

Interreg



Co-funded by
the European Union



VLADA REPUBLIKE
HRVATSKE
Ured za udruge

Italy – Croatia

 Project BNA



Project Writing and Management – Practical Application and Project-Based Learning - lesson 4

The 3rd Call for Proposals Interreg Central Europe

Interreg



Co-funded by
the European Union



VLADA REPUBLIKE
HRVATSKE
Ured za udruge

Italy – Croatia

 Project BNA

AGENDA

- Project relevance
- Visibility and dissemination of project results
- Sustainability and transferability (multiplier effect)
- Horizontal issues
- Partnership - Partner Identification Form (PIF)



Project relevance

- Situation analysis:
 - Description of the locality/village/ small town
 - *Inhabitants (density of population), economy (employment/unemployment, SMEs, average income), social factors (elderly, PWD,..) education (schools, pre-school..), services (banks, pharmacy, doctors, library, postal office....)*
 - Problem description (“Low connectivity to other places”)
 - Solution to the problem and expected results (in short)
 - Linkage to the Call for Proposal (copy/paste relevant parts)
 - Linkage to other relevant documents (copy relevant sentences)
 - Building on some previous projects (SMARTA BROCHURE)
<https://ruralsharedmobility.eu/wp-content/uploads/2021/01/SMARTA-2nd-Brochure-EN.pdf>
- National strategic documents

CALL FOR PROPOSALS INTERREG CE

Targeted territories

With this call we want to **unlock the development potentials of peripheral and lagging areas**.

Projects shall deliver local and regional solutions tailored to the specific challenges of these places in line with the principles of the [Territorial Agenda \(TA\) 2030](#), with lessons learned from related pilot actions serving as insights for project applicants.

In order to qualify for the territorial focus of the call, **areas to be targeted by projects have to show one or more of the following characteristics:**


- Low economic potential;
- Poor access to services of general interest, often affected by demographic change;
- Lack of relational proximity, decline in significance, influence or connectivity.

Thematic focus

The call will be thematically focused and be **open for proposals in four programme specific objectives (SOs):**

SO 3.1: Improving transport connections of rural and peripheral regions

Projects shall promote good governance through inclusive and participatory processes, on supporting socio-economic transformation by developing human capital and improving connectivity and governance in the concerned territories.



Linkage to other EU relevant documents

- ❖ EU GREEN DEAL
- ❖ **Territorial Agenda 2030**
- ❖ **Sustainable and Smart Mobility Strategy – putting European transport on track for the future - *Communication from the Commission {SWD(2020) 331 final}***
- ❖ **A long-term Vision for the EU's Rural Areas - Towards stronger, connected, resilient and prosperous rural areas by 2040**
Communication from the Commission COM/2021/345 final
- ❖ **Analysis of the main territorial challenges, needs and transnational cooperation potentials in Central Europe (https://www.interreg-central.eu/documents/?&document_category=60,57)**



Interreg



Co-funded by
the European Union



VLADA REPUBLIKE
HRVATSKE
Ured za udruge

Italy – Croatia

 Project BNA

SMARTA BROCHURE

Sopotniki project - Sežana, EU - Slovenia -

Volunteers offering assistance to elderly on call through the dispatcher center

(<https://www.sopotniki.org/home.html>) <https://vimeo.com/158834145>

Previous projects: https://www.interreg-central.eu/project-gateway/?&priority=connected&specific_objective=3-1-improving-rural-and-peripheral-transport-connections&nuts2=ITH1,ITI1&call=02





WHY IS COOPERATION CENTRAL FOR A MORE CONNECTED EUROPE?

Our funding helps to reduce the gap between less accessible regions and well-connected centres. Our transnational partnerships improve also connections of regions and cities to the European transport networks, strengthen the multimodal, environmentally-friendly passenger and freight transport.

