating regions
-identification of obstacles to incorporation of innovations into the transport supply chain,including certification, standards, etc
-identification of barriers on how SMEs acquire new technologies and the Innovation Pathway blockers they face
-procedures that currently exist to ensure the quality and utility of SME innovations, how might these be benchmarked, and what examples of 'good transport innovation practice' exist
-Linking to exploitation partners (OEMs, Tier 1s & Energy Companies etc)
-Financing and business case
-Innovation and links to universities/research institutes
-Productionisation
-Clusters accessible to SMEs
-Marketing and availability of market information
-Certification and IP protection
-Finance for growth phase

The abovementioned analysis will lead to a comprehensive SWOT for each of the regions.

The main methods to be used in order to conduct the landscape and analysis report are:
-Desk based review of relevant literature (Eurostat, Smart Specialization Platform, Strategic Transport Technology Plan, ERAWATCH, European Science Foundation, CORDIS, INTERREG platform, regional and national websites, key policy documents,etc)
-Focused interviews
-Extensive survey with a representative number of SMEs (will depend on the size of each region)

The identified practices will be presented in the form of case studies and a template will be completed in the first stage of the project to 1. Enable partners follow a unified approach. 2. Allow the benchmarking activity to take place. The main outputs of this activity are the Good Practice Handbook and the 'Transport SME Competitiveness' report. RECREATE will also deliver a 'slim version' of this report.

2. Formalisation of the learning framework:
This stage includes the experience exchange activities and thematic workshops.
Five study visits, four thematic workshops and one 'ground testing implementability' interregional workshop will take place. This will constitute a policy workshop where the partners will implement a 'reality checking' of the recommendations with the stakeholders and policy makers
RECREATE consortium has already pre-defined the stakeholders to be involved in the project. However, this list will be further enriched when the project starts. RECREATE's stakeholders will form 'Community of Interest' (COI) which will be expanded throughout the project. Their involvement is two-fold: they will be advising RECREATE consortium on main issues around the transport SME support eco-system but also they will be communicating to the consortium their vision for the region.
The programme of the study visits will be preset following the study visit guide & template that will be developed. The visits will be accompanied by thematic workshops that will aim to increase all four levels of learning (individual, organisational, stakeholder, external) An indicative list (but not limited to) of the topics to be addressed during the workshops is the following:
-Opportunities from new forms of transport- IP & commercialization- Financing innovation-Collaborations(joint ventures, technology transfer, European programmes participation)

3.Value capture mechanism: to deliver a prosperous future for the transport SMEs
This stage includes the identification of the appropriate measures at policy level to reinforce transport SME competitiveness potential in the regions. The specific activities include:
-Benefit analysis and Gap assessment: This methodology identifies of a set of key performance indicators which constitutes a quantitative measure of the impact of each of the good practices had on the regions
-Based on the gap analysis, recommendations for a forward looking transport sector will be made in the form of a blueprint. Blind spots in transport SME support will be highlighted while measures to avoid lock-in effects that prevent innovation beyond mainstream research will be put forward.
-Action Plans will be developed

4,995 / 5,000 characters

C.4 Project approach

C.5 Communication strategy

| Describe the communication strategy and the way it will contribute to achieving the project objectives.

In the table below, outline your communication objectives, summarise the main target groups and the kind of activities planned to reach each objective. Add line per ojective and describe each separately. | The communication strategy of RECREATE is built upon three main blocks:
i) Raise awareness
This first level of dissemination is aimed to audiences who do not need a detailed knowledge of the work and results, but activities and outcomes of RECREATE could be useful to them. Creating such an awareness of the project's work will help the "word of mouth" type dissemination and help us build an identity and profile within the community. For RECREATE, awareness includes: 1) What RECREATE project is about; 2) Who is involved; 3) What is the work being carried out; 4)Where to find information about the results of the work.

ii)Enhance the stakeholders'/audience's understanding
There will be a number of groups, audiences and individuals who need to have a deeper understanding of the RECREATE's work. This is because they can benefit from what the project has to offer. For RECREATE, understanding includes: Why RECREATE is important; Why the objectives are relevant for the stakeholders; How to get involved in the Community of Interest(CoI); How to benefit from the project. The creation of the CoI falls into that stage too. RECREATE CoI represents an informal network of people/actors assembled around the transport SME innovation topic

iii) Mainstreaming: feeding results and experiences into policy
This level of dissemination is targeted at policy makers. However, to be effective there is the need to engage with individuals whom we will need to offer the full knowledge and understanding of the project's work in order to establish a close relation with, allowing their future involvement with the project

iv)Establish an efficient communication between the consortium partners

A Communication Strategy Plan will be developed in the first semester and will be treated as a 'live' document as it will be updated very frequently. The Communication activities of RECREATE will be led by the Development Agency of South Aegean Region while all partners will be actively participating. |

1,993 / 2,000 characters

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Objectives	Target group	Activities
Raise awareness 15 / 300 characters	1)Regional Networks, National/Regional but also some EU professional associations (for example, The Enterprise Europe Network for Midlands, POLIS network to target cities that belong to participating territories, ERRIN, etc) 2)Wider spectrum of Policy makers/industry/academia 3)Wider public 4) Regional players 312 / 500 characters	Development of dissemination and communication tools: Offline material: -The project leaflet will be designed at the beginning of the project aimed at providing a uniform appearance with a high recognition value. All marketing materials will refer to the project website, which will be the all-embracing information source, and will be kept up to date on a regular basis. The main use of promotional material will be at external events or conferences related to the project domain -Online material: Social Media will be used for informing stakeholders and a broader public about the project and for developing the Community of Interest (CoI) involved. PP3 will coordinate this activity, involving all social media activity (Twitter, LinkedIn groups, Facebook, etc.). All partners will be encouraged to participate actively in these forums and instruction. A website will also be created -Participation in relevant events and conferences: The consortium members will attend regional, national and international conferences connected to RECREATE. This will help to disseminate the results of the project, as well as collect information about on-going activities or establish contacts personally. -using wider network:publish articles in newsletters and relevant magazines/newspapers that partners are able to access free of charge(for example: Enterprise Europe Network newsletter -Projects news in mass media,TV/radio/paper when possible -Press releases: These will be published on regular basis. 1,499 / 1,500 characters

