



Co-funded by the
European Union



Award Agreement

SGA NZC 101121530 - Subgrant – PCP3 - Tampere - Mobility Mindshift - Co-designing a Mindshift for Sustainable Mobility - 24-26

BETWEEN:

Climate-KIC Holding B.V

Having its registered seat at Plantage Middenlaan 45, 1018DC Amsterdam, The Netherlands

Registration number: 63299658

VAT number: NL855175588B01

Represented by: Briana van Strijp, COO.

(Hereinafter referred to as: “**EIT Climate-KIC**”)

And

City of Tampere

Having its registered seat at:

Frenckellinaukio 28, 33100 Tampere, Finland

Registered PIC number: 998829080

VAT number: FI02116752

Represented by Laura Klami - Head of Legal, Master of Law

(Hereinafter referred to as: “**Lead Beneficiary**” acting on behalf of the consortium of partners listed in Annex I)

EIT Climate-KIC and the Lead Beneficiary are hereinafter referred to as the “Parties” or individually as the “Party”.

WHEREAS

EIT Climate-KIC has entered into a grant agreement (**hereinafter the “Grant Agreement”**) with the European Climate, Infrastructure and Environment Executive Agency (CINEA) (**‘the Agency’**), under the powers delegated by the European Commission (**‘the Commission’**) regarding Horizon Europe Research and innovation funding programme (2021-2027), for the funding of the action entitled ‘Accelerating cities’ transition to net zero emissions by 2030’ — ‘NetZeroCities’ (**The Action’**), Grant Agreement no. SGA-NZC 101121530.

The Pilot Cities Programme is part of the Action which includes providing financial support to third parties.

This Award Agreement (**“Award Agreement”**) lays down the contractual arrangements for the provision of financial support from the Grant Agreement to third parties through the Pilot Cities Programme for the implementation of Project **Mobility Mindshift - Co-designing a Mindshift for Sustainable Mobility** (**‘the Project’**) as described in Annex 1.

NOW, THEREFORE, IT IS HEREBY AGREED AS FOLLOWS:

Article 1: Purpose

The purpose of this Award Agreement is to lay down the contractual arrangements between the Parties regarding the financial support provided for the implementation of the Project.

Article 2: Entry into force and duration

2.1 Entry into force

This Award Agreement enters into force on the date the last of the Parties signs (the Execution Date).

2.2 Effective date

The effective date is the commencement date of the Project, The 1st of September 2024.

2.3 Term

The term of this Award Agreement shall be from the Effective date, from 1st September 2024 onward, and until the full completion of the Project or the expiration of the Project end date, 31st August 2026, whichever occurs first.

Article 3: The Award, Payment Terms and Book-keeping

3.1 The Award

EIT Climate-KIC will award the Lead Beneficiary a maximum amount of **EUR 600,000.00** for the execution of the Project.

3.2 Payment Terms

The Award shall be provided in instalments and shall be provisional on fulfilling the reporting requirements and the eligibility of costs as laid out in Annex 2 and Annex 3 respectively.

Payment release shall be effectuated within 30 calendar days from report documentation approval.

The Lead Beneficiary shall set up a process for cascading funding to the consortium partners listed in Annex 1.

3.3 Payment schedule

- a) Upon signature of the Award Agreement, 50% of the total award amount as pre-financing. Payment shall be made within 30 calendar days from the entry into force of the award agreement.
- b) Upon receipt and approval by the EIT Climate-KIC of first periodic interim report, up to 40% of the total award amount.
- c) Upon receipt and approval by the EIT Climate-KIC of the final report, a final balance payment adjusted to the actual cost claimed and capped to the maximum awarded amount.

3.4 Payment suspension

EIT Climate-KIC may at any moment suspend the payment of the Award if:

- a) The Lead Beneficiary does not comply with the provisions of the Award Agreement.
- b) the technical or financial reports have not been submitted or are not compliant or insufficient (see also Annex 2), or
- c) there is doubt about the eligibility of the costs declared in the financial statements and additional checks, reviews, audits, or investigations are necessary (see also Annex 3).

EIT Climate-KIC will notify the Lead Beneficiary in writing (either by a registered letter or electronically) of the suspension and the reasons why.

The suspension will take effect the day notification is sent by EIT Climate-KIC.

If the conditions for suspending the payment deadline are no longer met, the suspension will be lifted, and the remaining period will resume.

3.5 Payment recovery

EIT Climate-KIC, in coordination with the Agency, reserves the right to claim back in its totality or partially the Award if the Lead Beneficiary does not respect the reporting requirements set out in Annex 2 or the eligibility of costs defined in Annex 3.

3.6 Book-keeping

The Lead Beneficiary shall ensure that the funding provided pursuant to this Award Agreement is properly administered; that the funding is used solely for the purposes set out herein; and those activities funded under the Project are recorded fully and accurately.

The Lead Beneficiary must — for a period of five years after the payment of the balance — keep records and other supporting documentation in order to prove the proper implementation of the Project and the costs they declare as eligible.

The Lead Beneficiary must make the documentation in relation to this Article 3. available upon request or in the context of checks, reviews, audits or investigations (see Article 4).

The Lead Beneficiary must keep the original documents. Digital and digitalised documents are considered originals if they are authorised by the applicable national law.

Article 4: Checks, reviews, audits, evaluations

4.1 Checks

EIT Climate-KIC will — during the implementation of the Project or afterwards — check the proper implementation of the Project and compliance with the obligations under the Award Agreement, including assessing deliverables and reports.

For this purpose, EIT Climate-KIC may be assisted by external persons or bodies.

Pertaining to the above, information provided by the Lead Beneficiary must be accurate, precise, and complete and in the format requested.

4.2 Reviews and audits

Reviews and audits may be started up to two years after the payment of the final balance.

If carried out during the implementation of the Project, a review may also recommend reorientations to the Project.

Should the European Union including as represented by the Agency, the Commission, the European Court of Auditors or the European Anti-Fraud Office, decide to carry out a check, review, audit or investigation on the Action and pertaining to the Project, the Lead Beneficiary shall make available all required information, records and other supporting documents relating to the implementation of this Award Agreement. EIT Climate-KIC shall formally notify the Lead Beneficiary of such reviews or audits.

In case reviews and audits carried out in line with this Article 4 show ineligible costs, substantial errors, irregularities or fraud or serious breach of obligations, this may lead to suspension, termination, cost rejection, award reduction and recovery. In some cases, findings may result in the acceptance of additional costs (if the Lead Beneficiary declared them).

4.3 Evaluations

The Agency or the Commission may – directly or indirectly – carry out interim and final evaluations of the impact of the Action measured against the objective of the Horizon Europe Research and innovation funding programme (2021-2027).

In the instance of such evaluations EIT Climate-KIC may request from the Lead Beneficiary to provide as far as possible information relevant to the evaluation as pertaining to the Project.

Evaluations may be started during implementation of the Action and up to five years after the payment of the balance.

Article 5: Ownership of Results

5.1 Rights of Parties

‘Results’ means any (tangible or intangible) output of the Project such as data, knowledge, or information — whatever its form or nature, whether it can be protected or not — that is generated in the Project, as well as any rights attached to it, including intellectual property rights.

5.2 Joint ownership by the Parties

Parties will jointly own results if:

- a) they have jointly generated them and
- b) it is not possible to:
 - (i) establish the respective contribution of each Party, or
 - (ii) separate them for the purpose of applying for, obtaining, or maintaining their protection.

The joint owners must agree (in writing) on the allocation and terms of exercise of their joint ownership ('joint ownership agreement'), to ensure compliance with their obligations under this Award Agreement.

Once the results have been generated, joint owners may agree (in writing) to apply another regime than joint ownership.

5.3 Rights of third parties

If third parties (including personnel) may claim rights to the results, the Party concerned must ensure that it complies with its obligations under the Award Agreement.

If a third party generates results, the Party concerned must obtain all necessary rights (transfer, licences or other) from the third party, in order to be able to respect its obligations as if those results were generated by the Party itself. If obtaining the rights is impossible, the Party must refrain from using the third party to generate the results.

Granting result exploitation rights to third parties shall be agreed in writing.

Article 6: Conflict of interest

The Lead Beneficiary must take all measures to prevent any situation where the impartial and objective implementation of the Project is compromised for reasons involving economic interest, political or national affinity, family or emotional ties or any other shared interest ('conflict of interests').

They must formally and without delay notify the EIT Climate-KIC of any situation constituting or likely to lead to a conflict of interests and immediately take all the necessary steps to rectify this situation.

EIT Climate-KIC may verify that the measures taken are appropriate and may require additional measures to be taken by a specified deadline.

If the Lead Beneficiary breaches any of its obligations under this Article, the award may be reduced, and the Award Agreement may be terminated. Such breaches may also lead to any of the other measures described in Article 4.

Article 7: Confidentiality

During implementation of the Project and for four years after the Project end date, the Parties must keep confidential any data, documents, or other material (in any form) that is identified as confidential at the time it is disclosed ('confidential information').

If information has been identified as confidential only orally, it will be considered to be confidential only if this is confirmed in writing within 15 days of the oral disclosure.

Unless otherwise agreed between the Parties, they may use confidential information only to implement the Award Agreement.

The Lead Beneficiary may disclose confidential information to their personnel, or third parties involved in the Project only if they:

- a) need to know to implement the Award Agreement and
- b) are bound by an obligation of confidentiality.

The confidentiality obligations no longer apply if:

- a) the disclosing Party agrees to release the other Party;
- b) the information was already known by the recipient or is given to him without obligation of confidentiality by a third party that was not bound by any obligation of confidentiality;
- c) the recipient proves that the information was developed without the use of confidential information;
- d) the information becomes generally and publicly available, without breaching any confidentiality obligation, or
- e) the disclosure of the information is required by EU or national law.

If the Lead Beneficiary breaches any of its obligations under this Article, the amount of the transfer may be reduced. Such breaches may also lead to any of the other measures described in Article 4.

Article 8: Promoting the Project – visibility of EU Funding

8.1 Communication activities by the Lead Beneficiary

The Lead Beneficiary must promote the Project and its results by providing targeted information to multiple audiences (including the media and the public) in a strategic and effective manner.

This does not change the confidentiality obligations (see Article 7) which still apply.

Before engaging in a communication activity expected to have a major media impact, the Lead Beneficiary must inform EIT Climate-KIC.

The Lead Beneficiary shall always:

- a) use Net Zero Cities logo in accordance with instructions and guidelines of EIT Climate-KIC provided to the Lead Beneficiary from time to time and
- b) include a suitable acknowledgement of the support of EU funding in the form specified by EIT Climate-KIC from time to time.

If the right of use is subject to rights of a third party (including personnel of the Lead Beneficiary), the Lead Beneficiary must ensure that it complies with its obligations under this Award Agreement (in particular, by obtaining the necessary approval from the third parties concerned).

Any communication activity related to the Project must indicate that it reflects only the author's view and that EIT Climate-KIC and the Agency are not responsible for any use that may be made of the information it contains.

8.2 Communication activities by EIT Climate-KIC

The EIT Climate-KIC and the Agency may use, for its communication and publicising activities, information relating to the Project, documents notably summaries for publication and public deliverables as well as any other material, such as pictures or audio-visual material received from the Lead Beneficiary (including in electronic form).

Article 9: Processing of Personal Data

Parties must process personal data under the Award Agreement in compliance with applicable EU and national law on data protection (including authorisations or notification requirements).

Parties may grant their personnel access only to data that is strictly necessary for implementing, managing, and monitoring the Award Agreement.

Article 10: Liability for damages

10.1 Liability of the EIT Climate-KIC and the Agency

EIT Climate-KIC and the Agency cannot be held liable for any damage caused to the Lead Beneficiary or to third parties as a consequence of implementing the Award Agreement, including for gross negligence.

EIT Climate-KIC and the Agency cannot be held liable for any damage caused by any of the Lead Beneficiary or third parties involved in the Project, as a consequence of implementing the Award Agreement.

10.2 Liability of the Lead Beneficiary

Except in case of force majeure as outlined in Article 12, the Lead Beneficiary must compensate EIT Climate-KIC for any damage it sustains due to the implementation of the Project or due to failure of the Project implementation to comply with the Award Agreement.

10.3 Damage caused to third parties

Each Party shall be solely liable for any loss, damage, or injury to third parties resulting from the performance of the said Party's obligations by it or on its behalf under this Award Agreement.

Article 11: Termination

11.1 Termination for cause

Without prejudice to the foregoing terms and conditions, the present Award Agreement may be terminated by EIT Climate-KIC, by notice in writing, in the event of:

- a breach of the terms of this Award Agreement by the Lead Beneficiary;
- failure of the Lead Beneficiary to account for any or all of the awarded funding;
- failure of the Lead Beneficiary to meet its reporting obligations;
- failure to report or unreasonable delay in reporting material risk events;
- where, on the basis of reporting or evaluation, and after consultation with the Lead Beneficiary, Climate-KIC determines that the Project does not or cannot substantially meet its stated results;
- where any offer, payment, consideration or benefit of any kind, which constitutes or could be construed as an illegal or corrupt practice, is made either directly or indirectly as an inducement or reward for the award or execution of the present Award Agreement and Project funded pursuant to same;
- where there has been a misappropriation of awarded funds;

- or, in the case of mutual agreement to terminate between the parties.

This Award Agreement may be terminated if the Grant Agreement between the EIT Climate-KIC and the Agency regarding the Action is terminated.

11.2 Obligations upon and after termination

The Lead Beneficiary accepts that any funding provided to it by EIT Climate-KIC pursuant to this Award Agreement, and which has not been expensed in accordance with the Award terms prior to termination, will be returned to EIT Climate-KIC. The Lead Beneficiary agrees to refund to EIT Climate-KIC within 3 months of termination of this Award Agreement any part of the received award funding which has not been spent.

In the event of termination where there has been illegal or corrupt practice or misappropriation of funds the Lead Beneficiary will, at the written request of EIT Climate-KIC, repay the whole or a specified part of the Award. Such repayment will be made within the period established by EIT Climate-KIC in its written repayment request.

In cases of intended termination of this Award Agreement, the Lead Beneficiary will be given an opportunity to respond to EIT Climate-KIC's concerns before formal termination.

Termination shall not affect any rights or obligations of the Parties incurred prior to the date of termination, unless otherwise stipulated herein or agreed between the Parties. This includes the obligation to provide all input, deliverables, and documents for the period that the Award Agreement was still in force and effect.

Article 12. Force Majeure

'Force majeure' means any situation or event that:

- a) prevents either party from fulfilling their obligations under the Agreement,
- b) was unforeseeable, exceptional situation and beyond the parties' control,
- c) was not due to error or negligence on their part (or on the part of third parties involved in the Project), and
- d) proves to be inevitable despite exercising all due diligence.

No Party shall be in breach of this Award Agreement if it is prevented from fulfilling its obligations under this Award Agreement by Force Majeure.

Each Party will notify the other Party of any Force Majeure without undue delay.

The Parties must immediately take all the necessary steps to limit any damage due to force majeure and do their best to resume implementation of the Project as soon as possible.

The following cannot be invoked as force majeure:

- a) any default of a service, defect in equipment or material or delays in making them available, unless they stem directly from a relevant case of force majeure,
- b) labour disputes or strikes, or
- c) financial difficulties.

If the consequences of Force Majeure are not overcome within 12 weeks after such notification, either Party shall have the right to terminate this Award Agreement upon notification.

Article 13: Miscellaneous

13.1 Inconsistencies and severability

Should any provision of this Award Agreement become invalid, illegal, or unenforceable, it shall not affect the validity of the remaining provisions of this Award Agreement. In such a case, the Parties shall be entitled to request that a valid and practicable provision be negotiated which fulfils the purpose of the original provision.