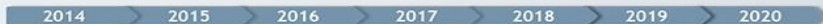
www.interreg-central.eu/transport

16
FUNDED
PROJECTS

168
INSTITUTIONS
INVOLVED



28
MILLION ERDF
FUNDING



WHAT WE ACHIEVE



PILOTS

Peripheral Access brought smart and innovative multimodal mobility systems from the urban area in Graz, Austria to the periphery in the regions.

interreg-central.eu/peripheralaccess



STRATEGIES

RUMOBIL has developed strategy for enhanced public transport in rural areas and better access to TEN-T networks.

interreg-central.eu/rumobil



TOOLS

ChemMultimodal has developed toolbox facilitating the shift to multimodal transport of chemical goods.

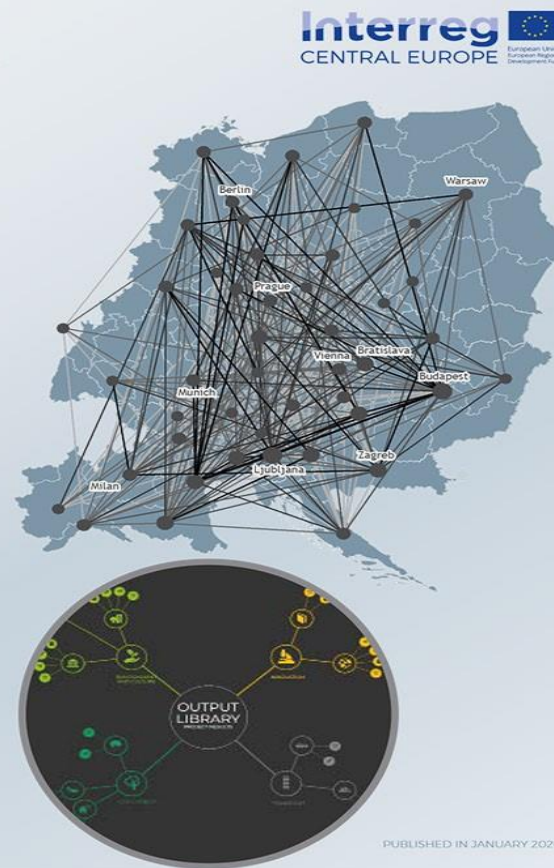
interreg-central.eu/chemmultimodal



TRAININGS

CONNECT2CE project trained key stakeholders involved in public transport planning on improved cross-border mobility.

interreg-central.eu/connect2ce





Projects listed on the Interreg CE website

keep.eu 

Interreg CENTRAL EUROPE  Co-funded by the European Union

2021 - 2027 Interreg VI-B Central Europe

[Go to keep.eu for much more on programmes, projects and partners of Territorial Cooperation](#)

Last updated: 2024-10-16
Language: EN

Operation ID	Operation acronym	Operation name	Partner name	Has the lead of the operation (Y/N)	Partner type	Type of organisation	PIC (Participant Identification Code)	Partner's ID# if not PIC	Town (main address)
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	Rosauk Pari GmbH	N	partner	Infrastructure and (public) service provider		OC13762273	Rosauk
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	Gruber Logistics Poland	N	partner	Enterprise, except SME		PL7010625919	Katowice
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	BCT - Baltic Container Terminal, Ltd.	N	partner	Infrastructure and (public) service provider		PL5061019759	Gdynia
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	National Association of Radio Distress Signalling and Infocommunications	N	partner	Interest groups including NGOs		HU19722083	Budapest
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	MAHART Container Center Ltd.	N	partner	Infrastructure and (public) service provider	50096039	HU11787482	Budapest
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	Logistics Centre Austria South	N	partner	Sectoral agency		FN 471587 k	Fürnitz
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	Pari of Rijeka Authority	N	partner	National public authority	51003068	HR00021475400	Rijeka
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	Luka Koper, port and logistic system, public limited company	N	partner	Infrastructure and (public) service provider	56770368	SI69190033	Koper
CE0100034	ACCESSMILE	Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT	Eastern Ligurian Sea Pari Authority	N	partner	National public authority	512347061	IT01447450113	La Spezia