Objectives	Target group	Activities
Enhance the stakeholders'/audience's understanding 50 / 300 characters	1)Policy makers at regional, national and PanEuropean level such as Coventy City Council, Stratford upon Avon council, Other councils Municipalities Ministries 2)Industrial players (such as FIAT, Jaguar Land Rover, etc) and relevant clusters & associations 3)Academia 4)Similar projects 5) SMEs 296 / 500 characters	-eNewsletter: A virtual newsletter will be sent every 6 months. This will include the projects highlights and main results achieved -Attend conferences and events: Invited sessions or presentations to parallel sessions will provide an opportunity to evaluate the relevance and the acceptance of the project results -Organisation of thematic workshops and study visits: The workshops will enhance the participants understanding and knowledge on SMEs competitiveness and will also allow them to provide some feedback on the project's results and findings. A total of 4 workshops will be organised -Interregional workshop:This will be organised towards the end of Phase 1 by PP3. The main objective is to validate the action plans and reccomendations. The participants will receive information on the findings while they will be expected to contribute with their feedback -Local meetings with stakeholders: One meeting per semester will be organised with regional and national stakeholders in order to inform them about the project results and obtain their views on good practices and policy interventions. -Synergies with similar initiatives: A list of projects with similar objectives will be developed. Synergies will be explored and reported in the Communication -Strategy Plan -Active participation in the INTERREG policy platform 1,336 / 1,500 characters

Objectives	Target group	Activities
Mainstreaming: feeding results and experiences into policy	Regional and local policy makers (city councils, municipalities, and where relevant national authorities too)	-High level transport SME event: at the end of the project a final event will be organised. Invitations will be sent mainly to the policy makers and stakeholders involved in the project. The event will feature presentations from the partners on the results but also key note speaches from industrial and academic players who will explain the importance of transport SME innovation and the need to develop relevant policies and funding schemes to support that scope.
58 / 300 characters	110 / 500 characters	

-Development and dissemination of a brief versions of two reports:
'Transport SME Competitiveness' and ' strategies for regions/policy reccomendations' . These will be sent to the policy makers to help them take informed decissions based on a rich evidence base that will be built in the project
Development of visual appealing online and hard version of the main findings will be distributed to the policy makers:
this includes the good practice guide, the Transport SME Competitiveness report (brief version), policy reccomendations and Action Plan
-Organisation of thematic workshops, study visits and interregional policy workshop:
The workshops and the visits will provide the opportunity to the policy makers to experience difference practices and their impact. This will help to develop the strategic vision for each of the regions
-Active participation in the INTERREG policy platform:
Publication of main achievements and results

1,405 / 1,500 characters

Objectives	Target group	Activities
Establish an efficient communication between the consortium partners 68 / 300 characters	Project partners 16 / 500 characters	Efficient internal communication will be achieved by the following means: -Establishment of communication managers from each partner's project management team -Development of an intranet area which will act as a common project document repository - Use of online communication tools: apart from the face to face meetings, the project coordinator will carry out bimonthly (or as often as required) online meetings with the partners to ensure the smooth operation of the project 476 / 1,500 characters

C.6 Expected results and outputs of the project

C.6.1 Overview of the expected outputs and results

Describe in more detail the outputs and results the projects intends to produce. Provide qualitative and quantitative information regarding outputs and results of the project, including those related to management and communication activities.

Management outputs:
Partnership Agreement, 8 SC meetings, Progress reports, Final Report, Subsidy Contract, Project Management Handbook (with intergrated Quality Assurance Plan) which will define a range of quantitative and qualitative indicators that would assess and evaluate the progress of the project against the main milestones. This task will concentrate on controlling the quality of the project activities, describing the necessary procedures, particularly the internal procedure of deliverables quality assurance.

Management results:
To establish a controlled environment that sets out common objectives, clear principles for coordination, transparent processes and effective monitoring that will ensure the fulfilment of the project's objectives

Exchange of Experiences outputs:
Transport SME Competitivenesss Report (status quo), Study visit Guide to detail the objectives and the proccesses to be adopted including an evaluation matrix , Good Practice Handbook to collect and collate good practices and identification of the transferable elements, 5 Regional Policy Recommendations, one Joint Policy Recommendations Report , 5 regional Action plans of observed and evaluated good practices for policy improvements, 5 study visits accompanied by study visit reports , 4 thematic workshops, 1 Interregional policy workshop to validate the policy reccomendations and action plans

Exchange of Experience results:
Improved transport SME support schemes in 5 participating regions, Enhanced regional transport SME competitiveness supported by good practices application, increased understanding of the transport SME area and funding gaps amongst the stakeholder group, 5 policy instruments influenced.

Communication outputs:
1 project website (at least 150 average new visits per semester on website) , 1 Communication Strategy Plan , Network of Stakeholders database consisting of at least 80 key contacts , 1 project leaflet , 30 press releases (6 press releases in 5 languages) , 6 enewsletters, 1 Final Conference, social media updates (at least one post every week) ,leaflet and poster , participation in 15 conferences

Communication results:
Increased exchange of information along all the 4 levels of learning, increased awareness of policy improvement needs on EU/national/regional/local level, achieve an efficient engagement of the stakeholders in the project , cultivate a vivid interest in the project and stimulate interaction and discussions with the stakeholders (Community of Interest) in order to drive change

Through the Exchange of Exp &right communication means, a stronger interaction with local, regional and national stakeholders will be achieved. A constant dialogue through the projects activities under a strong management, will not only improve regional activities but will also ease the integration of improvement to policies. A better understanding of region needs& the active observation of GP from other regions will permit positive changes for SMEs

3,000 / 3,000 characters

C.6.2 Indicators

Result indicators	Target	
Number of Growth & Jobs or ETC programmes addressed by the project where measures inspired by the project will be implemented 100% of policy instruments addressed with structural funds link	5	
Number of other policy instruments addressed by the project where measures inspired by the project will be implemented	0	
Estimated amount of Structural Funds (from Growth & Jobs and/ or ETC) influenced by the project (in EUR)	7,500,000	
Estimated amount of other funds influenced (in EUR)	0	

Policies	Self-defined performance indicators	Target	
Policy 1	enterprises to introduce new products or services to the market or new to the firm	26	
Policy 2	Numbers of SME using innovative solutions identified by the project	20	
Policy 3	New products and/or services introduced by the firms	15	
Policy 4	Number of enterprises receiving grants	27	
Policy 5	Number of SMEs that receive support	40	

Output indicators	Target
Number of policy learning events organised	37
Number of good practices identified	50
Number of people with increased professional capacity due to their participation in interregional cooperation activities	130
Number of action plans developed	5
Number of appearances in media (e.g. press)	30
Average number of sessions at the project pages per reporting period	1,000