13.2 No representation, partnership, or agency

No Party shall be entitled to act or to make legally binding declarations on behalf of the other Party. Nothing in this Award Agreement shall be deemed to constitute a joint venture, agency, partnership, interest grouping or any other kind of formal business grouping or entity between the Parties.

13.3 Notices and other communication

Any notice to be given under this Award Agreement shall be in writing to the addresses and recipients as listed below.

Formal notices:

If it is required in this Award Agreement that a formal notice, consent, or approval shall be given, such notice shall be signed by an Authorised Representative of a Party and shall either be served personally or sent by mail with recorded delivery or telefax with receipt acknowledgement.

Other communication:

Other communication between the Parties may also be affected by other means such as e-mail with acknowledgement of receipt, which fulfils the conditions of written form.

Any change of persons or contact details shall be notified immediately by the respective Party to the other Party.

13.4 Language

This Award Agreement is drawn up in English, which language shall govern all documents, notices, meetings, arbitral proceedings, and processes relative thereto.

13.5 Assignment and amendments

No rights or obligations of the Parties arising from this Award Agreement may be assigned or transferred, in whole or in part, to any third party without the other Parties' prior formal approval.

Amendments and modifications to the text of this Award Agreement including Annexes shall be made in writing and signed by Authorized Representatives of both Parties.

13.6 Mandatory national law

Nothing in this Award Agreement shall be deemed to require a Party to breach any mandatory statutory law under which the Party is operating.

13.7 Applicable law

The Agreement is governed by the applicable EU law, supplemented, if necessary, by the law of the Kingdom of Belgium.

13.8 Settlement of disputes

The Parties shall endeavour to settle their disputes amicably.

All disputes arising out of or in connection with this Award Agreement, which cannot be solved amicably, shall be finally settled before the courts of Brussels.

Nothing in this Award Agreement shall limit the Parties' right to seek injunctive relief in any applicable competent court.

Signatures

AS WITNESS:

The signature of a Party by means of a scan or digitization of the original signature (e.g. a scan in PDF format) or an electronic signature (e.g. via DocuSign), counts as an original signature with the same validity, enforceability, and permissibility.

Each Party receives a fully signed copy of the Award Agreement. The transfer of this copy by e-mail or via an electronic signature system will have the same legal force and legal effect as the transfer of the original copy of the Award Agreement.

EIT Climate-KIC HBV

Signature:



Name: Briana van Strijp

Title: COO

Date: 5/9/2024

City of Tampere

Signature:



Name(s): Kari Kankaala

Title(s): Director, Environment and Development

Date: 26/9/2024

NET ZERO CITIES

EU MISSION PLATFORM | CLIMATE NEUTRAL AND SMART CITIES

NetZeroCities Pilot Cities Programme, Cohort 3 (2024)

Mobility Mindshift – Co-designing a Mindshift for Sustainable Mobility

City of Tampere



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Proposal Details	
Call for Proposal	NetZeroCities Pilot Cities Programme, Cohort 3 (2024)
Title	Mobility Mindshift – Co-designing a Mindshift for Sustainable Mobility
Lead Organisation	City of Tampere
City	Tampere
Country	Finland
Grant Allocation Request	€600,000.00
Planned Project Start Date	01/09/24
Planned Project End Date	30/08/26
Proposal Start Date	15/08/24 10:55
Applicant Primary Contact	Maiju Juntunen
Primary Contact Email	maiju.juntunen@tampere.fi
Primary Contact Phone	
Proposal Stage	Submitted
Due Date	18/03/24 17:00
Proposal Submission Date	15/08/24
Re-submission Date	31/08/24

Project Description

Tampere's "Mobility Mindshift – Co-designing a Mindshift for Sustainable Mobility" pilot project aims to address the challenge of reducing mobility-based emissions in Tampere to achieve climate neutrality by 2030. Through transformative, experimental, and people-driven approaches, the project seeks to influence the behavior and mindset of students and young adults towards sustainable mobility. The project involves creating speculative scenarios for sustainable mobility by engaging students from vocational colleges and upper secondary schools in co-design workshops. These scenarios will be used to envision future mobility scenarios through urban gamification. The project also includes activities such as conducting mobility surveys, establishing a network of sustainable mobility lifestyle ambassadors, and organizing thematic days on sustainable mobility in schools. Evaluation and policy dialogue will be conducted to assess the project's impact and engage stakeholders in scaling up the results within city policy making and planning. Project management and communication activities ensure the effective coordination, engagement of relevant stakeholders and dissemination of project outcomes to policymakers at local, regional, national and EU levels. The pilot has been prepared and will be implemented in collaboration with Tampere University and its Gamification Group.

Proposal Overview

Lever(s)
Democracy and participation
Governance and policy
Learning and capabilities
Social innovation

Emissions Domain(s)
All vehicles and transport (mobile energy)

Organisation Roles	Organisation Name	Role	Type	Primary Contact	Website
City of Tampere - Collaborator	City of Tampere	Collaborator	Cities / Regions		https://www.tampere.fi/en
Tampere University - Collaborator	Tampere University	Collaborator	Education/Research		www.tuni.fi/en
City of Tampere - Proposal Lead	City of Tampere	Proposal Lead	Cities / Regions		https://www.tampere.fi/en

Project Roles	Contact	Role	Organisation	Email
PR-0881	Esa Kokkonen	Collaborator	City of Tampere	esa.kokkonen@tampere.fi
PR-0876	Maiju Juntunen	Proposal Lead	City of Tampere	maiju.juntunen@tampere.fi
PR-0883	Laura Inha	Collaborator	City of Tampere	laura.inha@tampere.fi
PR-0946	Maria Salonen	Collaborator	TAMPEREEN KORKEAKOULUSAATIO SR	maria.salonen@tuni.fi
PR-0947	Mattia Thibault	Collaborator	Tampere University	mattia.thibault@tuni.fi
PR-1013	Johanna Leino	Collaborator	City of Tampere	johanna.leino@tampere.fi

Work Plan

Work Packages

Work Package	Description
1. WP1: Preparing the pilot	WP1 includes needed tasks to prepare for the pilot implementation in WP2, and for related learning and sensemaking in WP3. WP1 activities include conducting a mobility survey among students to gather data on their mobility preferences and approaches to sustainable mobility as well as establishing a network of sustainable mobility lifestyle ambassadors. As a key activity preparing the pilot implementation on co-imagining sustainable mobility futures, the design space for the pilot will be defined by analyzing qualitative and quantitative data from the mobility survey, creating personas, and reviewing existing approaches to create a sustainable mobility mindshift. This activity will inform the development of strategies and interventions for the pilot implementation.
2. WP4 Managing and communicating the pilot	WP4 includes horizontal project activities from financial management and audit to communication and learning activities. The project will be coordinated by the City of Tampere Project Manager, contributing to cross-fertilization activities and facilitating the participation of city officials and key stakeholders. The Project Manager and the city units responsible for the pilot-related functions at the city are in close contact throughout the project timeframe to ensure successful delivery of the pilot. The project communication activities produce information of the project deliverables, activities and events in easily accessible way for all the key stakeholders, as well as local, regional, national and EU-level policymakers and officials dealing with climate and urban development policies. As regards EU-level learning activities, WP4 includes two two-day mentoring visits to peer cities, one meeting hosting peer cities for two days, as well as Tampere's participation in Cities Learning Programme.
3. WP3: Evaluation and policy dialogue on the pilot	WP3 focuses on evaluating, engaging youth in policy dialogue, and promoting interdepartmental learning and sensemaking regarding the pilot activities and results in WPs 1-2 creating a sustainable mobility mindshift among young adults in Tampere. WP3 starts with conducting a questionnaire for students and residents in the two residential areas involved in the pilot activities to assess the pilot's influence on their attitudes and behaviors related to sustainable mobility. Interdepartmental learning, sensemaking involves fostering collaboration among various city departments and agencies involved in sustainable mobility initiatives. A cross-departmental task force will be formed to facilitate learning and sensemaking. Learning and sensemaking events will be organized, building on speculative scenarios created in earlier activities, using a gamification approach to engage policymakers and students in envisioning future scenarios. These events aim to stimulate new approaches and collaboration and scaling up and transferring of the pilot results within the city policy making and planning related to sustainable mobility.
4. WP2: Implementing the pilot	WP2 description: WP2 includes tasks related to the pilot implementation. WP2 engages students in imagining various future scenarios for sustainable mobility through speculative design, transformative learning and urban gamification. WP2 focuses on creating speculative scenarios for sustainable mobility and organizing sustainable mobility lifestyle thematic

Work Packages

Work Package	Description
	days in four school units. Co-design workshops will be held with students from two Tredu units and two Tampere upper secondary schools, facilitated by Tampere University experts. The resulting scenarios, categorized as solutions from the far and near future, will be documented in various formats and contribute to the Atlas of speculative scenarios. Part of the scenarios will be connected to two existing residential areas in Tampere. WP2 also entails organizing thematic days on sustainable mobility lifestyle in schools and as part of them events in residential areas. These events will showcase the scenarios created and feature peer education elements where students and other citizens engage in role-play and body-storming. The network of sustainable mobility lifestyle ambassadors will be an integral part of the pilot. They will provide concrete examples from real life and make videos with students promoting a sustainable mobility lifestyle. Researchers will evaluate student responses, updating the Atlas of speculative scenarios.

Deliverables

Work Package	Deliverable	Start Date	End Date	Description
1. WP1: Preparing the pilot	D.1.1. Report of student mobility baseline survey results	01/09/24	31/12/24	Tampere University will carry out the survey, collect and analyze the results and prepare a survey report. This report will provide information on the current mindset of students for sustainable mobility lifestyle and their thinking for the longer term.
	D.1.2. Network of sustainable mobility lifestyle ambassadors	01/10/24	31/12/24	A voluntary network of sustainable mobility lifestyle ambassadors will be nominated. It will consist of motivated persons that are in their own lives devoted to sustainable mobility. Representatives of this network will participate as an important element in the WP2 pilot and WP3 learning and sensemaking sessions. After the pilot the network will be voluntary-based and cooperate with schools, and City of Tampere.
	D.1.3.2. Directory of virtuous case studies and approaches	01/01/25	28/02/25	A series of case studies that will be selected from existing projects related to sustainable mobility around the world. They can be initiatives, applications, specific policies, campaigns, design solutions, data visualization projects and so on. This helps us to look at what has been done elsewhere (especially what has worked or is particularly creative) and use it as a base for our designs. The directory is based on the literature, projects and cases review, where the most virtuous and promising cases are selected, organized in base of different categories (types of intervention, timescale, geographical location and similar) and briefly commented by the researchers.
	D.1.3.1. Set of personas embodying sustainable mobility needs and aspirations	01/01/25	28/02/25	A set of "personas" - set of fictional characters representing the diverse inhabitants of the city and embodying their mobility needs, motivation-factors and desires will be created based on A1.1 and A1.3. This set will help define the key variables and components relevant for imagining and designing future sustainable mobility. The set of sustainable

Deliverables				
Work Package	Deliverable	Start Date	End Date	Description
				mobility personas - urban archetypes - will be used by the city also after the pilot as a guideline to tailor sustainable mobility promotion activities to different types of citizen-groups.
2. WP4 Managing and communicating the pilot	D.4.2. Strong pilot impact through communication	01/09/24	30/08/26	The communication in the pilot project aims at gaining support in practical and political level to ensure high utilization, durability and impact of the pilot results.
	D.4.3. Increased impact through learning from peer cities	01/09/24	30/08/26	The climate policy and the delivery and impact of the pilot activities in Tampere will be strengthened through learning and exchange with European peer cities.
	D.4.1. High-quality pilot project delivery	01/09/24	30/08/26	High-quality pilot project delivery and reporting is ensured by efficient operational and financial project management. Continuous communication during the whole pilot supports the high-quality delivery.
3. WP3: Evaluation and policy dialogue on the pilot	D.3.2. Report on future scenarios on sustainable mobility	01/09/24	30/08/26	Report on future scenarios on sustainable mobility presented and gamified in the learning and sensemaking events between students and policy makers (including key elements and steps needed to the realization of the scenarios).
	D.3.1. Evaluation report on the pilot impact among students	01/05/26	30/08/26	The evaluation will be made as a questionnaire that is similar to the A1.1 baseline study. By answering to questionnaire, the students will analyse the impact of the pilot for their mindset related to sustainable mobility and a sustainable mobility lifestyle.
4. WP2: Implementing the pilot	D.2.1 Atlas of speculative sustainable mobility scenarios	01/03/25	31/12/25	This is a portfolio of different future visions based on the speculative design workshops organised for students. This will be in a form of a website that organizes the different visions (utopian vs dystopian, short term vs long term) and hosts all the different texts and materials that explain it. Different visions can be contained in various texts such as short stories, pictures of prototypes, videos of bodystorming sessions, videoscetches, storyboards etc.
	D.2.2. A concept of a sustainable mobility lifestyle thematic days for schools	01/03/25	31/05/26	This will be a script how to organise sustainable mobility lifestyle thematic days so that the students have an active part in the process. Co-design workshops for students, urban gamification and real-life examples of sustainable mobility lifestyle ambassadors are an integral part of the concept. Pilot contact persons at Tampere vocational school Tredu and Tampere upper secondary schools will coordinate drafting the concept.