Operations Partners (+)



Interreg



Co-funded by
the European Union



VLADA REPUBLIKE
HRVATSKE
Ured za udruge

Italy – Croatia

 Project BNA

National strategic documents



National Development Strategy of the Republic of Croatia until 2030 (NDS 2030)

- **Strategic Objective: Balanced Regional Development**
 - The carpool solution aligns with goals to reduce regional disparities by improving connectivity in rural and peripheral areas.
 - Supports enhanced accessibility to services like education, healthcare, and employment in underdeveloped regions.
- **Strategic Objective: Sustainable and Green Economy**
 - Promotes environmentally friendly transportation by reducing individual car usage and emissions.
 - Contributes to sustainable development by fostering community-oriented, cost-effective transport solutions.

Strategic Objective 1: Sustainable Development of Economy and Society

Measure: Reducing Regional Inequalities

- **Link:** The carpool solution bridges gaps between urban and rural regions by enabling equitable access to economic opportunities and services.
- **Relevance:** It aligns with efforts to reduce disparities and foster inclusive development across Croatia.

Measure: Empowering Local Communities

- **Link:** The community-led approach to carpooling empowers residents to take an active role in addressing their transportation challenges.
- **Relevance:** Encouraging local participation supports the measure's emphasis on community engagement and local decision-making.




Strategic Objective 2: Balanced Regional Development

Measure: Strengthening Regional Accessibility and Connectivity

- **Link:** The carpool project directly improves accessibility by providing an efficient and cost-effective transportation option for rural areas where public transport is often insufficient or unavailable.
- **Relevance:** The project supports regional cohesion by connecting underserved rural communities to urban centers, education, healthcare, and employment opportunities.

Measure: Enhancing Quality of Life in Rural Areas

- **Link:** By offering a convenient transport alternative, the project contributes to a higher quality of life for rural residents by reducing travel times and improving access to essential services.
 - **Relevance:** This measure aligns with the project's aim to address social exclusion and improve the living conditions of people in peripheral areas.
- 

Strategic Objective 3: Green and Digital Transition

Measure: Promoting Sustainable Mobility

- **Link:** Community carpooling reduces the number of vehicles on the road, thereby decreasing greenhouse gas emissions and contributing to sustainable mobility.
- **Relevance:** The project supports Croatia's transition to a low-carbon economy, as highlighted in the green agenda under NDS 2030.

Measure: Fostering Digital Transformation in Public Services

- **Link:** The project's use of digital platforms or apps for ride-sharing coordination is a direct example of applying digital technologies to improve public services.
- **Relevance:** This measure complements the project's approach of leveraging technology to create smart mobility solutions.



Strategic Objective 4: Increasing Economic Competitiveness

Measure: Supporting Innovations in Transportation

- **Link:** The project encourages innovative mobility solutions, such as community-driven, tech-enabled carpool systems, which increase the efficiency of transportation networks in rural regions.
- **Relevance:** It aligns with the goal of enhancing Croatia's competitiveness through innovation, particularly in logistics and connectivity.

Measure: Improving Infrastructure in Underserved Regions

- **Link:** While primarily a digital solution, the carpool project indirectly supports infrastructure improvements by reducing wear on road networks due to optimized car usage.
- **Relevance:** This measure aligns with the initiative's broader goal of making transportation systems more efficient and cost-effective in rural areas.

Croatian Transport Development Strategy (2017–2030)

- **Objective: Accessibility and Connectivity**
 - a. Focuses on improving mobility in rural areas where traditional public transport is insufficient.
 - b. Community carpooling addresses gaps in transport services by complementing public transit networks.
- **Sustainable Mobility Goals**
 - a. Reduces reliance on fossil fuels through shared transportation options.
 - b. Encourages the use of digital tools for managing transportation, aligning with smart mobility trends.