C.6.3 Innovative character

RECREATE builds on the findings of the project INTRASME (www.intrasme.eu) which was led by PP1. INTRASME delivered suggetions for measures that enhnance transport SME competitiveness. Further to that, RECREATE also builds upon INNOTRANS project (https://www.interregeurope.eu/innotrans/) which aims to boost the regional innovation capacity in the transport sector. The feedback perceived so far in INNOTRANS indicates that transport SMEs face many obstacles that need to be tackled if it is to achieve innovation in the overall transport sector.
RECREATE's innovative character lies with:
1. The issue of transport SME support has not been addressed before (with the exception of the project CLIPPER but targets maritime industries only): implementation of a holistic approach to transport SME competitiveness covering all transport modes but also ICT SMEs active in the transport sector (eg ITS). RECREATE will identify local and regional structural imbalances and provide clear suggestions on where funds should be directed. Each of the selected regions represent a mixture of a dynamic capacities but also weaknesses that can be improved.
2. The unique combination of partner regions:PP5 is very strong in the shipbuilding industry with a relevant strong cluster and R&D centres and lately there is a dynamic automotive sector being developed. PP3 has a strong presence of SMEs active mainly in maritime and logistics but they are in urgent need to be supported in order to avoid the isolation cause of their geographical position (PP3 region has never been represented in INTERREG Europe before either). PP2 accomodates FIAT(automotive) and Finmeccanica(aerospace & defence) with a great number of SMEs actually supplying components and services to the two big manufacturers. PP1 has traditionally been a strong transport manufacturing region in automotive and aeronauthics with a great number of high potential SMEs ,however, over the last years innovation levels have started dropping.

1,998 / 2,000 characters

C.6.4 Durability of results

The main planned measures which aim at ensuring the maximization of the impact of the RECREATE project include: (i) making the results and the project's recommendations widely known to the end-users the relevant target groups by implementing targeted dissemination and communication activities, and (ii) ensuring the viability and long-term operation of the Communities of Interest (CoI)
The goal of ensuring the sustainability of the results can be achieved if: i) ongoing relationships with the partners are established, and ii) the targeted end-users start adopting the results. The Dissemination Plan will assign to each partner a specific number of meetings that will have to organize with the policy makers, industrial players and transport authorities in order to detail to them the results and answer to their potential questions. The visits can be informal but they will constitute an important targeted dissemination avenue of the project as they will give the opportunity to the ones that are interested the most to explore the potential of adopting the results. The mass communication and dissemination channels (for example, talks in events, articles in newsletters etc) will mainly serve as a tool to raise the interest but the one-to-one meetings will support the actual potential of implementation. The exact number for each partner will be described in the Dissemination and Communication Plan (DCP)

Lastly, RECREATE will adopt a structured participatory framework for the involvement of the stakeholders (CoI) in the project which will be described in the DCP. RECREATE partners have long standing working relationships with a number of stakeholders who will be used as a channel for further dissemination including policy and decision makers, research and scientific community, SMEs, etc.

1,809 / 2,000 characters

C.7 Horizontal principles

	Type of contribution	Description of the contribution
Sustainable development	Positive effects	Transport (EC, 2015) is expected to reverse the negative impacts on the environment, therefore the primarily goal is its decarbonisation which can only be achieved by applying innovative technologies that can reduce CO2 emissions. Future evolutions on new forms of transport will be investigated in RECREATE in order to provide directions on investments for both to SMEs but also the policy makers. RECREATE will be also supporting SMEs who are developing technologies and services for an affordable, green, accessible, and integrated transport system as a big proportion of the transport innovations do relate to sustainable mobility 636 / 1,000 characters
Equal opportunities and non-discrimination	Neutral	The principles of equal treatment and non-discrimination are at the heart of the European social model and represent a cornerstone of the fundamental values shaping today's European Union. RECREATE partners are already applying an 'Equal Opportunities' policy on their respective departments. For example, CUE in 2002 has taken lead in promoting flexible working practices and it has introduce the Location Independent working scheme (L.I.W). The policy is clearly mentioned in the employment contract Furthermore, the project will have a positive impact on providing equal opportunities to accessing transportation means by disabled or elderly people as RECREATE will be supporting SMEs who are also active in innovations towards this field too (for example autonomous driving, public transport on demand applications etc) 824 / 1,000 characters
Equality between men and women	Neutral	RECREATE will undertake activities that relate to mapping the status quo in transport SME support and innovations by employing, where appropriate, some of the practical methods of sex and gender analysis specifically developed by the Gendered Innovations project (https://genderedinnovations.stanford.edu). Such methods could work alongside the methodology employed by RECREATE to provide an adequate mechanism to filter the results for bias, enhancing excellence in the project outcomes from different perspectives including engineering research, policy, and practice. In particular, methods such as engineering innovation processes, participatory research and design, and the rethinking of research and innovation priorities and outcomes, of concepts and theories, and of standards and reference models are perceived as valuable to inform the methodology applied by RECREATE 878 / 1,000 characters
Digital agenda for Europe	Positive effects	Digital technologies are in the heart of the modern transportation system. A significant number of SMEs are very active in the Intelligent Transport Systems arena as it is one of the most promising transport fields. This directly relates to innovations in digital technologies. For example, the Internet of Things (IoT) has long been recognised as having many applications in the transport sector. Big Data is another area that has a huge potential and usage in transportation RECREATE will be investigating and promoting projects that relate to digital technologies. Good practices will be explored taking into consideration the impact on society and economy of these applications 683 / 1,000 characters

C.8 Project management

C.8.1 Management arrangements

Project Manager and Financial Manager (PM) (FM)
PP1 takes overall responsibility for coordinating and managing the project and budget and will be responsible for the overall methodological orientation as well as the organisation and control of the project. The PM con
stitutes a direct link with the JTS. Furthermore, the PM will supervise the development of contracted activities ensuring its technical progress and links between the project phases.

Project Steering Committee (SC)
At the outset of the project, a Steering Committee (SC) will be established. The SC will oversee all activities undertaken in the project. It is essential to emphasise that the SC will oversee and administer key strategic de
cisions with regards to the project, and will be the formal decisionmaking body. The SC will ensure that the project team meets the objectives on project planning, coordination actions and critically assess results diss
emination & exploitation opportunities to maximise the impact. The SC will be represented by each member of the consortium and chaired by the Project Manager and will meet just before the project partner meetings.