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
1. WP1:	D.1.1. Report of	A.1.1. Mobility baseline survey for	01/09/24	31/12/24	At first, a baseline study will be prepared (lead by

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
Preparing the pilot	student mobility baseline survey results	the students			<p>Tampere University). This will be an online questionnaire that will be sent to the students at Tampere Vocational College Tredu (part of City of Tampere), Tampere upper secondary schools (part of City of Tampere), Tampere University and Tampere University of Applied Sciences.</p> <p>The survey supports informing target groups (students/young adults) about the pilot as well as supports their engagement. The survey will cover e.g. the following types of questions:</p> <ul style="list-style-type: none"> - Which residential area do the students live in? (without personal data) - What are their mobility preferences and accessibility needs? - What forms of transport do they use? - What works well and where improvements are needed in current cycling, walking and public transport conditions and practices? - Do you own a car /are you planning to buy a car at some point in life – why do you think own car is needed? - What would be needed to enable a sustainable mobility lifestyle for the next 10 years (after studies are over, you have a job and possibly children)? <p>Tampere University will carry out the survey, collect and analyze the results and prepare a survey report. The survey results will be used to make detailed planning of the WP2 pilot activities. The data will be used to identify the current mindset/approach of young adults and their</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					challenges related to sustainable mobility. The data will also be used to create a few Personae - personifications of the different types of groups of people highlighted by the data to support the speculative design approach in WP2.
	D.1.2. Network of sustainable mobility lifestyle ambassadors	A.1.2. Forming a network of sustainable mobility lifestyle ambassadors	01/10/24	31/12/24	<p>Open call will be organised by the City of Tampere to find persons who manage their life without owning a car or participate e.g. in car sharing. A group of 10-15 people representing different ages will be nominated as “sustainable mobility lifestyle ambassadors” based on the call and set criteria. About half of these ambassadors will be representatives of student associations and half of them other residents. They will act as ambassadors and “buddies” of sustainable mobility for the students. Ambassadors will be trained by each other by sharing experiences and identifying the key issues affecting their own mobility choices in a joint meeting. In addition, an online platform (e.g. Howspace) will be established to support their interaction.</p> <p>The sustainable mobility lifestyle ambassador network will be a network of volunteers devoted to sustainable mobility. They will provide examples from their lives and experiences. Their example will encourage youth and show them in practice how to manage your life without owning a car and how to use new ways to substitute a private car.</p> <p>This network will be involved in the WP2 pilot</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>implementation and contribute also to policy dialogue in WP3. After the pilot, this network will be voluntary-based, and the ambassador network continues providing their example for the youth and cooperate especially with schools in Tampere. They will visit the Tampere Vocational College Tredu units, Tampere upper secondary schools, Tampere University and Tampere University of Applied Sciences 1-2 times a year and promote sustainable mobility choices among students with concrete examples from their own lives. For example, they show how carbon-free mobility has actually increased the quality of their lives, how much money can be saved and provide example of organising a shared car with your neighbors.</p> <p>The network will follow the principle of recruiting a new volunteer if one needs to quit the network. A contact person from the City of Tampere will be nominated for the sustainable mobility ambassadors' network. This contact person will support the utilisation of the network in sustainable mobility events and actions of the city and schools.</p>
	D.1.3.2. Directory of virtuous case studies and approaches	A.1.3. Defining the design space	01/09/24	31/01/25	<p>This is a preparation activity, lead by Tampere University, dedicated to the definition of the design space of the pilot. Inspired by the paradigm of research through design (Gaver, W. (2012). What should we expect from research through design?. In Proceedings of the SIGCHI conference on human factors in computing systems (pp. 937-946) , this activity aims to define the key variables and</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>components relevant for imagining and designing future sustainable mobility.</p> <p>On the one hand, the activity will build a contextual understanding of sustainable mobility within Tampere and in relation to the target group through an analysis of the qualitative and quantitative data collected in Activity 1.1. This will allow an informed perspective on the needs and challenges perceived by the city's youth, as well as the creation of "personas": a set of fictional characters representing the diverse inhabitants of the city and embodying their needs, aspirations and desires.</p> <p>On the other hand, this activity will gain additional knowledge on existing approaches to creating a sustainable mobility mindshift, combining an academic literature review of relevant studies on the topic, a project review of relevant approaches (such as Horizon projects MUV2020 about gamification for promoting sustainable mobility choices, and METPEX focusing on Passenger Experience), and a case review of key artifacts, applications and initiatives that promote sustainable mobility.</p> <p>This activity will build a solid base for the implementation phase, combining contextual awareness of the situation in Tampere with applicable knowledge about the international state of the art in promoting sustainable mobility</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					choices. These are key to delineate key challenges, main motivations, and effective strategies to pursue the project's goals.
	D.1.3.1. Set of personas embodying sustainable mobility needs and aspirations				
2. WP4 Managing and communicating the pilot	D.4.2. Strong pilot impact through communication	A.4.2. Communication activities	01/09/24	30/08/26	<p>City of Tampere (the city communication department and PM) has the main responsibility for creating overall visibility for the pilot project, identify communication opportunities and coordinate participation and presentations in relevant events. Both City of Tampere and Tampere University participate in the pilot's internal and external communication activities.</p> <p>City of Tampere will prepare the pilot's presentation material, press releases and news articles on the city's website, and design targeted communication messages. Digital communication and local media relations will play an important role in the pilot, and the pilot will be active in social media communication. The pilot's kickoff and final events, as well as various events with stakeholders and mentoring visits, are key events for the pilot communication and dissemination. Communication tools such as a digital project brochure and videos will also be produced and utilised. The videos will be made in cooperation</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					with the involved students and the sustainable mobility lifestyle ambassadors.
	D.4.3. Increased impact through learning from peer cities	A.4.3. Learning from peer cities	01/09/24	30/08/26	This activity consists of Tampere's participation in and contribution to the Twinning Learning Programme (one visit of two days to Twin Cities, two in-person meetings hosting Twin Cities for two days, and online work).
	D.4.1. High-quality pilot project delivery	A.4.1.1. Operational project management	01/09/24	30/08/26	At the operational level, the pilot project will be coordinated by the City of Tampere Project Manager (PM) and project experts from Tampere University, Tampere Vocational College Tredu and Tampere upper secondary schools, forming the Pilot Management Team (PMT). PMT will meet bi-weekly and communicate regularly via emails and phone ensuring coordination and up-to-date sharing of information. The City of Tampere PM leads PMT and is responsible for management and timely execution of the pilot as well as for overall coordination of the pilot activities, monitoring of the pilot implementation and progress and reporting. An internal online communication and document sharing platform will be used daily. The City of Tampere PM is the main representative of the pilot project, including participation and presentations in relevant events. PM also coordinates the work of the cross-departmental task force on learning and sensemaking (Activity 3.3) and acts as a systemic innovation focal point of the city. This activity also includes preparing and maintaining a quality

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					assurance plan by the City of Tampere and PMT. This will include a standard internal review process for all deliverables within the pilot to ensure that pilot activities and deliverables adhere to the defined quality standards. A risk management strategy and risk mitigation plan will be also prepared that outline specific actions to reduce or eliminate identified risks. The City of Tampere and PMT supervises the pilot progress and prepares milestone reviews.
		A.4.1.2. Financial management, audit and reporting	01/09/24	30/08/26	The City of Tampere PM follows the pilot budget and ensures that possible adjustments to the budget are made according to programme rules in time. Tampere City's Project Management Office will support the pilot financial implementation and offers financial services for the pilot. The office will work in close connection with PM to monitor the cost eligibility and budget spending. Budget spending of the pilot is followed in three months periods and linked to the city's budgeting timeframe. The City of Tampere PM is responsible for the preparation and submission of the pilot interim (RP1) and final (RP2) reports on behalf of the consortium. Tampere University is responsible for the financial management and reporting related to its own pilot spending, supported by the pilot financial management and reporting guidelines provided by the City of Tampere PM. Tampere City and Tampere University have both budgeted costs for pilot's financial auditing services (for the RP2, final report). The final report auditing is carried out by an external service provider

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					according to the programme rules.
3. WP3: Evaluation and policy dialogue on the pilot	D.3.2. Report on future scenarios on sustainable mobility	A.3.2. Learning and sensemaking	01/09/24	30/08/26	This activity promotes interdepartmental learning and sensemaking within a city administration on creating a sustainable mobility mindshift among young adults, and policy dialogue between students and young adults and city policy makers. The activity fosters collaboration, exchange and alignment of goals and resources across different service branches, units and in-house agencies within the city administration that have a role to play in promoting sustainable mobility among young adults. This includes the city administrative and planning units e.g. for transportation, urban planning and education, as well as the city in-house entities EcoFellows Ltd (an in-house company developing projects and services supporting sustainable development) and Tampereen Tilapalvelut Ltd (an in-house company responsible for construction and property maintenance services, also covering sustainable mobility in schools related investments). The objectives for interdepartmental learning and sensemaking initiatives align with the overall goal of creating a sustainable mobility mindshift among young adults in Tampere, and include fostering behavioral change through co-creation based on understanding needs, challenges and gaps, increasing awareness, improving infrastructure, enhancing education programmes, as well as encouraging the initiation and development of cross-departmental projects and initiatives that

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>address various aspects of sustainable mobility among young adults. The activity starts with conducting a needs assessment to identify existing knowledge gaps, resources and challenges related to sustainable mobility mind shift among young adults. A cross-departmental task force, meeting four times a year during the project, and comprising representatives from each relevant unit or agency will be also formed to facilitate learning and sensemaking.</p> <p>Building on D.2.1 (Atlas of speculative sustainable mobility scenarios) and using a gamification approach, four learning and sensemaking events will be organized (facilitated by Tampere University). Policymakers from the City of Tampere will engage with the Atlas of speculative sustainable mobility scenarios (as updated in Activity 2.2). To stimulate a more horizontal discussion, this engagement will take the form of a game. According to Tan (Tan, E. (2017). Play the city. Games informing urban development, Jap Sam Books), games have been used effectively to promote democratic city-planning efforts that escape the usual top-down approaches. Games can bring different stakeholders to the same level (no matter if policy makers, experts or simple citizens) as everyone is equal in front of the rules of a game. We will develop and ad hoc game, which will be the third step of this activity, after familiarization with the scenarios:</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>1) Student presentations. The students will present some of their future scenarios, possibly in the real areas for which they have been designed.</p> <p>2) Testing. The policymakers will assume the identities of personas created with the help of facilitators from Tampere University, embodying some citizens from future Tampere. Together with the students, they will engage in role play and body-storming activities similar to those of 2.2, gaining firsthand knowledge about different scenarios and future visions.</p> <p>3) The game: "Speculative City Council". In this game policymakers and students (possibly accompanied by other stakeholders) will participate in a fictional City Council from the future. Participants will be divided into teams, each with one specific future scenario to achieve. Each future scenario will have a clear take on sustainable mobility articulated in different steps or elements. Each team will have the opportunity to propose new rules and laws that they believe will lead to the realization of their own scenario. They will have to discuss and negotiate with the other teams to get their resolutions approved by a majority. For example, a team focusing on a scenario based on solar powered self-driving e-scooters might want to propose the realization of appropriate mobility infrastructure but might need to negotiate with a team aiming at a scenario based on nuclear-powered drones that has</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>different priorities. The team that accomplishes their scenario first wins – but the game is especially a moment of reflection to think together which measures could facilitate which sustainable actions. A final discussion at the end of the game will be dedicated exactly to these themes.</p> <p>The activity also includes a joint seminar on sustainable mobility lifestyle which will be organized between the Tampere Youth Council, representatives of Tampere pupil and student body boards from general upper secondary schools and secondary vocational institutions, the Student Unions of Tampere University and Tampere University of Applied Sciences and the city policy and decision-makers. The seminar includes inspiring presentations by the sustainable mobility ambassadors and presentations by the student representatives /student unions. The participants of the seminar will be sustainable mobility ambassadors, students, other citizens and pilot stakeholders.</p>
	D.3.1. Evaluation report on the pilot impact among students	A.3.2. Evaluation	01/05/26	30/06/26	An online questionnaire will be made by City of Tampere for students of Tampere Vocational College Tredu and Tampere upper secondary schools. The aim is to evaluate the impact of the pilot to their attitudes and behavioural incentives related to a sustainable mobility lifestyle. The evaluation questionnaire will be made based on the baseline questionnaire of A.1.1.

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
4. WP2: Implementing the pilot	D.2.1 Atlas of speculative sustainable mobility scenarios	A.2.1. Co-imagining sustainable mobility futures	01/03/25	31/12/25	<p>This activity aims to involve Tampere youth in imagining a wide array of possible interventions and future scenarios regarding sustainable solutions to the city's mobility needs. It is rooted in three cardinal approaches:</p> <p>1) Speculative design. This is an approach to the future that privileges creativity, out-of-the-box thinking and imagination over the attempt to make accurate predictions². Rather than focusing on the most likely developments, speculative research prefers to imagine a wide variety of futures, some more likely than others, so to explore different possible choices, strategies and developments and their consequences. Speculative design projects can be utopian, and work as possible blueprints of desirable tomorrows, or dystopian, highlighting contradictions and power imbalance and working as cautionary tales. In any case, speculative design is always critical: it is well aware of issues related to social justice, equal opportunities, accessibility, rights, and ethics, and upholds them in its design.</p> <p>2) Transformative learning. This project's speculative design activities are also an opportunity of “learning by doing” for the young participants. By participating in the workshops, engaging with the personas and virtuous cases, and collaborating with the Ambassadors (and possibly other experts and residents) they will gain in depth knowledge of the design and behavioral</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>issues and dimensions related to sustainable mobility. These experiences are particularly indicated to support transformative learning – which goes beyond acquiring knowledge but promotes mind shifts, change in understanding of the world, and creation of values.</p> <p>3) Urban Gamification. In order to avoid top-down solutions and paternalistic approaches, this activity adopts urban gamification as a key approach. Urban gamification builds on the idea that playfulness and creativity can ensure citizens' right to the city³ and allow them to reappropriate urban spaces. Differently from other forms of gamification, it privileges bottom-up approaches and free play over game design elements and clear rules. Examples of urban gamification such as Parkour or Pride Parades have had profound effects on cities and societies⁴.</p> <p>Based on these approaches, we will organize a series of co-design workshops on sustainable mobility, involving students in two Tredu units and in two Tampere upper secondary schools. The workshops will build on the results of activity 1.3 and make use of a series of design methods (value ladders, brainstorming techniques, low-fi prototyping, role-playing personas) to ideate a series of possible future strategies and interventions for sustainable mobility in Tampere. Some of the scenarios will be made for 2 selected residential areas, for example two of the focus</p>

Activities					
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					<p>residential areas of the Climate Neutral Actions development programme of the city. Ambassadors and stakeholders (experts, representative of associations of citizens with mobility needs, residents of the selected residential areas interested in the design activities) will be invited to join the workshops, which will be facilitated by Tampere University, Tredu and Tampere upper secondary schools experts.</p> <p>The scenarios and solutions will be embodied by proof of concepts, videosketches, short stories or similar, and will be articulated around two categories:</p> <p>A – Solutions from the far future. These are the most creative scenarios, that do not take into account technological feasibility, but instead push the boundaries of imagination.</p> <p>B – Solutions for the near future. These are more realistic scenarios. While still creative and playful, they will take in consideration some degree of feasibility as well.</p> <p>This activity has a double objective: on the one hand, the workshops will participate in the creation of an Atlas of speculative sustainable mobility scenarios, offering a wide array of imaginative and creative strategies and solutions. On the other hand, the activity will raise the level of awareness of students around these issues and aims to have</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					a transformative effect on them.
	D.2.2. A concept of a sustainable mobility lifestyle thematic days for schools	A.2.2. Organizing thematic days on sustainable mobility lifestyle at Tredu	01/03/25	31/05/26	<p>Sustainable mobility thematic days showcasing the advantages of sustainable mobility lifestyles for students will be organized in two units of Tredu and two Tampere upper secondary schools. Thematic days (2-3 days) will be organised within existing European mobility week in autumn 2025 and national cycling week in spring 2026.</p> <p>During the thematic days, the students who participated in the speculative workshops will showcase the scenarios they created to the others, adding an element of peer education to the project. Peer education is considered particularly effective when it relates to behavioral change. Additionally, sustainability has often a generational connotation, and younger generations sometimes resent the previous ones for the economic and consumption models that have brought to the climate crisis. Peer education, in this case, is likely to be particularly effective – and reduce the risk of a top-down or paternalistic approach.</p> <p>The students participating in the thematic days will have the possibility to engage actively in the scenarios through role-play (participants can role play different stakeholders from future Tampere and react to the speculative design scenarios, offering commentary, highlight how their characters might be affected by it and similar) and body-storming (a sort of pretend play activity,</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>where participants engage with low-fi prototypes and proof of concepts as if they were real, “testing” them in the real world). Facilitators from Tampere University will help the students engage with these seriously silly activities with different methods (ice breakers, magic glasses, costumes, guided play and similar).</p> <p>Representatives of the network of sustainable mobility lifestyle ambassadors (established in A1.2) will visit schools during the thematic days, contribute to peer learning and present inspiring examples on how to manage your life without owning a car or implement other solutions to reduce carbon emissions from mobility. They also make short videos in cooperation with the students about a sustainability mobility lifestyle. These videos will be disseminated via school channels and the City of Tampere communication channels.</p> <p>Engaging in scenarios will be connected to the selected residential areas in Tampere. These sustainable mobility scenarios for the real residential areas will also be used in events organised in the selected two residential areas (one event/area). In the events at residential areas, the students who participated in the speculative workshops will showcase the scenarios they created related to sustainable mobility in the areas. The residents participating in the events will have the possibility to engage</p>