- **Energy Efficiency and Low-Carbon Transition**
 - a. Carpooling reduces fuel consumption and carbon footprints in line with Croatia's climate commitments.
- **Innovation and Digitalization**
 - a. Encourages the adoption of technology to optimize transport efficiency, which the NECP promotes as part of the green transition.



Smart Specialization Strategy (S3)

- **Priority: Digital Economy and Smart Technologies**
 - a. The development of a digital platform for coordinating carpooling services supports innovation and smart solutions.
- **Rural and Peripheral Area Development**
 - a. The strategy highlights the need for inclusive growth, which this project supports by improving rural transport options.




STAKEHOLDERS/PARTNERS (?)

Project BNA

		Examples	Measurement unit
1	Local public authority	municipality, etc.	[number of organisations]
2	Regional public authority	regional council, etc.	[number of organisations]
3	National public authority	ministry, etc.	[number of organisations]
4	Sectoral agency	local or regional development agency, environmental agency, energy agency, employment agency, etc.	[number of organisations]
5	Infrastructure and (public) service provider	public transport, utility company (water supply, electricity supply, sewage, gas, waste collection, etc.), airport, port, railway, etc.	[number of organisations]
6	Interest groups including NGOs	international organisation, trade union, foundation, charity, voluntary association, club, etc.	[number of organisations]
7	Higher education and research organisations	university faculty, college, research institution, RTD facility, research cluster, etc.	[number of organisations]
8	Education/training centre and school	primary, secondary, pre-school, vocational training, etc.	[number of organisations]
9	Enterprise, except SME		[number of enterprises]
10	SME	micro, small, medium	[number of SME]
11	Business support organisation	chamber of commerce, chamber of trade and crafts, business incubator or innovation centre, business clusters, etc.	[number of organisations]
12	International organisation, EEIG	under national law, under international law	[number of organisations]
13	General public		[number of people]
14	Hospitals and medical centres		[number of organisations]
15	Other		

PARTNERSHIP- Cooperation Criteria

Cooperation has to be at the heart of each project. In order to be eligible, projects must contribute to **at least three out of the following four cooperation criteria.**

- **Joint development** (compulsory) – i.e. partners have to be involved in an integrated way in developing ideas, priorities and actions in the project development process.
 - **Joint implementation** (compulsory) – i.e. project activities must be carried out by partners in a cooperative way that ensures clear content-based links and be coordinated by the lead partner.
 - **Joint financing** (compulsory) – i.e. the joint project budget shall be organised in line with activities carried out by each project partner. The LP is responsible for the administration and reporting towards the programme bodies as well as the distribution of the funds to the partners.
 - **Joint staffing** – i.e. the project should not duplicate functions within the partnership. In particular, project management functions should be appointed only once at project level.
- 

PARTNERSHIP- Associated partners

- Institutions willing to be involved in the project without financially contributing are considered as associated partners.
- Associated partners are usually key stakeholders of the project, whose involvement can improve the planning and development of project outputs and results. They can help to sustain and mainstream project results and generate multiplier and leverage effects.
- Information on the involvement of associated partners should be provided in the relevant sections of the application form





PARTNER INFORMATION FORM

Organization

PIC number	
OID number	
Legal name of the organisation	
Legal name of the organisation in Latin characters (if applicable)	
Acronym/Organisation's short name	
National ID (if applicable)	
Department (if applicable)	
Address	
Country	
Region	
P.O. Box	

Interreg



Co-funded by
the European Union



VLADA REPUBLIKE
HRVATSKE
Ured za udruge

VISIBILITY AND DISSEMINATION OF PROJECT RESULTS

Italy – Croatia

 Project BNA

https://commission.europa.eu/funding-tenders/managing-your-project/communicating-and-raising-eu-visibility_en