Communication Manager (CM)
PP3 will be responsible for the coordination of the dissemination and communication activities of RECREATE. The main responsibilities include: Establishment of a Strategic Communication Plan to guide the dissemination process, Coordinationof the production of communication material Monitoring and management of communication activities, Liaison with key stakeholders Identification of key promotional opportunities (events, newsletters, journals etc), Establishment of permanent links with similar initiatives

Subject leaders (SL)
Each partner has been assigned with a budget that is in line with their responsibilities and local salary levels. PP1 has the overall coordination, PP2 Study Visits, , PP3 Dissemination & Communication, PP4 Good Practice & policy recommendations, PP5 Mapping and Action Plans. PP1 has also the overall responsibility for the technical and scientific coordination and will be heavily involved in all interactions due to its scientific background in transport innovation and business support

Planning, Monitoring and Reporting
The PM will use automated planning and reporting tools to collect information from partners so that project information is always up to date and can be reported in a timely and consistent manner. Monthly skype calls wi
ll be held with the partners (or more frequent depending on the project's needs) to ensure that the results are being achieved. Project partner meetings will be arranged every 6 months in Phase 1 and 2 meetings in Phase 2

Information terms and Cooperation
The information of RECREATE is open, constant and systematic. The project will also ensure that significant project results are presented in international conferences or publications, with a key mechanism the project
website and social media accounts. The main communication tools to be used in the project amongst the partners and the members of the Network of Stakeholders are: email, skype conferences, face to face meetings, instant messaging. Wiggio platform will be used as an 'intranet' portal where key project documents will be stored and accessed by the project partners

Review Procedure and Decision Process
Decisions within the project are generally made by common agreement of all the parties involved. Each partner will be granted with the right to one vote. Decisions that are not easily resolved by consensus will be escalated to coordinator level who will take the final decision. The ultimate drive for all decisions is the successful implementation of the project's objectives

Quality Assurance
RECREATE will assess its progress with a number of internal and external controls. A quality plan will be prepared at the first stages of the project and will constitute part of the Management Handbook.

3,924 / 4,000 characters

C.8.2 Project coordinator

Will project management be externalised?   No

C.8.3 Finance manager

Will financial management be externalised?   No

C.8.4 Communication manager

Will communication management be externalised?   No

PART D – Work plan

D.1 PHASE 1 'Interregional learning' - Detailed work plan per period

Semester 1

a) Exchange of experience

The Community of Interest (CoI) will be set up consisting of key actors of the transport SME innovation chain. PP3 (READ SA) will be responsible for that while all the partners will contribute. The first meeting with the stakeholders will be organised by each partner to provide more detailed information on the project's objectives and prepare the ground for their participation in the first study visits and interviews for the 'Transport SMEs Competitiveness' report.

The 'Transport SME Competitiveness' report, which will detail the status quo in the regions involved, will be conducted by the means of 1. Desk based research and 2. Interviews. In this semester, PP5 will develop the 'Research protocol' which will be describing the systematic review approach that will be adapted motivated by RECREATE's topic. The 'protocol' will identify such elements as the research question, how it can be categorized in keywords, and how and where the search for source material will be conducted. The research protocol will consist part of 'Transport SME Competitiveness' report and it will outline 1.The definition of the object of investigation 2. Possible sources of information 3. Data needs in the form of a template that will be completed by the partners' based on the structure of the 'Transport SME Competitiveness' report 4. Interview script.
The 'Research protocol' report will be presented at the Kick Off meeting (M2). The 'Transport SME Competitiveness' joint report and the 'research protocol' will be led by PP5.

The Good Practice identification will be led by PP4. A good practice guide will be prepared incorporating 1. A template for gathering case study evidence 2. Good practice impact indicators 3. Instructions on definition of transferable elements

The study visits will be based on the 'Study visit guide' prepared by the PP2 and it will be presented at the Kick Off meeting. The stakeholders in this first semester will be involved in 1. Interviews for the regional transport innovation frameworks report 2. local meetings

2,047 / 3,000 characters

b) Communication and dissemination

The communication and dissemination activities will be recorded in a templated developed by the South Aegean Development Agency (PP3)
PP3 will prepare the' RECREATE communication and communication strategy plan' which will be finalised in M5 and it will incorporate a social media campaign too. The draft strategy will be presented in the Kick Off meeting. The project partners are expected to contribute to the strategy with suggestions on mediums to be used, synergies with key projects that have links with and dissemination opportunities they are aware of. Each project partner will be responsible for the dissemination and communication activities in their countries/regions

The project website, logo and poster will be developed by the INTERREG team in this semester. PP3 will develop the design of the leaflet. It will be sent to partners for translating &printing them locally. Towards the end of the semester, the first newsletter will be issued. PP3 will be responsible for developing the template while the partners will contribute with providing content (articles). Social media profiles will be set up on Twitter, Facebook and Linkedin and news will be posted on a frequently, on a monthly basis if possible. All the partners will be responsible for contributing to that. PP3 will come up with a suggestion on partners' contribution on a rota basis which will be stated in the 'communication strategy plan' . 1 press release announcing the start of the project will be sent to media.

1,499 / 1,500 characters

c) Project management

A 'Project Management Handbook' that summarises the main project processes including financial issues will be developed. This document will include detailed criteria and rules for i) the project management procedures, roles, and responsibilities, ii) the project baselines, iii) the quality planning, metrics and control, iv) the change management plan and process, v) internal communication management plan, vi) the effort and cost management plan. It will also include a risk management plan. The latter part will be a live document that will be kept updated on a regular basis

The 1st semester will be dedicated to the startup activities upon the signed Subsidy Contract (legal basis) as well as the Partnership Agreement between all the project partners.

The Kick Off and the first Steering Committee meeting will be held in Coventry, organised by CUE. The Kick off meeting will be attended by 2 representatives from each organisation and the Steering Committee by 1. During the startup phase the project partner will launch the necessary public procurements in order to involve external experts. A document repository area will be set up and all the project related documents will be stored there
All the above mentioned activities will be led by CUE

1,257 / 1,500 characters

Main Outputs

a1 Community of Interest database
a2 Research protocol report
a3 Good Practice Guide
a4 Study Visit Guide
a5 Five Stakeholder group meetings

b1 Communication Strategy Plan
b2 Established online communication channels (website and social media)
b3 Offline communication material (leaflet and poster) translated and printed
b4 1st enewsletter issued
b5 1st press release

c1 Kick Off and Steering Committee meeting
c2 Project Management Manual
c3 Partnership agreement
c4 Subsidy contract

488 / 1,000 characters

Main Outputs

a1 Community of Interest database
a2 Research protocol report
a3 Good Practice Guide
a4 Study Visit Guide

Semester 2

a) Exchange of experience

The project partners will start preparing the 'Transport SME Competitiveness' reports for their respective regions.