Activities					
Work Package	Deliverable	Activity	Start Date	End Date	Description
					<p>actively in the scenarios through role-play and body-storming. These scenarios for the residential areas will be presented also in the WP3 events.</p> <p>The interactions between the students and the scenarios will be monitored by researchers from Tampere University, which will use ethnographical methods to evaluate the students' response to the scenarios and use it to update the Atlas of speculative sustainable mobility scenarios (Deliverable 2.1).</p>

Risks

I. Risk Register - Project risks

Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	CoreProbability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
1. Management and resource constraints		Project management and coordination related challenges or deficiencies e.g. due to major personnel changes in partner organisations or organisational or resource related changes of challenges in schools where many pilot activities are implemented, and causing delays in implementation of the activities and deliverables.	Governance & Management	Short-term	Low	High	High	2	4	8	High	Efficient and high-quality project management and monitoring. Active dialogue and close cooperation between partners, and reaction in time to emerging challenges. Effective organisation of the Project Management Team work. Regular reviewing of the project budget and timelines, and identifying opportunities for skill development and training.
2. Local political constraints		Risk of political resistance/polarization related to utilization of the	Strategic	Long-term	Low	Very High	Medium	2	5	10	High	The strong alignment of the project goals and approach to the city strategy and long-

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score/Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
		project's experimental participation and co-creation methods, and to the sustainability, durability and scaling up of the project results.										<p>term development programmes, and strong cross-departmental involvement and commitment from the highest level of the city decision making. Regular review of the project in relevant city management groups and boards.</p> <p>Active cross-departmental communication and general project communication to the public and stakeholders on the results and importance of the project and its innovative approaches promoting mobility mindshift, as part of the city's climate policy and strategy</p>

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score/Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
												commitments and priorities.
3. Public backlash and low participation		Failure to adequately engage citizens/students (co-design events or surveys) or address concerns, not sufficient allocation of time and resources by students for their needed contributions to co-creation activities, or feeling/feedback by involved students/citizens that their engagement or participation did not matter/have an impact could result in low overall impact of the project and negative publicity.	Strategic	Long-term	Low	Very High	High	2	5	10	High	<p>Strong strategic commitment to focus on citizen engagement and co-creation. Provision of inclusive, new and attractive ways for citizen engagement and co-creation. Important role of the city's vocational and upper secondary schools in the project implementation, and integration of the project into their sustainability strategies and related educational programmes.</p> <p>Active dialogue, information sharing, communication and cooperation with stakeholders.</p>

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score/Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
												<p>Efficient, inspiring and engaging delivery of co-creation activities, and if needed, flexibility in timing of activities. Taking of citizens/students' views and conditions into account from the start.</p> <p>Conducting mobility survey in the beginning of the project and evaluation survey at the end to gather citizen/student input and address concerns proactively.</p> <p>Active communication of the project results from the citizen-perspective. Maintaining open channels of communication about project objectives,</p>

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
												progress, and outcomes. Utilizing social media, press releases, and public forums to disseminate information. Establishing a robust feedback system to collect feedback and suggestions during all project phases, thus allowing for timely course corrections.
4. Co-design approach and methodology constraints		Unsuccessful adoption of the project's selected co-design approaches (speculative design, transformative learning and gamification) and methods (value ladders, brainstorming techniques, low-fi prototyping, role-playing personas,	Operational	Medium-term	Medium	High	High	3	4	12	Medium	Involvement of a leading multidisciplinary research group on the selected co-design approaches and methods (Tampere University Gamification Group) as a project partner as a partner responsible for the pilot's co-design methods and activities, the selection and utilisation of the

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score/Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
		peer education) in co-design workshops and thematic days and related deficiencies of created sustainable mobility scenarios.										approaches and methods based on latest and leading research evidence and results, and sufficient resources and budget allocation for university's role and high-level scientific and pedagogical expertise in the implementation of the co-design activities. In connection with the planning of the co-design activities, gaining additional knowledge on the approaches to creating a sustainable mobility mindshift, combining an academic literature review of relevant studies on the topic, a project review of relevant approaches

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score/Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
												and a case review of key artifacts, applications and initiatives that promote sustainable mobility.
5. Constraints related to using gamification as an approach to policy dialogue		Not sufficient level of commitment and contribution of policymakers to engaging with students-created speculative sustainable mobility scenarios in WP3 learning and sensemaking events, using a gamification approach, and to the adoption of new approaches and policy innovations towards the realization of the future sustainable mobility scenarios.	Operational	Long-term	Medium	Very High	High	3	5	15	High	<p>Conducting a needs assessment to identify existing knowledge gaps, resources and challenges related to sustainable mobility mindshift among young adults.</p> <p>Forming a cross-departmental task force comprising representatives from each relevant unit or agency to facilitate learning and sensemaking, and in it, active reflecting on the progress and results of the project activities at schools and with students.</p>

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score/Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
												<p>Active cross-departmental communication and general project communication to the public and stakeholders on the results and importance of the project and its innovative approaches promoting mobility mindshift, as part of the city's climate policy and strategy commitments and priorities.</p> <p>Involvement of the city's strategic urban development partner, Tampere University and its Gamification Group, as a project partner, and a strong scientific basis of the selected pilot approaches and</p>

I. Risk Register - Project risks												
Risk name	Deliverable/ Activity name	Description	Category	Risk Horizon	Probability	Potential Impact	Control over Risk	Score Probability	Impact Score	Overall Score	Priority	Mitigation Strategy Description
												methods.

Impact Framework

Proposal Form

Pilot City Application Details	
Project acronym	Mobility Mindshift
Is this a multi-Mission-city application?	No
City department (or equivalent) engagement	<p>1) Tampere service branch on Urban Environment and Infrastructure Services and its service groups and units:</p> <ul style="list-style-type: none"> - Climate and Environmental Policy Unit of Tampere Sustainable City service group: the Unit prepares, coordinates and monitors the implementation of the City's environmental and climate policy guidelines. The Unit guides, engages and supports City organization's other units, business areas and subsidiaries to act in accordance with the City's environmental and climate policy and sustainable development commitments. In cooperation with its stakeholders, the unit promotes environmentally friendly lifestyles and responsible activities. This pilot complements well the existing actions of the Unit as well as City strategic development programme "Carbon neutral actions" that the Unit coordinates. Climate and Environmental Policy Unit will coordinate and have the main responsibility of the pilot project and durability. - Traffic Planning Unit is responsible for the city transport planning. The Unit will utilize the pilot results and information from the surveys in the city's transport planning and participate in WP3. - Public Transport service group is responsible for the city's assessment of public transport needs and their evolution, for example public transport planning (routes, timetables, stops etc). The service group will utilize the pilot results and information from the surveys in the city public transport planning and participate in WP3. <p>2) City of Tampere service branch on 'Growth Services' and its service units on Upper Secondary School Education, Vocational Training and Real Estate and Housing Policy' participate in WP3.</p> <ul style="list-style-type: none"> - Tampere Vocational College Tredu: Tredu is responsible for cooperating with City of Tampere and Tampere University in preparing and implementing the pilot at selected two Tredu units. - Tampere upper secondary schools cooperate with City of Tampere and Tampere University in preparing and implementing the pilot in two upper secondary schools in Tampere.
Stakeholders	<p>The city of Tampere and Tampere University are planning to collaborate with the following stakeholder groups:</p> <ol style="list-style-type: none"> 1) Students that study at Tampere University, Tampere University of Applied Sciences, Tampere Vocational College and Tampere Upper Secondary Schools: the key target group that participates in preparing and implementing the pilot. 2) Student unions of the same schools

- 3) Entrepreneurship study programme “Proacademy” at Tampere University of Applied Sciences
- 4) Citizens of two residential areas, that will be engaged in the co-creation process with the students.
- 5) Tampere Youth Parliament
- 6) Joint Authority of Tampere City Region, of which city of Tampere is part of (8 municipalities in total), has responsibilities e.g. public transport, walking & cycling, climate work, land use
- 7) In-house entities of the City of Tampere: EcoFellows Ltd (an in-house company developing projects and services supporting sustainable development), Tampereen Tilapalvelut Ltd (an in-house company responsible for construction and property maintenance services, also covering sustainable mobility in schools related investments).
- 8) NGOs and communities - e.g. local bicycle associations and other citizen associations - representing citizens, supporting pilot communication and engaging citizens in participatory activities and events with both the city and the university
- 9) NGOs like The Finnish Association of People with Physical Disabilities and The Finnish National Youth Council Alliance to ensure the groups which are the most vulnerable and often least active are reached
- 10) Media (e.g. local newspapers)

Please confirm that you have uploaded the city/cities' letter(s) of support in the Files section

Confirmed

Project Overview

Pilot City overview (max 2,500 characters)

Currently, the greatest challenge faced by Tampere in its efforts to achieve climate neutrality by 2030 is related to mobility-based emissions. This is a complex challenge, involving several dimensions and characterized by a slow rate of change. The ability to influence regulations and replacing fossil fuels with alternative fuels is limited at the city level. For this reason, the City of Tampere is focusing on increasing the use of sustainable travel modes, with the aim to reach a share of 69 % of sustainable choices by 2030. These efforts have been directed to strengthening infrastructure – the city has recently invested in and keeps investing in bike lanes, city bikes and public transport. However, infrastructure alone is not enough, as a general attitude preferring private cars is still strong among the citizens.

This pilot will face this challenge by adopting creative bottom-up approaches to imagine and foster a sustainable mobility transformation encompassing different aspects of urban life. The project will directly engage students and young adults living in Tampere through experimental, and people-driven approaches, to rethink together the city’s mobility and promote a mind shift leading away from car-centrism. To do so, the pilot will make use of participatory methods oriented towards speculative design, transformative learning and urban gamification. Rather than providing top-down information, the pilot enables students to engage in finding solutions for sustainable mobility in different stages of life (life during studies, establishing a family, work life etc.) through both imagination and real-life examples. Experts, stakeholders, and a network of sustainable mobility lifestyle ambassadors will support the youth throughout the process.

The pilot offers several scalable outcomes: 1) a voluntary-based network of sustainable lifestyle ambassadors that cooperates with the city and visit

schools, 2) a concept of co-creative sustainable mobility lifestyle thematic days for schools, 3) a model of people-driven co-designing and gamification process to foster sustainable lifestyles 4) a set of sustainable mobility personas and 5) an Atlas of future scenarios serving as blueprint and inspiration for similar initiatives in other cities. The pilot communication and dissemination activities will create a sustainable mobility related interactive operational model between different city units.

Pilot City Alignment - Please identify where your pilot activities align and link to the NZC Pilot Cities Programme's eligible activities and provide a brief description
Deploying technology, product, process, service, solution, policy, governance model
No
Strengthening cities use of scientific research
Yes
Strengthening cities use of scientific research: Please briefly describe the above selected alignment of proposed pilot activities (max 2500 characters)
<p>In seeking to influence the behavior and mindset of students and young adults towards sustainable mobility, the utilisation of the pilot's transformative, experimental, and people-driven approaches, and methods grounded on speculative design, transformative learning and urban gamification, is based on the latest and leading research evidence and results on the potential impact and usefulness of those approaches. The pilot project involves a leading multidisciplinary research group on the selected co-design approaches and methods (Tampere University Gamification Group) as a project partner responsible for the adoption of those science-based and innovative co-design methods in the pilot activities.</p> <p>The speculative design approach utilized in the speculative workshops with students (A.2.1) is an approach to the future that privileges creativity, out-of-the-box thinking and imagination over the attempt to make accurate predictions (Wong, R. Y., & Khovanskaya, V. (2018). Speculative design in HCI: from corporate imaginations to critical orientations (pp. 175-202). Springer International Publishing.). In order to avoid top-down solutions and paternalistic approaches, this activity also adopts urban gamification as a key approach. Urban gamification builds on the idea that playfulness and creativity can ensure citizens' right to the city and allow them to reappropriate urban spaces (Purcell, M. (2002). Excavating Lefebvre: The right to the city and its urban politics of the inhabitant. GeoJournal, 58, 99-108.). Differently from other forms of gamification, it privileges bottom-up approaches and free play over game design elements and clear rules. Examples of urban gamification such as Parkour or Pride Parades have had profound effects on cities and societies (Thibault, M. (2019) "Towards a Typology of Urban Gamification" Proceedings of HICSS 2019, pp. 1476-1485.).</p> <p>During the thematic days in A.2.2, the students who participated in the speculative workshops will showcase the scenarios they created to the others, adding an element of peer education to the project (McKeganey, Steve Parkin, Neil. "The rise and rise of peer education approaches." Drugs: education, prevention and policy 7.3 (2000): 293-310.). Peer education is considered particularly effective when it relates to behavioral change. The students participating in the thematic days will have the possibility to engage actively in the scenarios through role-play and body-storming. Facilitators from Tampere University will help the students engage with these 'seriously silly' activities</p>

with different methods (ice breakers, magic glasses, costumes, guided play and similar) (Blythe, M., Andersen, K., Clarke, R., & Wright, P. (2016, May). Anti-solutionist strategies: Seriously silly design fiction. In Proceedings of the 2016 CHI Conference on Human Factors in Computing Systems (pp. 4968-4978).).

Also in engaging policymakers from the City of Tampere with the Atlas of speculative sustainable mobility scenarios (as updated in Activity 2.2), a gamification approach will be used. According to Tan, games have been used effectively to promote democratic city-planning efforts that escape the usual top-down approaches (Tan, E. (2017). Play the city. Games informing urban development, Jap Sam Books.). Games can bring different stakeholders to the same level (no matter if policy makers, experts or simple citizens) as everyone is equal in front of the rules of a game.

Establishing new knowledge, building capacity and capabilities

Yes

Establishing new knowledge, building capacity and capabilities: Please briefly describe the above selected alignment of proposed pilot activities (max 2500 characters)

Learning with and from local stakeholders and building capacities based on that are in the core of the pilot. Furthermore, European cooperation, sharing with and learning from European peer cities is an important element in this pilot project, and in climate policy of Tampere in general. The pilot improves understanding and builds capacities of city governance and the engaged stakeholders, especially students and young adults living in Tampere in following way: In WP1 mobility survey among students is conducted to gather data on their mobility preferences, motivation-factors and approaches to sustainable mobility and to create a set of mobility personas which is supported by A1.3 international case studies. Defining a set of mobility personas will provide new knowledge for preparing the pilot and is useful also after the pilot in any actions promoting sustainable mobility. It also provides new knowledge for involved city units on the current mindset of students for sustainable mobility lifestyle, their thinking and aspirations for the longer term.

WP2 pilot implementation establishes new knowledge, builds capacity and capabilities through strengthening and concretizing the visions and views of the younger generation on sustainable urban mobility and their delivery and impact in the framework of urban policymaking and planning. In WP2, speculative scenarios for sustainable mobility are created, and sustainable mobility lifestyle thematic days organized in schools. Concrete examples of “how to manage your life without a private car” and other low-carbon mobility solutions will be provided by the sustainable mobility ambassadors. These real-life examples showing the benefits of sustainable mobility will encourage youth and build their capacities to imagine and implement low-carbon life. The ambassadors also contribute to policy dialogue, interdepartmental learning and sensemaking with policymaking in WP3.

Building on speculative scenarios created by students and using a gamification approach, the pilot engages policymakers and students in envisioning future scenarios. The aim is to stimulate new approaches, policy innovations and collaboration within the city policy making and planning towards the realization of the future sustainable mobility scenarios. To facilitate capacity-building, a cross-departmental task force comprising representatives from each relevant city unit or agency will also be formed.