SUSTAINABILITY

- A long-lasting effect in the targeted territories and for the relevant target groups
- Ownership/durability and lasting effects at territorial level
- Outputs and deliverables (products of activities) should be made available and used by relevant target groups after the project's lifetime and will be taken up or upscaled by the project partners (how?)
- Provisions for sustainability and follow up actions (e.g., who will ensure financial and institutional support of outputs and results as well as their maintenance)
- *Stakeholders should be actively involved in the project implementation*
- *Description of the territorial effects of project results in the targeted peripheral or lagging areas*
- *Benefits for target groups.*
- *Follow up actions*





SUSTAINABILITY- 3 DIMENSIONS

- **Financial sustainability:** i.e., the financing of follow-up activities and investments, leverage of funds, resources for covering future operating and maintenance costs, etc.;
- **Institutional sustainability:** i.e., the "ownership" of project outputs and results that ensures that these will stay in place and be used after the project end;
- **Political sustainability:** i.e., the structural impact of project outputs and results, such as improved policies, legislation, plans, codes of conduct, methods, etc.



TRANSFERABILITY/MULTIPLYER EFFECT

- Degree to which project outputs and results can be tailored to facilitate their take-up by new target groups or rolled out in other territories beyond the partnership.

How outputs and deliverables could be adapted or further developed to be used by additional target groups or rolled out in other peripheral or lagging areas beyond the partnership?

- Outputs and results as well as related knowledge that will be created in the project should be easily applicable, transferable and usable in other organisations, regions, and countries outside the partnership.
- How will communication activities ensure that relevant groups are aware of the available outputs and deliverables to be used?

Communication plays a crucial role in supporting such transfer to a wider audience and to foster the roll-out and mainstreaming of the achieved results. *Communication objectives and activities highlighted here shall be consistent with what is planned in the work packages.*

HORIZONTAL ISSUES I.

a) Fundamental Rights, Gender Equality Equal Opportunities and Non-Discrimination

- Projects and partners have to respect the fundamental rights as well as the horizontal principles of **equal opportunity, non-discrimination and gender equality** during all phases of the project lifecycle, i.e. from its design and preparation to its implementation and reporting.

Throughout the project lifetime, it has to be ensured that equality between women and men, gender mainstreaming and the integration of a gender perspective are taken into account and promoted. Projects have to describe their specific contributions to horizontal principles in the application form.

- Any discrimination based on **gender, racial or ethnic origin, religion or belief, disability, age or sexual orientation** has to be prevented.
- **Accessibility** for **persons with disabilities** shall be taken into account.

Public sector bodies have to ensure compliance with the EU Web Accessibility Directive (EU) 2016/2102 and make their websites and mobile applications more accessible in order to provide persons with disabilities with better access to online public services.

HORIZONTAL ISSUES II.

b) Sustainable Development Including Environment Protection

- ✓ Union environmental *acquis*
- ✓ UN Sustainable Development Goals
- ✓ Paris Agreement and the “do no significant harm” principle
- **“Environmental sustainability by design”** approach.

This implies that environmental or broader sustainability considerations including human health effects are no longer treated as “after-thoughts”. Instead, they are integrated from the beginning into all activities.

- Partnerships are strongly encouraged to identify and consider any potentially significant environmental and health issues during project design and consequently choose available options for implementing projects that do not adversely affect the **quality of the environment.**

Rather, projects should ideally **contribute** to the regeneration of the environment and ecosystem functions and services, climate neutrality as well as the sustainable management and enhancement of cultural landscapes.

Interreg



Co-funded by
the European Union



VLADA REPUBLIKE
HRVATSKE
Ured za udruge

Italy – Croatia

 Project BNA

Veneto Region

Area for Economic Policies, Human Capital
and Programming of European Funds
Directorate for Joint Programming



Dorsoduro, 3494/A - 30123 Venezia Italy



italia.croazia@regione.veneto.it
italia.croazia@pec.regione.veneto.it



+39 041 2791781



www.italy-croatia.eu