An initial benchmarking of the policies and measures will be performed by PP5 and further discussed during the first Thematic Workshop in Campania Region, Italy. The first study visit will take place in this semester and will be hosted by Campania Region PP2. A report will be prepared straight after and distributed to all the members of the Community of Interest
The visit will be accompanied by the first Thematic Workshop which, based on its topic, will be attended by selected stakeholders from all the 4 regions. The thematic workshop has also a predefined topic that might change according to the development of the project reports and findings. The topic of the first one is 'Opportunities from new forms of transport ' in order to build the basis on what are the foreseeable trends and opportunities in terms of sectorial innovation

A study visit report will be prepared by Campania Region and distributed to all stakeholders and project partners. A second meeting with the regional stakeholders will occur where they will be invited to provide their views on the 'Transport SMEs innovations' . The stakeholders will be also involved in the study visit and workshop

1,293 / 3,000 characters

b) Communication and dissemination

PP3 will keep the website updated while the partners will sent posts to the social media accounts
A press release on the first study visit and thematic workshop will be issued by Campania Region.
Articles in relevant magazines and newsletters will be added by all partners, such as existing industry/sector/business network newsletter/blog
Participation of partners in relevant events will also commence in this semester.
The project partners will report to PP3 on dissemination activities occurred during the first semester using the dissemination template
The second enewsletter will be developed and sent to the stakeholders.

630 / 1,500 characters

c) Project management

Day to day administrative project management and coordination, the steering and monitoring of the project as well as the interregional financial management will be the key issues in the second semester.
PP1 will facilitate internal communication and set up regular teleconferences between the project partners. The second project meeting along with the Steering Committee
meeting will take place in Campania Region, Italy, just before the study visit. An internal reporting system will be set up using templates produced by PP1 who will also be responsible for collecting all the necessary partner inputs for the 6 month progress report.

The partners' subcontractors who will be recruited as external service providers will be presented during the project partner meeting

772 / 1,500 characters

Main Outputs

a1 Draft 'Transport SME Competitiveness' report
a2 1st Study visit organised and a report prepared
a3 1st Thematic workshop organised and report prepared
a4 Five Stakeholder group meetings (one in each region)

b1 Updated online media
b2 2nd enewsletter
b3 Press release on the 1st study visit and thematic workshop

c1 Progress report
c2 Project and Steering Committee meeting (minutes)

390 / 1,000 characters

Semester 3

a) Exchange of experience

The 'Transport SME Innovations' report will be completed by the partners.
The Regional Development Agency South-West Oltenia will be responsible for leading the 'slim version' of this report including recommendations. All partners will prepare, following the template distributed by PP5, a summary of their regional analysis. The aim is to produce a shorter version of the regional analysis summarising the main points and including the recommendations based on the findings for each region. This shorter version would be easier to be read by the stakeholders including the policy makers. This version will be available on the website and will be translated and printed locally by all partners.

The second study visit and thematic workshop will be hosted by PP5. Renowned experts in transport industry, governmental policies and business support advisers will be invited as guest speakers. The outline for the workshop will be prepared and will be discussed in prior with the steering committee over a teleconference. The seminar will be focusing on 'IP & commercialization', however, this might change based on the findings of the 'Transport SME Innovation' report (based on the SME needs) and suggestions by the Community of Interest. The findings of the report will also be presented in the seminar and will involve an interactive session with the stakeholders who will be encouraged to provide theirviews and feedback on the findings. At least one stakeholder meeting will be organized in each region.

1,507 / 3,000 characters

b) Communication and dissemination

The dissemination and communication activities will run throughout the lifetime of the project

The Dissemination Manager, PP3, will keep the website updated and make sure that the partners are posting news on the project's social media accounts. One more press release will take place, this time the focus will be on the 'Transport SME innovations' report and the 2nd study visit and thematic workshop.

The 3rd issue of eNewsletter will be prepared and sent to the target groups. A press release about the study visit will be made by PP5.
Participation at events ,where information on the project can be disseminated, will continue.
Information on the policy platform will be also updated by the dissemination manager.
The project manager, PP1, has been running the local Enterprise Europe Network project since its establishment so articles on their newsletter (which is sent to more than 2000 organisations) will be added frequently. Constant communication with the transport working group of the network will be achieved and the results of RECREATE will be presented at their annual conference too.
The slim version of the 'transport SME innovations' report will be translated and printed

PP3 and PP5 will attend external events this semester to promote the project activities.

1,284 / 1,500 characters

c) Project management

Day to day administrative project management and coordination, the steering and monitoring of the project as well as the interregional financial management will be the key issues in the third semester.

The project manager will facilitate internal communication, and provide all the necessary information to the partners with regards to reports and financial claims.

The Steering Committee will steer the project's implementation and take all the needed decisions for sound financial management of the project, they meeting will take pla
ce just before the project partner meeting at the same week with the study visit in order to minimize travel efforts and related costs.

Each project partner will facilitate the appropriate information flow with the national authority as well as with their own First Level Control.

The 3rd project partner and Steering Committee meeting will take place in South-West Oltenia,Romania

923 / 1,500 characters

Main Outputs

a1 Transport SME Innovations (including findings from the 4 regions)
a2 Slim version of the 'Transport SME innovations report'
a3 2nd Study visit organised and a report prepared
a4 2nd Thematic workshop organised and a report prepared
a5 Five meetings with local stakeholders (in each of the regions)

b1 Press release on the 2nd Study Visit
b2 Press release on the Transport SME innovations report
b3 3rd eNewsletter released
b4 Translated (in 4 languages) and printed version of the slim version of 'Transport SME Innovations Report'
b5 PP3 and PP5 attendance to external events for dissemination

c1 Progress report
c2 Partner and Steering Committee meeting

668 / 1,000 characters

Semester 4

a) Exchange of experience

The good practice collection will continue, based on the template and guidelines developed in the first semester

The 3rd study visit and thematic workshop will be organized by PP1 in Coventry, West Midlands. The focus of the workshop will be on 'Financing innovation' which is the main support that PP1 provides to its customers as part of the business support portfolio of activities. The ' Transport SME Innovations' report will be also presented at the stakeholders and obtain their feedback on the findings. A study visit report will be delivered by PP1 straight after the visit.

During the visit in Coventry, the partners and stakeholders will have the opportunity to visit the establishments of world class transport research and development innovation
infrastructure including Coventry University Technology Park, National Transport Design Centre, Manufacturing Technology Centre and MIRA. MIRA is a global provider of pioneering engineering, research and test services to the automotive, defence, aerospace and rail sectors which has also initiated the development of a new Technology Park (http://www.miratechnologypark.com/) where collaboration with SMEs is one of the top priorities. Key transport SMEs, identified during the good practice exercise, will be visited too.