Building more collaborative communities

Yes
Building more collaborative communities: Please briefly describe the above selected alignment of proposed pilot activities (max 2500 characters)
<p>In the pilot, a series of participatory design workshops will engage citizens, mainly young adults/students at Tampere Vocational College and Tampere upper secondary schools (approximately 120 will participate in the co-design workshops) and challenge them to co-create speculative scenarios for sustainable mobility, ranging from simple applicable solutions to creative and out-of-the-box approaches stimulating the imagination of new alternatives to current paradigms. The speculative scenarios created by students, will be disseminated, and tested (A2.2) with the citizens in events inspired by principles of peer-education, and will be the basis for engaging (A3.2) local policymakers in envisioning future scenarios with the students, in game-based and creative ways. The aim is to stimulate new approaches, policy innovations and collaboration within the city policy making and planning towards the realization of the future sustainable mobility scenarios.</p> <p>This pilot will also establish a voluntary-based network of sustainable mobility lifestyle ambassadors. They will be motivated persons to share their experience from real life and support the youth to imagine alternatives for a car-free life. This sustainable mobility community will continue cooperating with the city and schools also after the project.</p>

EU Dimension and complementary activities
EU, national, regional policy alignment (max 5000 characters)
<p>The city of Tampere's climate, energy and environmental ambitions are well in line with those of the EU. The city is not just a member of the 100 Climate-neutral and smart cities by 2030 but has also joined Mission on Adaptation to Climate change. The city's Sustainable Urban Mobility Plan received the SUMP Award in 2022. The city is also signatory to Green City Accord and was selected as a member in the Greening Cities partnership of the EU Urban Agenda. The pilot activities of the proposal influencing to the mindset of young adults towards sustainable mobility with the ultimate aim to increase the share of sustainable mobility modes are aligned with the European Green Deal, the climate objectives and the Sustainable and Smart Mobility Strategy (and related Action Plan).</p> <p>In national policy, the target for transport emissions reduction is aligned with Tampere's climate budget target. In its medium-term climate change policy plan, the national government focuses its efforts on the change to alternative propulsion and commits to providing financial support for more sustainable urban mobility. Through the pilot actions described here, Tampere aims to boost the sustainable mobility shift necessary to support the national policy plan. On a regional level Tampere works together with all the neighbouring municipalities that have also committed to being carbon-neutral by 2030. Many of these municipalities are smaller, but they cooperate in traffic planning. The unit in charge of public transport is a regional actor.</p> <p>The role of interaction between the citizens and decision-makers and the co-creation dimension within the quadruple helix stakeholders is essential in this pilot similar way as in European, national and regional initiatives. The pilot also includes development of the processes aiming to ensure wide acceptability of the climate change mitigation activities. These are horizontal themes presented in European policies.</p> <p>The pilot supports also the actions described in the Climate City Contract's action plan. One of the key actions in closing the emission gap in Tampere is</p>

“Boosting modal shift” and it includes *co-creating actions in pilot areas to make all forms of transport more equal* and *studying the public opinion*. Tampere is committed to stronger stakeholder cooperation with residents, academia and businesses which is described in the CCC’s commitment plan.

Transferability (max 5000 characters)

This pilot provides a novel approach to involve youth in co-creating sustainable lifestyles and support the sustainable mobility transformation. The pilot’s transformative, experimental, and people-driven approaches, its methods grounded on speculative design, transformative learning and urban gamification, as well as its objective of supporting a sustainable mobility transformation with creative endeavors favoring a mind-shift away from car-centric imaginaries, all represent a novel and transferable approach, to co-imagine sustainable mobility futures for European cities. Specifically, the solution has a variety of transferable elements on the utilization of the above methods of citizen-engagement and co-creation. It provides new ways for local residents to share their sustainable mobility visions and promotes policy dialogue between policymakers and citizens and other stakeholders and enables participative city-making.

The transferability of the pilot approach is ensured by a high degree of flexibility to local contexts: its participative and speculative approaches are capable of adapting to different conditions, features and resources needed for the implementation. The approach also allows for engaging change in different scales (street, larger urban area, school/campus areas). Cross-departmental cooperation and co-creative and participatory urban planning and innovation policy approaches are key success factors.

Rather than providing top-down information, the pilot enables students to engage firsthand in finding solutions for sustainable mobility in different stages of life (life during studies, establishing a family, work life) through both imagination and real-life examples.

This approach connected with the established network of sustainable mobility lifestyle ambassadors providing concrete examples of solving real-life challenges and the concept of related thematic days at schools as well as engagement of residential areas will be highly valuable transferable outcomes of the pilot that will benefit other European cities.

Current/past pilot-complementary activities (max 5000 characters)

The Carbon Neutral Actions (2022-2026) is a strategic development programme of the City of Tampere. The key aim is to support residents to change their consumption and mobility habits towards low-carbon and to ensure fair transition to a climate resilient society. The guiding principles and tools are co-creation and citizen participation, communication, use of data to support the change and broad collaboration with stakeholders. The programme promotes change from a local perspective and focuses on four selected residential areas in Tampere. The goal is to identify and develop approaches that support citizens’ own capability and motivation to change their consumption and mobility habits. This pilot builds on these activities of the development programme and provides added value by engaging especially the young residents in envisioning and co-designing their car-free lives. The programme has recognized that people have different motivations to make sustainable choices and it uses different motivational profiles identified through the WP1 survey to empower citizens to change their habits. In the pilot we will cooperate with the development programme focusing especially on young families living in these selected city districts. We have already learnt which areas are most car-free or motivated to live without a car, so we can use in the pilot this valuable information gained during the programme.

City of Tampere and Tampere University are involved in an EU LIFE programme funded project 'Towards Carbon Neutral Municipalities and Regions, CANEMURE (2018-2024)'. In this project, one of the aims of the city is to substitute car trips with sustainable travel chains. Pilot activities have included e.g. e-bike and folding bikes offered for residents and bicycle parking improvements at railway stations. Lessons learned from this project will be used in planning and developing the pilot Activity 1.3 'Defining the design space'.

The pilot utilizes the results of a Tampere University Gamification Group led 'ReClaim' Horizon project (2017-2021) which aimed at studying urban play in the wider frame of gamification, in order to deepen our understanding on how we can use play to affect the urban spaces and on what effects this might have on the citizens and their practices. ReClaim offered to designers, gamifiers and researchers a concrete and methodologically sound framework on how to use playfulness to make cities more liveable and inclusive. The ReClaim framework and experiences of its empirical testing will be utilized in the pilot.

Other relevant, current or past projects and programmes that complement the pilot, are e.g. the following:

'We Make Transition!', co-financed by the EU Interreg Baltic Sea Region Programme (2022-2025) and coordinated by the Baltic Institute of Finland. The project involves 11 partners. The City of Tampere participates in the project as associated partner being a local beneficiary of the project. The project aims to strengthen societal resilience and eco-social sustainability by adapting and piloting transition management methodology for engaging civil society, such as associations, communities, small entrepreneurs and individuals to co-create solutions for sustainability and improve cooperation with the city - key focuses are biodiversity and sustainable lifestyle. The project uses transition arena method to involve various stakeholders.

The Keli (KELI – Promoting more sustainable mobility with the help of a carbon footprint calculator) project (2022-2023) used a mobility carbon footprint calculator in the Tampere.Finland application to see whether it would be possible to motivate people to choose walking and cycling instead of driving by appealing to the health impacts of physical activity. Lessons learnt from this study was that information about health benefits and mobility carbon footprint interested users but didn't change their mobility behaviour. Therefore, in this pilot we want to focus on co-creating with students and not just giving them more information about why they should move more sustainably.

Tampere Cycles Project (2022) aimed to improve cycling in Tampere opportunities and a visible campaign year for city bikes 2022. This increased the acceptance of cycling in the city. The project included "cycling agents" who monitored Tampere's cycle paths and reported on the condition of cycle paths. As a result, the maintenance of the main cycling routes improved. One of our target groups in the project was university students. In the project we searched for existing communication channels and informed students about cycling opportunities in Tampere and participated in existing events. Collaboration on the project was limited to raising awareness among students, but we learned that co-creation with students would be a very potential next step for collaboration.

MANDATE TO ACT: Pilot Mandate to Act

Political support and endorsement (max 2500 characters)

Tampere has a continuous tradition of sustainability and climate work since first citizen engagement actions in the 1990s. The climate neutrality goal has been explicitly stated in the city strategies and mayoral programs since 2017. [The current strategy](#) states in its carbon-neutral action – focal area, that “We (City of Tampere) are moving towards a sustainable, smart and diverse transport system. We enable sustainable and smooth mobility”, and that “We strengthen the smoothness of everyday life by providing high quality and accessible services. Our actions aim to reduce the need for unnecessary transport for our residents.” The strategy for the years 2021-2025 includes mobility-related indicators: “Strengthening the sustainable growth of the city by zoning 80% of the residential floor area in public transport zones and district centres as well as by promoting job placement in the same districts”, and “Increasing the share of sustainable modes of transport by 5% by the end of the City Council’s term of office in 2025”. By 2030, the total goal is to move from 54 % to 69 %.

A detailed [Carbon Neutral Tampere 2030 roadmap](#) with more than 300 tangible actions, as well as emission impact and cost estimate evaluations, has been created through active citizen and stakeholder engagement and cross-sectoral cooperation. The roadmap and its latest update in October 2022 have been approved by the City Board. The Board also stated that in the next update in 2024 measures to ensure climate neutrality must be provided including stronger actions to reduce mobility-based emissions. The roadmap was created together with all the city’s service areas, various units, public utilities, and city’s companies. The Climate and Environmental Policy Unit coordinates the process and monitors the implementation of the measures. The roadmap includes a separate theme and actions for sustainable mobility as well as calculations of financial feasibility and cost benefit analysis for increasing sustainable travel modes. The plan will be regularly updated and monitored through an open platform, [Tampere Climate and Environmental Watch](#), where everyone can follow the implementation of the City of Tampere's climate work.

In addition, the City of Tampere has a politically approved [urban mobility plan \(SUMP\)](#), which, in 2022, was awarded as the best SUMP in Europe. Tampere’s plan was praised for connecting well-being and safety goals with mobility planning and emphasising equality goals in mobility.

Overarching vision for carbon neutrality (max 2500 characters)

Sustainable Tampere 2030 strategy set the objective of Tampere to be carbon neutral by 2030. This objective is reflected in the City Strategy: The City of Action - Tampere city strategy 2030 which sets the objective of increasing the share of sustainable modes of transport by 5% by the end of the City Council’s term of office (2021-2025). It aims to e.g. increase the use of public transport and develop a public transport index. The planned pilot activities would support these objectives.

The pilot activities also connect strongly with Tampere’s focus on a just and inclusive urban climate transition by promoting citizen engagement and aiming at making citizens' sustainable choices as easy as possible. Citizen empowerment, human-centered actions and co-creation (e.g. with Tampere University) are at the core of Tampere’s climate policy and all related actions, such as the presented pilot activities.

The city’s climate actions are compiled into the Carbon Neutral Tampere 2030 Roadmap which includes 305 actions under six themes of which one is mobility. The climate action brings together the city group, local businesses, associations and citizens – much like the pilot - to work on complex challenges related to the 2030 target and actions.

The impact assessment of the roadmap evaluated that implementation of the roadmap would lead to 73% reduction in emissions by 2030, when Tampere’s

goal is 80 %. In the Climate City Contract's Action Plan Tampere focused on identifying the gap. The action portfolio in the CCC addresses what needs to be done in the future and with which stakeholders to cover the gap, and one of the portfolios is "Boosting modal shift". In order to close the gap of the remaining 7 %, the modal shift in transport is needed. We can achieve this only with our citizens and various stakeholder groups in the coming few years.

However, it has not yet been possible to assess the impact of all measures and this requires further work. The pilot activities aim to foster modal shift to reduce emissions from transport, which according to the roadmap analysis is furthest from its target in 2030. The activities also support improving the assessments and impact with new tools and methods.

Pilot activities are aligned with Tampere's award winning Sustainable Urban Mobility Plan (SUMP). It has a multidisciplinary approach that empowers people to make healthier mobility choices that are active, safe and environmentally responsible. It includes impact assessments on the effect of mobility campaigns on the local population, focus on low-carbon mobility, road safety, vulnerable groups, smart mobility solutions, physical and mental well-being, accessibility and low pollution levels. The role of mobility in creating quality urban spaces is also an important element of Tampere's SUMP, something that pilot activities touch upon as well.

Connection to city budgeting and financing (max 5000 characters)

When preparing a city budget, difficult choices must be made between different objectives because of scarce resources. When it comes to mobility, there is often a trade-off between car use and sustainable mobility modes. Budget decisions often involve value choices between these two. Decisions may also be made with incomplete information.

The City of Tampere has compiled a climate budget four times. In addition to sector-specific emissions budget, the climate budget also examines the financial resources allocated to climate measures, including the money allocated to promoting sustainable mobility. In the most recent budget for 2024, the city organization including its subsidiaries contributes around €80.7 million to sustainable mobility, including around €22.4 million in operating expenditure and around €58.3 million in investments. The most significant measures in monetary terms are related to tram infrastructure and fleet and procuring public transportation with clean propulsion systems. The climate budget also seeks to assess the emission reduction potential of the measures and thus their impact on overall emissions.

However, to achieve the carbon neutrality target, it appears that more should be done to promote sustainable mobility and that the city's current financial resources for sustainable mobility may not sufficiently support the climate target. Therefore, more holistic information is needed on what kind of effects a stronger investment in promoting more sustainable mobility would have, so that decision-makers have the opportunities and confidence to take the necessary decisions. There is also a need for information about the citizens' willingness and acceptability for such actions, which would affect their everyday life and daily mobility.

The pilot will inform decision-making on more sustainable mobility through engaging policymakers and students in envisioning future scenarios. The aim is to stimulate new approaches, policy innovations and collaboration within the city policy making and planning towards the realization of the future sustainable mobility scenarios.

The pilot aims to provide the necessary information and increased knowledge for decision-makers to make the city's budget more sustainable and support the climate goal, while enabling a functioning and smooth life for its citizens. It is expected that increasing information will provide more opportunities for the development of sustainable mobility, so that it becomes an attractive and viable alternative for even more citizens.

Complementary city programming (max 5000 characters)

Tampere's city strategy sets the direction for climate and sustainable mobility targets in Tampere. The local master plan merges together with these objectives. Additionally, Tampere has accepted the Sustainable Urban Mobility Plan (SUMP) that introduces and details the targets for sustainable mobility. SUMP introduces six target areas: climate-neutral, efficient, equal, safe, active and environmentally responsible. In a growing city like Tampere, the strong increase of sustainable mobility modes is vital. These strategic papers together with more detailed mobility action plans introduce concrete steps to the city to develop sustainability. Tampere ambitious commitment to develop sustainable mobility is also seen on city's investment plans. Tampere's mobility target is that 69% of trips will be covered by public transport, on foot or by bike in 2030 (2016: 54%).

The city prepares annually a financial plan for the next four years and, in addition, a long-term plan for land use implementation and investments emphasising the coordination of services, housing, transport and land use. The climate budget is currently carried out in the same cycle as other financial planning, i.e., it is implemented for the next four years. Ideally, financial planning would always be based on long-term planning and would also take into account long-term impacts, which are important to consider, especially in environmental issues such as climate.

MANDATE TO ACT: Understanding the Problem(s)

Confirm selection of emissions domain(s) your pilot activities will focus on (IMPORTANT: Please select this in the Proposal Overview tab)

Confirmed

Pilot activities: emissions domain(s) in relation to city's carbon neutrality (max 5000 characters)

The pilot activities are focused on climate emissions from urban mobility. Currently the share of the road transport sector is 25 % of all climate emissions and it is estimated to be 30-45 % in 2030, if the climate-neutrality roadmap is successfully implemented and carbon emissions reduced as planned in all other sectors. In absolute numbers the current emissions from transport are 208 000 t CO₂e (2022), while the estimate for 2030 is about 135 000–150 000 t CO₂e. This is far from the target 115 000 t CO₂e (total residual emission target is 260 000 t CO₂e). More than half of transport emissions originate from private cars alone. The share of transport emissions changes very slowly. With the current rate of change, the target set for 2030 will be reached in about 2050. In other words, the road transport emissions need to change faster in order for Tampere to reach its climate goals.

When comparing other emission domains with road transport sector, e.g. emissions from electricity consumption have been reducing greatly in the past years. Energy efficiency is slowly reducing the electricity consumption per capita while electricity production in whole Finland is rapidly decarbonizing. Also, heating has a fairly good prospect, as the local utility company providing district heating to 90 % of inhabitants has been investing in renewable energy since 2012. After the latest biomass power plant investment will be finished in late 2022, the district heating is well on its way to carbon neutrality.

Tampere has had an official climate budget for each emission sector since the financial plan of 2020. Road transport has been far from its assigned budget and there is no foreseen change that could correct the situation. The emission projection for 2030 already includes an optimistic growth in electric mobility

and use of biofuels, but it's not enough to reach the emission target. In addition to alternative propulsion the total number of kilometers driven with private cars needs to decrease. This is a difficult task in a fast-growing city such as Tampere.

The current way of measuring transport emissions in Tampere is based on a national traffic climate emission model updated yearly by the national research institution VTT. Based on the model VTT also estimates the kilometers driven by different motor vehicles in the geographical area of Tampere and their emissions. This number is then used as the transport emissions of Tampere. The estimate is very rough and based on measured volumes of cars entering the city. More accurate numbers can be derived for public transport: buses and as of 2021 the first tram line since the actual fuel and electricity consumption is known. For local trains, the number of kilometers driven and the average consumption of each train type is known. Long-distance trains are not included in the local emissions inventory and water transport is considered negligible.

There is a need to improve the information on transport emissions and the impact of climate actions in transport especially regarding urban mobility. Tampere is about to start testing a service based on mobile phone data to get more up-to-date information on transport emissions. One option is to rather follow the emissions from transport by Tampere's residents instead of the geographical area. This would work better together with the mobility planning and strategic targets. It would also allow for a more accurate method of private vehicle emission calculations developed by the research institution Finnish Environmental Institute SYKE. However, it would not comply with either GPC or CRF. Tampere also has a lot of traffic data identifying modes of transport from different points in the city, but combining that with other traffic data has proved to be unaffordable so far. The goal is to develop the calculation and monitoring of transport climate emissions to be more accurate.

High-level assessment of progress in decarbonisation (max 5000 characters)

Tampere's target is to reduce overall emissions by 80 % compared to 1990. This entails all emissions in Tampere's geographical area. According to the latest emissions data from 2022, the absolute reduction is 35 % whereas the target for this political term, i.e. 2025, is 60 %.

The major emission sources are heating, transport and industry and work machines fossil fuel use as well as electricity use. While the overall emissions have reduced by 35 % from 1990, transport emissions have peaked in the 1990s and reduced only 28 % in comparison. Heating emissions peaked in 2010 and have still reduced by 39 % compared to 1990.

Even though Tampere is actively investing in a modern tram line, bicycle roads and focusing urban planning in public transport zones, the emissions from transport decline too slowly. With the current rate of change, the target of lowering emissions by -55 % in 2030 will not be reached even in the year 2050. City of Tampere is also making information campaigns for citizens to choose sustainable modes of transport, but this does not make radical impact: mindshift away from car-centrism is too slow.

Two factors are considered when making estimations for transport emissions in 2030: the number of kilometers driven with different vehicles and the change in emissions coefficient of those vehicles. Emissions coefficient is less affected by city activities and more with technology, renewable fuels and electric cars. Kilometers driven however has to do with the urban structure, location of services and employers, quality of the environment and public transportation system. These are things that the city can work with.

Private cars are responsible for about 4/5 of the kilometers driven and more than half of the emissions. That is why the pilot is focused on modal choices and behavioral change towards more sustainable urban mobility, supporting the Tampere Sustainable Urban Mobility Plan.

When it comes to alternative propulsion, about 2 % of the current private car fleet is electric. Even assuming a very optimistic change to electric vehicles (30% of fleet) and an increase in use of biofuels, the estimated emission gap for transport in 2030 is 20-40 t CO₂e. This is the biggest gap of all the emission sectors.

Barriers and challenges to be addressed via pilot activities (max 5000 characters)

There are several main barriers in reducing carbon emissions related to urban mobility in Tampere. Barriers for this pilot project plan were identified as follows:

The Nordic climate and weather conditions make it necessary to boost mobility guidance. Due to snow, slush, sleet, rain, ice, slipperiness and cold temperatures falling well below zero degrees in the winter for several months, the modal split varies according to the seasons. During the winter months, the number of cyclists decreases dramatically: modal split drops from 14% to 1%. It is important to encourage those who cycle from spring to autumn to prolong their cycling season instead of taking a car.

People are set in their ways when moving around and the learned mobility habits based on owning a private car change slowly. There is also a lack of two-way communication between the city organisation and citizens, which makes it hard to find effective solutions in planning. Inefficient implementation of sustainable mobility programmes stems at least partly from an unwillingness of decision-makers to interfere with driving private cars. This is combined with insufficient impact of governance tools such as the climate budget to sway the opinions of both decisionmakers and citizens.

In addition, there is a lack of interaction between citizens and policymakers, which leads to policy and decisions based on assumptions of citizen opinion. There is a lack of suitable funding as well as insufficient use of data to support the sustainable modal shift and emissions reduction. Most importantly there is a need for systemic change that takes the social impacts and different age groups of citizens into account and allows for a climate-proof lifestyle regardless of home location, income, and social status.

Barriers and opportunity for systemic approach (max 5000 characters)

This pilot will address these barriers by adopting a creative and bottom-up approach to imagine and achieve a sustainable mobility transformation encompassing different aspects of urban life. The pilot will engage students and young adults living in Tampere directly through transformative, experimental, and people-driven approaches, to rethink together the city's mobility and promote a mind shift leading away from car-centrism. To do so, the pilot will make use of participatory methods oriented towards speculative design, transformative learning, and urban gamification. The pilot will create a sustainable mobility mindshift, especially among young adults, by imagining together desirable alternatives for owning a private car and creative ways to achieve them. The mind shift of young adults towards sustainable mobility will enable systemic change related to mobility attitudes and habits.

The pilot aims to affect the mindset of young adults so that a lifestyle without owning a car will be seen as an attractive option. Instead of only providing information, the pilot enables students to really engage in finding solutions for sustainable mobility in different stages of life (life during studies, establishing a family, worklife) through imagination and real-life examples by creating a network of sustainable mobility lifestyle ambassadors

During the pilot, the students/young adults will also be provided with information how to use the existing channels when communicating with the city and influencing e.g. in urban planning and decision-making.

MANDATE TO ACT: Orienting to Systemic Solution(s)

Confirm selection of Levers of/for change your pilot activities will focus on (IMPORTANT: Please select this in the Proposal Overview tab)

Confirmed

Levers of/for change and important for carbon neutrality ambition (max 2500 characters)

In line with Tampere's overall Climate-neutral and Smart City by 2030 vision, social innovation, democracy and participation are regarded as key levers of/for change in the pilot. The focus is on co-creation of a resilient future and sustainable solutions together with citizens and communities. Achieving climate neutrality by 2030 and ensuring a just and inclusive urban climate and mobility transition requires new ways of engaging citizens and making their sustainable choices as easy as possible. The transition must be socially justifiable and meaningful to people.

In citizen participation for sustainable mobility, simply top-down informing is not enough, nor is forcing the sustainable push, which just causes a backlash. Residents need to get genuinely involved in the policy dialogue and city-making, helping people to realize that sustainable mobility also brings benefits to their own lives and can be easier than thought. This can lead to new comprehensions e.g. on how to use the city's sustainable mobility infrastructure and travel chains in everyday life.

Social innovation is a crucial driver and element of sustainable urban mobility, and in influencing mobility habits of citizens. Co-designing sustainable mobility scenarios and potential solutions together with citizens can entail a wide range of social innovations in sustainable urban mobility. Those include e.g. shared mobility services initiatives like car-sharing, bike-sharing and ride-sharing platforms which promote the efficient use of vehicles, reduce traffic congestion and decrease emissions; or community-led initiatives such as neighborhood carpools and community bike projects providing bike education and affordable workspaces and tools for bike repairing.

Active citizen engagement and participation in urban sustainable mobility policymaking have significant implications on and requirements for urban governance, policy learning and capabilities. Actively involving citizens in policymaking processes increases the legitimacy of urban governance by ensuring that mobility decisions and investment reflect the diverse needs, preferences and priorities of the community. Citizen engagement provides valuable insights and local knowledge that policymakers can use to design more effective and contextually relevant urban mobility policies, and fosters a culture of continuous learning and adaptation in urban governance.

Anticipated interaction of, and entry points for, identified lever(s) (max 5000 characters)

The pilot's overall focus and approach on raising awareness and influencing on the mobility behaviour and mindset of students and young adults living in Tampere through citizen-engagement and participation is at the core of the above (3.3.2) climate policy approach and vision of Tampere. Social innovation, democracy and participation are the core levers for change the pilot activities will focus on. In the pilot, novel methods and accessible and attractive avenues for citizen engagement are developed and tested, and culture of openness and collaboration between the city government and citizens and supportive policy frameworks that prioritize citizen engagement and participation strengthened.

The pilot's innovative methods of citizen-engagement and co-creation provide new ways for local residents to share their sustainable mobility visions for a city, and for policy dialogue and participative city making between local decisionmakers and citizens and other stakeholders. This is done by creative bottom-up approaches to imagine and achieve a sustainable mobility transformation encompassing different aspects of urban life. The pilot will engage students and young adults living in Tampere to together rethink the city's mobility and promote a mindshift leading away from car-centrism. To do so, the pilot will make use of participatory methods oriented towards speculative design, transformative learning and urban gamification. Rather than providing top-down information, the pilot enables students to engage firsthand in finding solutions for sustainable mobility in different stages of life (life during studies, establishing a family, work life) through both imagination and real-life examples. Experts, stakeholders and a network of sustainable mobility lifestyle ambassadors will support the youth throughout the process.

In the pilot, speculative scenarios for sustainable mobility are created by students of Tampere Vocational College Tredu and Tampere upper secondary schools. Then on the governance and policy lever, and building on speculative scenarios created by students and using a gamification approach, the pilot engages policymakers and students in envisioning future scenarios. The aim is to stimulate new approaches, policy innovations and collaboration within the city policy making and planning towards the realization of the future sustainable mobility scenarios.

CAPACITY TO ACT: Collaboration and Engagement

Stakeholders (max 2500 characters)

- 1) The key stakeholders are students that study at Tampere University, Tampere University of Applied Sciences, Tampere Vocational College and Tampere Upper Secondary Schools. These are mainly young adults – the key target group of the pilot. Students will participate in preparing the pilot through participating in the WP1 survey. Student unions and teachers at schools help communicating the survey to students via school communication channels. The WP2 pilot will be implemented at 2 units of Vocational school Tredu and 2 units of Tampere Upper Secondary School. In these schools co-designing processes will be organised with the students. The student unions support communicating the pilot and reaching the students.
- 2) Student unions of Vocational School Tredu and upper secondary schools support engagement of students and participate in the selection of sustainable mobility lifestyle ambassadors. A student or representative of student union can be selected as sustainable mobility ambassador and trained for this. The selection criteria include a motivation/devotion not to own a car in whole lifetime.
- 3) Co-creative-based entrepreneurship study programme “Proacademy” at Tampere University of Applied Sciences support in reaching the students and implementing the pilot.
- 4) Citizens: the pilot process will engage citizens/residents of selected 2 residential areas of Tampere. The residents will participate in the co-designing process with students on sustainable mobility challenges related to these residential areas.
- 5) Tampere Youth Parliament acts as a channel of youth to local decision-makers

6) Joint Authority of Tampere City Region, of which city of Tampere is part of (8 municipalities in total), has responsibilities e.g. public transport, walking & cycling, climate work and land use: participates in WP3 events with the aim to learn and integrate the views of youth and ways to enable mind shift for sustainable mobility in the development of Tampere Region strategy (seutustrategia). The pilot coordinator will invite.

7) In-house entities of the City of Tampere: EcoFellows Ltd (an in-house company developing projects and services supporting sustainable development), Tampereen Tilapalvelut Ltd (an in-house company responsible for construction and property maintenance services, also covering sustainable mobility in schools related investments): participate in WP3 events. The pilot project manager will be in contact with these stakeholders and invite them.

8) NGOs and communities - e.g. local bicycle associations and other citizen associations - representing citizens, engaging them in participatory activities with both the city and the university. The city strategic development programme “Carbon Neutral Actions” will support in reaching these stakeholders as the programme cooperates with them continuously.

9) NGOs like The Finnish Association of People with Physical Disabilities and The Finnish National Youth Council Alliance to ensure the groups which are the most vulnerable and often least active, are reached. The pilot coordinator will contact and discuss with these NGOs what issues should be taken into account when reaching these groups.

10) Local media: project manager makes press releases on the pilot project and contacts suitable journalists.

Impact on citizens (max 2500 characters)

Direct impact: citizens (mainly students and young adults) will participate in activities that aim at transformative learning. Their participation in the speculative workshops and in the following dissemination activities will gain firsthand knowledge about their city, its sustainability needs, the possible types of interventions and policy-making procedures. This will allow them to have a higher level of awareness and critical engagement with actions aimed at having a positive impact on sustainability with a focus on sustainable mobility. The pilot will empower citizens to enhance sustainability and provides experiences that their views are heard by city officials and policymakers.

Indirect: the pilot will move forward the imagination of sustainable futures and realize a series of proposals for future sustainable mobility solutions. The data collected during the pilot, and the scenarios created by the citizens will be used as a basis for policy-makers to rethink the cities approach to sustainable mobility in Tampere, hence impacting all its citizens. The concrete examples of the students and sustainable mobility ambassadors will inspire also other citizens in Tampere.

Citizen participation (max 2500 characters)

Citizen participation is essential in this pilot. It is at the core of its objectives and activities. The pilot has a strong bottom-up and people-driven nature, and the participation of citizens is necessary for its success. Citizens will be directly engaged in the pilot during the whole process from design to implementation, and evaluation and learning and sensemaking.

A2.1 co-design workshops (involving directly approximately 120 students from the pilot-schools) aim to involve students in imagining a wide array of possible interventions and future scenarios regarding sustainable solutions to the city’s mobility needs. A2.1 has a double objective: on the one hand, the

workshops will enable students to provide their input to the creation of an Atlas of speculative sustainable mobility scenarios, offering a wide array of imaginative and creative strategies and solutions. On the other hand, the activity will raise the level of awareness of students around these issues and aims to have a transformative effect on them.

Engaging in scenarios will be connected to the two selected residential areas in Tampere. These sustainable mobility scenarios for the real residential areas will also be used in A2.2 events organised in the two residential areas. In these events, the students who participated in the speculative workshops will showcase the scenarios they created related to sustainable mobility in the areas. The residents participating (altogether approximately 200 residents) in the events will have the possibility to engage actively in the scenarios through role-play and body-storming.