Local transport SME innovation initiatives will be presented to the study visit members with the active support of Coventry City Council who is the Managing Authority of the ERDF
West Midlands has been instrumental in the development of schemes and measures to support SME innovation, so during the visit it is expected that the visitors will gain very significant experiences and be exposed to new ideas that could potentially be transferred in other regions too.
PP4 will prepare the methodology for the policy recommendations report and will be presented during the partner meeting. The members of the Community of Interest will be also asked to provide their views on the methodology in order to make sure that the report will cover all the areas that the policy makers would like to improve. The methodology will be presented at the local meetings with the stakeholders which will also take place in this semester (at least
1 meeting in each region)

2,241 / 3,000 characters

b) Communication and dissemination

The dissemination manager will keep the website updated and the partners will also post relevant news on the project's social media accounts
A press release will occur after the study visit and articles will be posted in relevant magazines, journals, newspapers and newsletters that partners have access to free of charge.
The 4th eNewsletter will be published, the main topic will be around the study visit and the thematic workshop
PP5, PP2, PP1 and PP4 will continue disseminating information on the project results in local and European conferences and events

563 / 1,500 characters

c) Project management

The project manager will maintain a constant communication with the project partners to ensure that the project is running smoothly
The Steering Committee will meet in Coventry and a partners meeting will also take place where all the RECREATE team members will participate
The meeting of the Steering Committee will concentrate on the methodology for the policy reccomendations and will also start some preparatory work for the Action Plans

441 / 1,500 characters

Main Outputs

a1 3rd Study visit organised and a report prepared
a2 3rd Thematic workshop organised and a report prepared
a3 Policy recommendations methodology
a4 Five Stakeholder group meeting

b1 Press release on 3rd Study visit and thematic workshop
b2 4th enewsletter released
b3 Dissemination at external events for PP1, PP2, PP4 and PP5

c1 Project progress report
c2 4th Project partner and Steering Committee meeting

413 / 1,000 characters

Semester 5

a) Exchange of experience	The Good Practice collection will be completed by each partner. PP4 will collect them and compile the report. Each partner will be responsible for the translation in their respective languages and for printing. The transferable elements of each practice will be clearly indicated. The 4th study visit and thematic workshop will take place in Vilnius, hosted by Lithuanian Innovation Centre PP4. The focus of the workshop will be on SME opportunities for 'Collaborations'(joint ventures, technology transfer, European programmes participation). This is one of the key areas of focus of the regional Operational Programme and is also very much in line with the SME needs according to many studies (eg INTRASME project findings, INNOTRANS, etc) During the local meetings with the stakeholders, in this semester, the focus will be the good practice and the policy recommendations

880 / 3,000 characters

b) Communication and dissemination	The project website will be updated by PP3 and the social media accounts by the partners. A new press release on good practice handbook will be sent to relevant media. A press release on the 4th study visit and thematic workshop will be made by Lithuanian Innovation Centre Each of the partners will translate and print the handbook Closely connected events will be attended by all the partners

394 / 1,500 characters

c) Project management	The project manager will maintain communication with the partners and collect information for the current progress report. Teleconferences will be arranged on a regular basis The Steering Committe group will meet just before the 5th partner meeting which will take place in Vilnius

283 / 1,500 characters

Main Outputs	a1 Good Practice report a2 4th Study Visit organised and a Report prepared a3 4th Thematic Workshop organised and a report prepared a4 Five meetings with the local stakeholders (1 per region) b1 1 press release on good practice b2 1 press release on the 4th study visit and thematic workshop b3 printing, translation(in 3 languages) and publication of the Good Practice handbook b4 5 e-newsletter b5 All partners attend external events c1 Progress report No 4 c2 5th Streering Committee and partner meeting

515 / 1,000 characters

Semester 6

a) Exchange of experience	The policy recommendations report will be prepared. The Lithuanian Innovation Centre will lead the preparation, however, all the partners are expected to actively contribute with input. The partners will be in touch with the local stakeholders and will meet as frequently as needed to obtain their further input for the report

The 5th Study visit will be organised by PP3. Alongside this, the interregional policy workshop will take place in Rhodes, Greece, and will be attended by members of the Community of Interest group. The aim of the workshop is to present to the participants the results on Good Practice but also some initial thoughts on the policy recommendations. The main aim of this ground-testing implementability workshop will be to perform a reality checking on the main recommendations. It will be a small scale focused workshop with ca 15-20 participants. The experts will be asked to evaluate the generic policy recommendations developed and re-assess the generic elements – features identified for overall value creation of SME support investment in transport. The participants will be from academia, industry and policy makers. Participants will be encouraged to engender collaborative reflection by a structured process of sharing their ideas. The participants will be also asked to test, check and sharpen the practical relevance of the suggested Action Plans. The approach to be used in this workshop is the 'design scenarios' where participants will be encouraged to provide solutions (roadmaps) to address the challenges identified in transport SME competitiveness. Advanced brainstorming techniques will be used to enable creative thinking and increase the number and diversity of new ideas

The main organizer of the workshop will be the South Aegean Development Agency, however, PP1 will very actively contribute in the preparation due to its very extensive experience in event facilitation but also thorough understanding of the transport SME sector. The findings of the workshop will be collected by South Aegean Development Agency and will be submitted to Lithuanian Innovation Centre in order to be used for the final policy recommendations report. A brief version of the policy recommendations will be also developed in collaboration with Coventry University Enterprises Ltd

The Action Plans will be also be finalised by each region. |

2,370 / 3,000 characters

b) Communication and dissemination	The website will be updated by PP3 and the social media by the project partners
2 press releases will be sent to media. One about the policy recommendations and one on Action Plans
Partners will continue their efforts in disseminating the project results in relevant events and publications. In particular PP1, PP2, PP3 and PP4 will attend external related events.
A session will be organised in the Open Days in Brussels to present the project's findings and outputs
The brief version of the policy recommendations will be translated in 4 languages and printed by each partner
The final enewsletter of this Phase will be released focusing on the recommendations, Action Plans and findings

690 / 1,500 characters

c) Project management	The final Streeting Committee group and partner meeting of the Phase 1 will take place in Rhodes (Greece), hosted by PP3
The 6th progress report will be prepared by the partners and the project manager
Constant communication with the partners and the activity/subject leaders will be achieved in order to finalise all the work of Phase 1

338 / 1,500 characters

Main Outputs	a1 Policy Recommendations Report
a2 Action Plans (1 each region)
a3 Interregional policy workshop organised in Rhodes and a report prepared
a4 5th Study Visit organised and a Report prepared
a5 Five stakeholder meetings (1 in each region)

b1 Brief version of policy recommendations translated and printed
b2 2 press releases
b3 Session in Open Day
b4 6th enewsletter
b5 PP1, PP2, PP3 and PP4 attend external events

c1 Progress reports No5
c2 Partner and steering committee meetings (minutes) |

498 / 1,000 characters

D.2 PHASE 2 - Detailed work plan per period

Semester 7

a) Action plan implementation follow-up

Each region starts the implementation of its action plan. The relevant stakeholders for the implementation are mobilised.

121 / 3,000 characters

b) Communication and dissemination

The partners ensure regular updates of the project website with information on the action plan implementation.

110 / 1,500 characters

c) Project management

The lead partner prepares the progress report for the joint secretariat.