Citizen engagement (max 2500 characters)

The key element of the pilot is the implementation of co-design workshops (involving about 120 students/altogether 16-20 teams of students at 2 units of Tampere vocational school and 2 units of upper secondary school). The co-design workshops will be based on three approaches: speculative design, transformative learning and urban gamification. Gamification and playful approaches are key methods in the pilot, and they have the potential to engage participants through fun and light-heartedness – even when dealing with extremely serious topics. On the other hand, transformative learning aims at helping to establish a deep and personal connection with the topics engaged. The pilot, additionally, will be building on the existing interest for themes of sustainability and climate change among the younger populations.

In A2.2 sustainable mobility lifestyle thematic days will be organised in the pilot-schools. During the thematic days, the students who participated in the speculative workshops will showcase the scenarios they created to other students, adding an element of peer education to the project. Peer education is considered particularly effective when it relates to behavioral change reducing the risk of a top-down approach.

A group of 10-15 people representing different ages will be nominated (A1.2) as “sustainable mobility lifestyle ambassadors”. They will act as ambassadors of sustainable mobility for the students and other citizens. Each student team participating in WP2 pilot will have one ambassador as a “buddy” to support the student group. Representatives of the ambassador network will visit schools during the A2.2 thematic days, contribute to peer learning and present inspiring examples on how to manage your life without owning a car or implement other solutions to reduce carbon emissions from mobility. Ambassadors will also make short videos in cooperation with the students about a sustainability mobility lifestyle.

The speculative scenarios created by citizens, will be disseminated, and tested within the cities youth in events inspired by principles of peer-education, and will be the basis for engaging local policymakers in envisioning future scenarios with the students, in game-based and creative ways. The aim is to stimulate new approaches, policy innovations and collaboration within the city policy making and planning towards the realization of the future sustainable mobility scenarios.

CAPACITY TO ACT: Cross-cutting Considerations

Cross-cutting considerations (relate) (max 2500 characters)

The pilot inherently intersects with issues of diversity, inclusion, gender dimension, accessibility, and a just transition in several ways:

Diversity and inclusion: Involving a wide range of voices including young generation in the design and implementation of sustainable mobility initiatives can lead to more equitable outcomes and solutions that address the needs of all community members in the longer perspective.

Gender dimension: Sustainable mobility projects often have gendered implications, as transportation systems may impact men and women differently.

Accessibility: Sustainable mobility initiatives should prioritize accessibility to ensure that transportation systems are usable by people of all abilities.

Just transition: A just transition to sustainable mobility involves ensuring that the shift towards more sustainable transportation systems is fair and equitable for all stakeholders, particularly those most impacted by the transition.

In summary, integrating diversity, inclusion, gender dimension, accessibility, and principles of a just transition into an urban development project supporting sustainable mobility transformation is crucial for creating transportation systems that are equitable, accessible, and beneficial for all members of society.

Cross-cutting considerations (approach) (max 2500 characters)

The pilot approach caters to issues of diversity, inclusion, gender dimension, accessibility, and a just transition and potential impacts/effects (indirect or otherwise) during the implementation of pilot activities in several ways:

Diversity and inclusion: By engaging diverse groups of citizens (mainly students and young adults) in the pilot, it promotes inclusivity by ensuring that perspectives from different backgrounds, cultures and identities are represented. The pilot utilises gamification to connect citizens and decision-makers and promote inclusion: Games can bring different stakeholders to the same level (no matter if policy makers, experts or simple citizens) as everyone is equal in front of the rules of a game.

Gender dimension: By considering the gender dimension in the pilot design and implementation, such as through inclusive outreach strategies and gender-sensitive programming, the pilot works towards addressing disparities and ensuring equal access to sustainable transportation options for all genders.

Accessibility: By incorporating accessibility considerations into design processes and utilizing approach of transformative learning also to raise awareness about the importance of accessible transportation, the pilot supports improving mobility options for individuals with disabilities and other marginalized groups.

Just transition: By involving communities in co-design activities, also addressing economic and social disparities, and considering the needs of vulnerable populations, the pilot contributes to a more just and inclusive transition to sustainable mobility.

By adopting people-driven approaches and methods that prioritize community engagement and participation, the pilot works towards addressing these important considerations and fostering positive social change.

The pilot integrates and all the partners are committed to the equal opportunities/non-discrimination principle. In the design of the pilot activities, the involved organisations and experts are encouraged to take into account interests and needs of different categories of citizens as the target groups including gender, ethnicity, religion and age. Co-creation and participation methods of the pilot promote non-discrimination.

The pilot's approach to supporting the sustainable mobility transformation, a mindshift for it, by raising awareness and influencing on the behaviour and mindset of students and young adults living in Tampere by methods of speculative design, transformative learning and urban gamification pays a careful attention to diversity, inclusion, gender dimension, accessibility, and a just transition. For example, as an approach, speculative design is always *critical*: it is well aware of issues related to social justice, equal opportunities, accessibility, rights, and ethics, and upholds them in its design.

CAPACITY TO ACT: Capacity and Capability

Coordination and management (max 5000 characters)

Climate and Environmental Policy Unit of Tampere Sustainable City service group, preparing, coordinating and monitoring the implementation of the City's environmental and climate policy guidelines, is responsible for coordinating the pilot as a whole. The Project Manager coordinates the project in cooperation with project experts from Tampere University, Tampere Vocational College Tredu and Tampere upper secondary schools, forming the Pilot Management Team (PMT). PMT will meet monthly and communicate regularly ensuring coordination and up-to-date sharing of information. The Project Manager leads PMT.

Traffic Planning Unit of Tampere Public Transport service group responsible for the city transport planning will utilize the pilot results and information from the surveys in the city public transport planning and participate in WP3.

Tampere Vocational College Tredu, operating under the City of Tampere, is responsible for cooperating with the city Climate and Environmental Policy Unit and Tampere University in preparing and implementing the pilot activities at selected two Tredu units. Tampere upper secondary schools, also operating under the City of Tampere, cooperate with the city Climate and Environmental Policy Unit and Tampere University in preparing and implementing the pilot activities in two upper secondary schools in Tampere.

Tampere University (Gamification Group) leads the pilot activities Activity 1.1: Mobility survey for the students and Activity 1.3: Defining the design space. It is also a key contributor to Activity 2.1: Co-imagining sustainable mobility futures; Activity 2.2: Organizing thematic days on sustainable mobility lifestyle at Tredu units and Tampere upper secondary schools; and Activity 3.2.: Learning and sensemaking; Gamification Group is a multidisciplinary research group that examines the gamefulness of technology, society, culture and economy.

The pilot activities include preparing and maintaining a quality assurance plan (A3.3) by the Project Manager and Pilot Management Team. This will include a standard internal review process for all deliverables within the pilot to ensure that pilot activities and deliverables adhere to the defined quality standards.

Learning plan (max 5000 characters)

The pilot includes various activities which contribute to assessing capability and capacity needs to deliver the pilot and to support and capitalize on learning and development.

The activity (A3.2) on interdepartmental learning and sensemaking starts with conducting a needs assessment to identify existing knowledge gaps, resources and challenges related to promoting sustainable mobility among young adults.

Similarly, as in the pilot's overall approach for supporting sustainable mobility through citizen-engagement and co-creation and co-design, gamification is the pilot's key approach for supporting and capitalizing on learning and development for the city. In the activity for interdepartmental learning and sensemaking, building on D.2.1 (Atlas of speculative sustainable mobility scenarios) and using a gamification approach, four learning and sensemaking events will be organized. Policymakers from the City of Tampere will engage with the Atlas of speculative sustainable mobility scenarios (D.2.1). According to Tan (Play the city. Games informing urban development, Jap Sam Books, 2017), games have been used effectively to promote democratic city-planning efforts that escape the usual top-down approaches.

In the beginning of the project, in WP1 mobility survey among students (Activity 1.1) is conducted to gather data on students' mobility preferences and approaches to sustainable mobility. This will provide information and new knowledge for preparing the pilot with students and for involved city units and policy makers on the current mindset of students for sustainable mobility lifestyle and their thinking for the longer term. The survey will be discussed and reflected on in meetings of the cross-departmental task force (comprising representatives from each relevant city unit or agency) to identify capability and capacity needs related to young adults'/students' mobility preferences and approaches to sustainable mobility, and facilitating supporting and capitalising on learning and development for city and systems transformation.

CAPACITY TO ACT: Soundness of Work Plan

Please confirm that you have completed the Work Plan section of this application form/platform

Confirmed

Budget: Please confirm you have uploaded your budget (Excel template) into the Files section in this application form/platform

Confirmed

Financial plan for implementing the pilot (in budget and over the two-year grant timeframe) (max 5000 characters)

A balanced and cost-efficient pilot budget and sufficient own resources to implement the pilot successfully have been ensured through thorough and well-organized pilot initiation and preparation process, also building on the experience from ongoing and past projects promoting sustainable urban mobility and development and through careful selection of the pilot partner (Tampere University as a strategic partner for the City of Tampere in urban development) and division of roles and tasks between the partners and city units (including the city-maintained educational institutions as key organizations in the pilot). The pilot budget has been carefully planned and resources allocated to the activities, WPs and partners according to detailed planning process on the pilot, activity, WP and partner/organizational level. The City of Tampere has coordinated the budget preparation process.

The pilot resources have been allocated to the partners and within the involved city organizations and needed resources for the project coordination, communication and dissemination and WP and activity leadership roles taken into account in the budget, in a balanced and cost-effective way. A well-organized project structure and management structures and decision-making mechanisms within the consortium (presented in WP4) also ensure efficient and cost-effective financial management. WP4 involves tasks for the overall monitoring and evaluation of the project implementation and progress, as well as developing a comprehensive risk management plan and implementing strategies to mitigate potential issues and challenges.

IMPACT: Pilot activities' (learning/reflexive) governance

Reflexive governance (model) (max 5000 characters)

The pilot success depends to a large extent on the level of reflexive governance. To ensure the high level of accountability, transparency, and diversity of participants, the Project Manager is in regular contact with key stakeholders that help to reach target groups for the pilot with a strong consideration to transparency and diversity of participants. The Project Manager leads a Pilot Management Team (PMT) that consists of representatives/experts from Tampere University, Tampere Vocational College Tredu and Tampere upper secondary schools, forming the Pilot Management Team (PMT).

Project Manager supported by the PMT will make a detailed plan of events and communications activities, including public website, social media campaigns, events, press releases, publications etc. Existing channels and networks of the whole PMT will be outlined. The Project Manager supported by the PMT will be in regular contact with associated stakeholders to utilise their communication tools and channels to reach the target of 1000 stakeholders at the end of the project and 5000 in 2 to 3 years after project completion.

PMT will be open to continuous improving and feedback based on the pilot governance model and throughout the pilot project. PMT will establish dialogue with decision makers and involve them in WP3. PMT will adopt accountability, transparency and diversity of participants as main factors when making recommendations to authorities and other cities. It will strive to identify the drivers and barriers for citizens and other stakeholders' participation, creating special incentives and providing clear and transparent information. An effective governance model consists of easy-to-digest messages, support co-creation, and builds trust with positive effects on all stakeholders. It sends out reliable information on impacts on carbon emissions and the environment.

Governance for learning (max 5000 characters)

The Project Manager contributes to cross-fertilization activities and facilitating the participation of city officials and key stakeholders. For this a cross-departmental task force on learning and sensemaking (Activity 3.3) comprising representatives from each relevant unit or agency, will be established and coordinated by the Project Manager. The task force meets four times/year during the pilot project.

The Climate and Environmental Policy Unit of the city of Tampere already contains several projects and programmes that do climate and environmental work. The unit has permanent specialists focused in the areas of climate mitigation and adaptation, environmental economy, communications and sustainable procurement. These specialists work on a daily basis with planners from other units to bring about change. Furthermore, the unit runs a network of regular city employees such as teachers and technical personnel to inform all units about the latest developments regarding sustainable development and development towards carbon neutrality.

The task of the Pilot Management Organization is to organize regular events for city employees and relevant stakeholders to identify learnings from the pilots and report their findings to the leader of the Climate and Environmental Policy Unit.

The progress and effectiveness of implementation can be monitored partly through the existing climate budget, which separately presents climate actions for sustainable mobility, and which is highly interdepartmental governance tool already. The climate budget is compiled annually in the city's official budget, which reviews the targets and actions for the coming years in terms of euros and emission reductions. The progress is monitored annually in the official financial statements. If insufficient progress and financial resources are identified, this is highlighted in the reporting of the financial statements and thus communicated to decision-makers.

IMPACT: Pilot activities' outcomes and direct/indirect impact

Confirm that you have uploaded your MEL and Impact Framework template

Confirmed

IMPACT: Pilot activities' scalability, replication, and risk management

Pilot activities and impact scalability (max 2500 characters)

The pilot approach is based on bottom-up citizen participation and co-creation to enhance transformative learning. The pilot solution has a variety of scalable elements related to the utilization of innovative methods of citizen-engagement and co-creation in urban development. It provides new ways for local residents to share their sustainable mobility visions and promotes policy dialogue and co-creation between policymakers and citizens and other stakeholders. The solution can be utilised also in other projects and activities for any citizen and residential area with the aim to involve them and enable needed change in everyday habits related to sustainable mobility and also generally sustainable lifestyle.

The pilot is implemented in selected schools including the sustainable mobility thematic days and co-design process with the students. This piloted process with students can be expanded to other schools. The schools can uptake the transformative learning process on sustainable mobility as a permanent part of their curricula. The ambassador network on sustainable mobility lifestyle can also be utilised in other sectors of sustainable lifestyle.

Co-imagining sustainable mobility futures will increase citizen participation and citizens' the experience in influencing the development of a residential area. This and the learning and sensemaking will improve information exchange within city administration, citizens, and policy makers, which on the longer term will affect sustainable modal shift. Changing attitudes about sustainable transport and reaching a social tipping point in growth of sustainable transport will shape the built environment, which mean more space in the city for e.g., people, nature, homes, service building and businesses. This will make the traffic safer for all modes of transport, recuse traffic noise and increase air quality.

The pilot communication and dissemination activities will create a sustainable mobility related interactive operational model between different city units.