72 / 1,500 characters

Main Outputs

Website updates
1 progress report

33 / 1,000 characters

Semester 8

a) Action plan implementation follow-up

Each partner monitors the action plan implementation by contacting the stakeholders and beneficiaries of the different actions.

All partners meet to learn from each other by exchanging on the success and difficulties met in the implementation of their action plan.

265 / 3,000 characters

b) Communication and dissemination

The partners ensure regular updates of the project website with information on the action plan implementation.

110 / 1,500 characters

c) Project management

0 / 1,500 characters

Main Outputs

1 project meeting
Website updates

33 / 1,000 characters

Semester 9

a) Action plan implementation follow-up

Each partner continues monitoring the action plan implementation and is in regular contact with the stakeholders and beneficiaries of the different actions.

156 / 3,000 characters

b) Communication and dissemination

The partners organise a final dissemination event gathering executives and policy makers from the regions and from other relevant institutions. The aim is to promote the project achievements and to disseminate the results of the action plan implementation to a large audience. The project website is updated accordingly.

320 / 1,500 characters

c) Project management

The lead partner prepares the progress report for the joint secretariat.

72 / 1,500 characters

Main Outputs

1 high-level political dissemination event
Website updates
1 annual progress report

83 / 1,000 characters

Semester 10

a) Action plan implementation follow-up	Each partner finalises the monitoring of the action plan implementation. Each partner discusses the results of this implementation with the relevant regional stakeholders and beneficiaries. All partners meet to exchange and draw conclusions on the two years of action plan implementation.

288 / 3,000 characters

b) Communication and dissemination	The partners ensure regular updates of the project website with information on the action plan implementation.

110 / 1,500 characters

c) Project management	Each partner summarises the level of achievement of its action plan. The lead partner compiles the information and prepares the last progress report (final report) for the joint secretariat.

190 / 1,500 characters

Main Outputs	1 project meeting Website updates 1 annual progress report 1 final project report

81 / 1,000 characters

PART E – Project budget

E.1 Budget breakdown per budget line and partner

Partner	Preparation costs	Staff costs	Office and administration	Travel and accommodation	External expertise and services	Equipment	Revenues	Total partner budget
1. Coventry University Enterprises Ltd	15,000	220,000	33,000	14,250	38,200	0	0	320,450
2. Campania Region	0	102,500	15,375	9,750	89,500	0	0	217,125
3. Development Agency of South Aegean Region –READ S.A.	0	91,200	13,680	13,500	85,600	0	0	203,980
4. Lithuanian innovation centre	0	120,000	18,000	13,500	25,500	0	0	177,000
5. Regional Development Agency South-West Oltenia	0	128,000	19,200	13,500	23,000	0	0	183,700
	1.36 %	60.03 %	9.00 %	5.85 %	23.75 %	0.00 %	0.00 %	
Total	15,000	661,700	99,255	64,500	261,800	0	0	1,102,255

Net revenues after project end

Will any of the partners receiving funding from the programme generate net revenues from the project after the project has ended? | No

E.2 External expertise and services

N°	Type of costs	Description	Contracting partner	Amount
1	Meeting costs: partner meeting	Organisation (venue, catering, audiovisual equipment renting) of 2 meetings (Kick off 1st semester and study visit/4th meeting @ 4th semester) Organisation of study visit and Thematic worshop in Phase 1, semester 4 (venue, catering, audiovisual equipement renting, coach hire) Organisation of Steering Committee group meeting in Phase 2 (venue, audiovisual equipment renting and catering) semester 7 404 / 500 characters	1. Coventry University Enterprises Ltd	8,000
2	Publication and dissemination costs	Printing costs for project leaflets, A3 poster in Phase 1 Printing of the policy recommendations Printing of the Good Practice Handbook Printing of the Transport SMEs Competitiveness report 192 / 500 characters	1. Coventry University Enterprises Ltd	7,000
3	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel of approx 4 stakeholders from the whole UK to the Final Event in Phase 2 (accomodation and travel costs) Travel for members of the Communities of Interest members to Study visits (travel costs and subistences) 2 per study visit 237 / 500 characters	1. Coventry University Enterprises Ltd	8,200
4	Meeting costs: stakeholder group	Organisation of 6 local stakeholder meetings (venue and catering) 65 / 500 characters	1. Coventry University Enterprises Ltd	1,000

5	Meeting costs: dissemination event	Organisation of 1 Final Event in Phase 2 (venue, audiovisual equipment renting and catering) 93 / 500 characters	1. Coventry University Enterprises Ltd	5,000	
6	FLC costs	First Level Control 20 / 500 characters	1. Coventry University Enterprises Ltd	9,000	
7	Meeting costs: partner meeting	Organisation of study visit, project meeting and Thematic workshop in semester 2 (venue hire, catering, audiovisual equipment hire, coach hire) 145 / 500 characters	2. Campania Region	9,500	
8	Publication and dissemination costs	Translation and printing of information and communication material (project leaflets, A3 poster, enewsletters) Translation and printing of the Good Practice Guide Translation and printing of Transport SMEs Competitiveness Translation and printing of EU policy recommendations 281 / 500 characters	2. Campania Region	9,000	
9	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel & accommodation costs: members of the Communities of Interest group (2 per study visit) Travel & accommodation costs for approx 2 members of the Network of Stakeholder in the final event Phase 2 203 / 500 characters	2. Campania Region	8,000	
10	External support for the exchange of experience process, in particular the development of the regional action plan	External expert to support with the writing of regional report on SMEs competitiveness, the policy recommendations and good practice guide 15 days @ €400 daily rate 30 days @ €250 daily rate 12 days @ €125 daily rate 222 / 500 characters	2. Campania Region	15,000	
11	Meeting costs: partner meeting	Organisation of the project meeting, study visit and international policy workshop semester 6 (venue, catering, coach hire and audiovisual equipment) 150 / 500 characters	3. Development Agency of South Aegean Region – READ S.A.	4,500	
12	Publication and dissemination costs	Production, translation and printing of information and communication material (project leaflets, A3 poster, enewsletters) Design, translation and printing of Good Practice Handbook Design ,Translation and printing of EU policy recommendations Design, translation and printing of Transport SMEs Competitiveness report 320 / 500 characters	3. Development Agency of South Aegean Region – READ S.A.	18,500	
13	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel & accommodation costs: members of the Communities of Interest group (2 per study visit) Travel & accommodation costs for approx 2 stakeholders in the final event Phase 2 179 / 500 characters	3. Development Agency of South Aegean Region – READ S.A.	9,600	
14	Meeting costs: stakeholder group	Venue and catering for the 6 meetings with the local stakeholders 65 / 500 characters	3. Development Agency of South Aegean Region – READ S.A.	1,000	

15	External support for the exchange of experience process, in particular the development of the regional action plan	External support to conduct the detail mapping of the transport innovation SMEs schemes and policies. To carry out the interviews (36 days @ €250 daily rate) Support to conduct the good practice exercise (12 days @ €250 daily rate) Support to provide policy recommendations in the form of regional guide to innovative SME schemes (20 days @€250 daily rate) Support with the development of the action plan (48 days @€250 daily rate) 434 / 500 characters	3. Development Agency of South Aegean Region – READ S.A.	29,000	
16	Project and/or financial and/or communication management	External expert for project management and financial monitoring, technical and financial reporting and certification of expenses Contribution to project management and dissemination common deliverables (contribution to website), preparation of presentations for SG meetings, minutes and reports. (92 days @ rate €250 daily rate) 333 / 500 characters	3. Development Agency of South Aegean Region – READ S.A.	23,000	
17	Meeting costs: partner meeting	Organisation of the 5th meeting with 2 participants per partner (venue, catering and audiovisual equipment) Organisation of study visit, project meeting and thematic workshop in semester 5 (venue hire, catering, audiovisual equipment hire and coach hire) 256 / 500 characters	4. Lithuanian innovation centre	4,000	
18	Publication and dissemination costs	translation and printing of information and communication material (project leaflets, A3 poster, enewsletters) in Phase 1 Translation and printing of EU policy recommendations Translation and printing of Good Practice Handbook Translation and printing of Transport SMEs' competitiveness report 297 / 500 characters	4. Lithuanian innovation centre	5,500	
19	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel & accommodation costs: members of the Communities of Interest group (2 per study visit) Travel & accommodation costs for approx 2 members of the Communities of Interest in the final event Phase 2 206 / 500 characters	4. Lithuanian innovation centre	10,000	
20	Meeting costs: stakeholder group	Venue and catering for the 6 meetings with the local stakeholders 65 / 500 characters	4. Lithuanian innovation centre	1,000	
21	FLC costs	First Level Control 20 / 500 characters	4. Lithuanian innovation centre	5,000	
22	Meeting costs: partner meeting	Organisation of the study visit, partner meeting and thematic workshop (catering, venue hire, audiovisual equipment hire and coach hire) Semester 3 147 / 500 characters	5. Regional Development Agency South-West Oltenia	5,500	

23	Publication and dissemination costs	Translation and printing of information and communication material (project leaflets, A3 poster, enewsletters) in Phase 1 Translation and printing of the Good Practice Guide Translation and printing of Transport SMEs' competitiveness report Translation and printing of EU policy recommendations 300 / 500 characters	5. Regional Development Agency South-West Oltenia	6,500	
24	Travel & accommodation costs: members of the stakeholder groups and other external bodies	Travel & accommodation costs: members of the Communities of Interest group (2 per study visit) Travel & accommodation costs for approx 2 members of the Communities of Interest in the final event Phase 2 203 / 500 characters	5. Regional Development Agency South-West Oltenia	10,000	
25	Meeting costs: stakeholder group	Venue hire and catering for the 6 meetings with the local stakeholders 70 / 500 characters	5. Regional Development Agency South-West Oltenia	1,000	
26	Project and/or financial and/or communication management	Financial coordination, management and communcation according to the activities planned in the application form Responsible of financial management, communication strategy and time plan implementation, coordinating tools and actions, periodically measuring the impact of the different communication outputs and results, to improve the effectiveness of the communication strategy 40 days @ €400 daily rate 64 days @ €250 daily rate 80 days @ €125 daily rate 461 / 500 characters	2. Campania Region	42,000	
27	Meeting costs: stakeholder group	Venue hire and catering for the 6 meetings with the local stakeholders 71 / 500 characters	2. Campania Region	1,000	
28	FLC costs	First Level Control 19 / 500 characters	2. Campania Region	5,000	
Total				**261,800.00**	

E.3 Equipment

N°	Type of costs	Description	Contracting partner	Amount
Total				**0.00**

E.4 Budget breakdown per source of funding and partner

Partner	Country	TOTAL	Programme funds			Partner contribution		
			ERDF	ERDF/NO rate	Norwegian	Partner contribution from public sources	Partner contribution from private sources	Total partner contribution
1. Coventry University Enterprises Ltd	UK	**320,450.00**	272,382.50	85.00 %	0.00	48,067.50	0.00	**48,067.50**
2. Campania Region	IT	**217,125.00**	184,556.25	85.00 %	0.00	32,568.75	0.00	**32,568.75**
3. Development Agency of South Aegean Region –READ S.A.	EL	**203,980.00**	173,383.00	85.00 %	0.00	30,597.00	0.00	**30,597.00**
4. Lithuanian innovation centre	LT	**177,000.00**	150,450.00	85.00 %	0.00	26,550.00	0.00	**26,550.00**
5. Regional Development Agency South-West Oltenia	RO	**183,700.00**	156,145.00	85.00 %	0.00	27,555.00	0.00	**27,555.00**
Total		**1,102,255.00**	**936,916.75**		0.00	165,338.25	0.00	165,338.25

E.5 Spending plan

Phase 1

Partner	Preparation	Semester 1	Semester 2	Semester 3	Semester 4	Semester 5	Semester 6
1. Coventry University Enterprises Ltd	15,000	27,855	33,426	41,783	50,140	55,711	69,638
2. Campania Region	0	2,281	24,375	33,218	40,062	42,125	52,250
3. Development Agency of South Aegean Region –READ S.A.	0	16,888	22,666	28,332	31,799	38,707	45,021
4. Lithuanian innovation centre	0	15,962	19,155	23,944	28,733	30,125	39,907
5. Regional Development Agency South-West Oltenia	0	16,737	20,085	25,106	30,128	32,475	40,844
Total	15,000.00	79,723.00	119,707.00	152,383.00	180,862.00	199,143.00	247,660.00
% of Total (programme financed partners only)	1.36 %	7.23 %	10.86 %	13.82 %	16.41 %	18.07 %	22.47 %

Phase 2

Partner	Semester 7	Semester 8	Semester 9	Semester 10	Total
1. Coventry University Enterprises Ltd	8,429	3,214	4,821	10,433	320,450.00
2. Campania Region	5,703	5,703	5,703	5,705	217,125.00
3. Development Agency of South Aegean Region –READ S.A.	5,689	2,094	3,141	9,643	203,980.00
4. Lithuanian innovation centre	5,076	1,788	2,682	9,628	177,000.00
5. Regional Development Agency South-West Oltenia	3,714	1,857	2,785	9,969	183,700.00
Total	28,611.00	14,656.00	19,132.00	45,378.00	1,102,255.00
% of Total (programme financed partners only)	2.60 %	1.33 %	1.74 %	4.12 %	100.00%