Risks Management: Please confirm that you have completed the Risks section of this application/submission platform
Confirmed
Learning for transferability and/or replication (max 2500 characters)
<p>WP4 on communication and learning activities sets the ground for transfer and replication regionally, nationally and Europe-wide. Pilot Management Team and relevant experts from different city units will be engaged in the Twinning Learning Programme which will enable important exchange and learning opportunities, and allow for the transfer and replication of the pilot results.</p> <p>The project communication activities produce information of the pilot deliverables, activities and events in easily accessible way for key stakeholders like citizens, local companies and communities, local, regional, national and EU-level policymakers and officials dealing with climate and urban development policies.</p> <p>European and national urban networks in which Tampere is participating, as well other related European and national projects and their consortia, are among key target groups of the project communication. Tampere is a member of many pilot-relevant European networks such as Eurocities, ICLEI, Covenant of Mayors, OASC, Nordic Smart Cities and CIVITAS. They enable connections with cities to spread good practices, increasing effectiveness. Tampere is a host to Policy Area Innovation of the EU Strategy for the Baltic Sea Region (EUSBSR), as the city's in-house entity for EU project development, The Baltic Institute of Finland (BIF), acts as the main coordinator of the Policy Area. In this capacity, BIF leads the EUSBSR initiative on 'Collaborative BSR Decarbonization' which especially focuses on the contribution of and cooperation opportunities between the Baltic Sea region cities under the EU mission '100 Climate-neutral and Smart Cities by 2030'. This initiative and Tampere's role in it will be also utilized in supporting transferability and replication of the Tampere pilot results in the Baltic Sea region.</p> <p>The pilot's transformative, experimental and people-driven approaches and methods of speculative design, transformative learning, and urban gamification for supporting the sustainable mobility transformation represent a novel and transferable approach to co-imagine sustainable mobility futures in European cities. Specifically, the solution has a variety of transferable elements in its innovative ways for local residents to share their sustainable mobility visions for a city, and for policy dialogue and participative city making between local decision-makers, citizens and other stakeholders.</p>

Declarations and Keyword Tags
Alignment to NZC Pilot Cities Programme eligible activities
Yes applicant declares
City Learning Programme
Yes applicant declares
Other EU funded programmes/calls
Yes applicant declares
Other EU funded programmes/Calls (max 5000 characters)
N/A

Keyword Tags
Key word tag 1
Sustainable mobility mindshift
Key word tag 2
Co-designing mobility mindshift
Key word tag 3
Sustainable lifestyle
Key word tag 4
Urban gamification
Key word tag 5
Reducing mobility-based emissions

Files		
Title	Owner	Last Modified
1. NZC-PCP-Cohort-3-Budget_Tampere	Esa Kokkonen	23/08/2024 10:42
2. NZC_PCP_letter_of_support_Tampere_Nurminen	Esa Kokkonen	18/03/2024 17:34
3. NZC-PCP-Cohort-3-Impact-Framework_Tampere	Esa Kokkonen	18/03/2024 17:33

Call for Proposals: Call for Pilot Cities, Cohort 3 (2024) – NetZeroCities

Impact Section Template

Mobility Mindshift – Co-designing a Mindshift for Sustainable Mobility

This document covers proposals for funding under Horizon Europe, Grant Agreement number:
HORIZON-RIA-SGA-NZC-101121530

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netzerocities.eu





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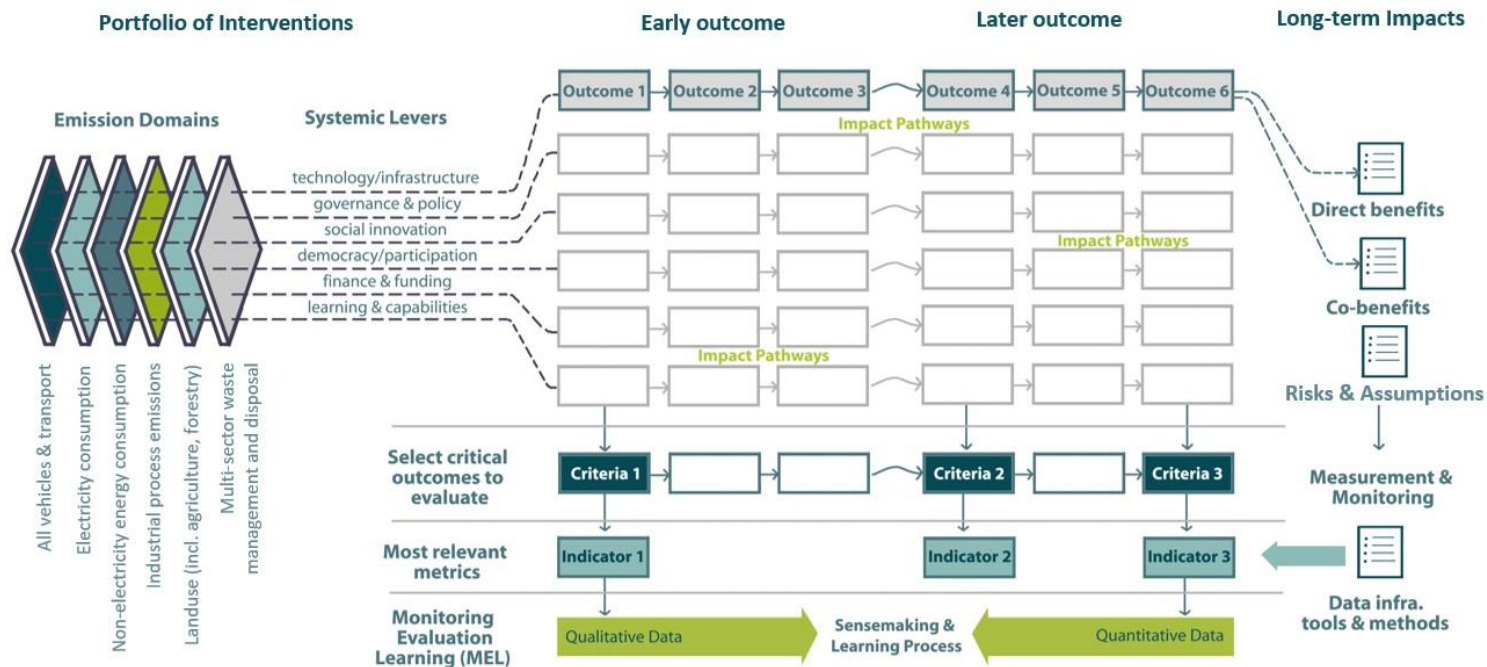
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Introduction to NZC PCP Impact Framework Template

Introduction and guidance (please go through this section before filling the template):

- This template summarises the ‘Impact’ section of your application. Please fill in this word document while also referring to the NZC PCP Indicator Set, and upload it in the sub-section ‘**IMPACT**’ in the Plaza portal as part of the submission of your application.
- The questions and tables outlined in this template are based on the overall structure and basic elements of the NZC Impact Framework (see diagram below). The information requested here is designed to help your proposal highlight the multi-dimensional progress your Pilot activities’ are expected to achieve, and to help your city gain strategic learnings and insights from your transformative journey through the NZC Pilot Cities Programme.
- The impacts, outcomes and indicators listed in this document will only be used at this stage of the Call for evaluating your proposal, based on the Call’s selection criteria. The contents of this template can be amended in the subsequent stages of the Programme for Monitoring, Evaluation & Learning (MEL) purposes, should your application be successful.



- The indicators/outcomes requested in this template are classified into **three main categories** based on the type of impacts and allowing for ample options for your proposal to communicate to the evaluators how your Pilot activities envision and define progress (“what does success look like?”).



Once selected, this information will help chosen Pilot Cities assess their evidence needs, baseline/target values, and data sources for specific indicators/outcomes at a later stage of the PCP MEL process. These impact categories include:

1. **Direct Impacts** are the long-term quantified effects produced by the project activities/interventions related to the GHG mitigation/reduction in one or more emission domains for the city.
 2. **Indirect Impacts or Co-benefits** expected to be produced during or after the project duration (either qualitative or quantitative) because of the Pilot activities/interventions. These also include long-term non-GHG impacts, if any.
 3. **Intermediate Outcomes** are the qualitative and observable changes/insights related to the process of implementing the portfolio, produced either early (short-term) or later (medium-term) during the project timeline. Some of these effects may potentially occur beyond the direct scope of your Pilot activities (for e.g., wider capacities built, or citizens engaged). These changes also relate your project's **Impact Logic or Impact Pathways** that link short-term or medium-term outcomes to long-term direct/indirect impacts – to support meaningful connections and better coordination between individual activities. In essence, these outcomes will change the enabling conditions beyond the direct scope of the Pilot activities, to advance your city in your pathways to climate-neutrality. These **qualitative outcomes** will also be useful to better collect and frame your project/city's strategic learnings and insights during implementation, as well as productively participate in the Collective Sensemaking process with other peer Pilot Cities in the cohort.
- The first two indicator categories for Direct and Indirect Impact above are further sub-divided into two sub-categories, to allow for greater flexibility and choice for indicator selection, data reporting and offering MEL guidance: These indicator sub-categories include:
 - a. **Standardised Indicators** are the ones you are requested to select from the **NZC PCP Indicator Set** (available in the application pack). This set includes a catalogue of **36 indicators** (12 GHG Indicators and 24 Co-benefits) compiled by the NZC Consortium, as recommended indicators as aligned with your proposal. These indicators are also compatible with the climate reporting platforms cities currently use (such as, CDP/ICLEI Track or MyCovenant), which can help Pilot Cities identify their relevant data sources at a later reporting stage. This indicator sub-category data will help us offer further MEL and impact assessment guidance to selected Pilot Cities, allow for quantitative data comparability/aggregation between all Pilot Cities in the cohort, and enable capacity building within the PCP cohort.
 - b. **Customised Indicators** are specific and most suited to your project based on your intended impacts and city's context. These non-standardised or contextual indicators can be included to measure progress and assess impacts that are not explicitly covered in the NZC PCP Indicator Set provided. Applicants are free to describe them based on their Pilot activities and voluntarily report data based on them, if selected.
 - c. Similarly, the information to be provided in the **third main category of qualitative Outcomes** is also contextual as descriptive text. They are classified as 'Early' or 'Later' Outcomes based on when they are expected to be produced i.e., whether in the short-term or medium-term. For further guidance on how to better frame these outcomes per lever or selected Impact Pathways, please refer to the NZC PCP Guidebook.
 - Lastly, both the quantitative and qualitative indicators or outcomes supplied in this template should not be considered as finalised or frozen for the project's MEL process post-selection, but rather a starting point for our collective Learning and Sensemaking journey for PCP. If selected, cities will have a chance to edit, refine or revise this information during the Grant Agreement preparation. At this stage, we recommend making an informed



choice of a few key indicators, outcomes and impact narratives that best suit your city/project’s ambitions and envisioned impact, and best respond to the evaluation and selection criteria of this Call.

Direct Impacts

Question: How are the Pilot activities expected to reduce the city's GHG emissions? What is the intended impact and emissions decrease profile, over the duration of the Pilot activities, and as a proportion of the city's overall emissions profile? (Up to 500 words)

In Tampere, climate emissions from transport are mainly due to road traffic. Tampere residents make about 50% of their journeys by car, but in future the city’s growth cannot rely on passenger cars as strongly as thus far. The city strives to heavily increase the modal share of sustainable options while decreasing the share of motoring. Sustainable mobility modes, public transport, walking and cycling are all priorities in the development of sustainable mobility. Tampere has already made major investments in a tramway and service levels of public transport. The land use planning for residential buildings is also focused to public transport zones. The use of public transport is growing fast despite the adverse impact of pandemic times. According to projections, even very optimistic scenarios of electric vehicles and the nation mandated biofuel distribution share will not take us to the 2030 target, which is set at 115 000 t CO2e. Thus, it is necessary to reduce the amount of kilometres driven compared to current levels despite a significant population growth.

The long-term goal of the project's activities is to reduce Tampere's overall emissions by reducing transport emissions. However, it is not possible to monitor the reduction in emissions during the project, as the change in mindset towards increased sustainable modal shift that the project seeks to achieve is slow. The target group of the project is young people and young adults, with whom a change of mindset will be created together to make future emission reductions possible. The mindshift is crucial to achieve the direct GHG impacts in the future.

Please use the following section to capture the specific GHG and non-GHG long-term impacts and indicators for your Pilot activities or interventions.

1.1 Long-term GHG Impacts (Standardised)

Please use this section to capture the GHG and non-GHG long-term impacts of your Pilot activities or interventions and refer to [NZC PCP Indicator Set](#) for further details.

Activity or Intervention name	GHG Emission Domain	Emission Sub-domain	Quantitative indicator	Metric/unit of measurement (How will this impact be measured?)
Please add as applicable	Select one or more from – <ul style="list-style-type: none"> All vehicles and transport (mobile energy) 	Select from as applicable – <ul style="list-style-type: none"> GHG emissions Total GHG emissions Stationary energy Transport 	Select from the suggested list of 12 indicators in NZC PCP Indicator Set as applicable	Select from suggested list of units in NZC PCP Indicator Set or add your own as applicable



	<ul style="list-style-type: none"> ▪ Consumption of electricity generated for buildings, facilities, & infrastructure ▪ Consumption of non-electricity energy for thermal uses in buildings & facilities ▪ Land use (including agriculture, forestry, and other land uses) ▪ Multi-sector waste management and disposal ▪ Industrial process emissions 	<ul style="list-style-type: none"> ▪ Waste ▪ Industrial processes and product use ▪ Agriculture, forestry, and land use (AFOLU) ▪ Grid supplied energy ▪ Energy Consumption ▪ Energy Efficiency ▪ Share of Renewable Energies ▪ Carbon capture and residual emissions 		
The whole project	Greenhouse Gas Emissions (GHG)	Total GHG emissions	Total greenhouse gas emissions per year	t CO2 equivalents / year
The whole project	Greenhouse Gas Emissions (GHG)	Transport	GHG emission from transport per year	t CO2 equivalents / year

1.2 Long-term GHG Impacts (Customised according to city/project)

Please use this section to capture the quantitative GHG impacts of your Pilot activities or interventions (those not included in NZC PCP Indicator Set).

Activity or Intervention name	GHG Emission Domain	Emission Sub-domain	Quantitative indicator	Metric/unit of measurement <i>(How will this impact be measured?)</i>
Please add as applicable	Select one or more from – <ul style="list-style-type: none"> ▪ All vehicles and transport (mobile energy) ▪ Consumption of electricity generated for buildings, facilities, & infrastructure ▪ Consumption of non-electricity energy for thermal uses in buildings & facilities 	Please add your own as applicable	Please add your own as applicable	Please add your own as applicable



	<ul style="list-style-type: none"> ▪ Land use (including agriculture, forestry, and other land uses) ▪ Multi-sector waste management and disposal ▪ Industrial process emissions 			
The whole project	All vehicles and transport (mobile energy)	Mobility and transport	Share of sustainable modes of transport on an autumn weekday (cyclist, pedestrians, public transport)	% of pedestrians, cyclists and public transport of total modal share
The whole project	All vehicles and transport (mobile energy)	Mobility and transport	Car ownership: number of passenger cars	pcs/1000 inhabitants
The whole project	All vehicles and transport (mobile energy)	Mobility and transport	Consumption-based emissions per capita: transport	kt (CO ₂ e.)/a
The whole project	All vehicles and transport (mobile energy)	Mobility and transport	Total consumption-based emissions: passenger car transport	kt (CO ₂ e.)/a
The whole project	All vehicles and transport (mobile energy)	Mobility and transport	Car mileage	km/person

Question: Which co-benefits or other indirect long-term impacts do the Pilot activities expect to achieve in your city, in addition to GHG-emissions reduction? (Up to 500 words)

A sustainable modal shift will reduce air pollution and make room for other modes of transport, people and nature. Sustainable modal shift also increases muscular mobility, which in turn improves physical and mental health. Young people are increasingly unwell and their health has declined significantly in recent years. A change in mindset towards cycling and walking will also improve young people's health. Involving residents also improves the acceptability of changes to the urban environment, as residents have been heard. Young people are affected by current decisions, and if residents in Tampere are involved and they feel included, this will also increase the likelihood of university students staying in Tampere after graduation.

Health and environmental impacts will only be noticed after the project in the same way as GHG emissions. Other long-term co-benefits are for example city vitality and attractiveness, which also creates opportunities for businesses. Involving residents in decision-making also increases equality.

Short-term co-benefits are for example social impacts, such as citizen participation and raising awareness of the opportunities to influence decisions, will already increase during the course of the project.



2 Indirect Impacts or Co-benefits

Please use the following section to capture the specific co-benefits or long-term indirect impacts of your Pilot activities.

2.1 Co-benefits (Standardised)

Please use this section to capture the co-benefits of your Pilot activities or interventions and refer to [NZC PCP Indicator Set](#) for further details.

Activity or Intervention Name	Domain	Sub-domain	Quantitative or qualitative indicator	Metric/unit of measurement (How will this impact be measured?)
Please add as applicable	Select from as applicable – <ul style="list-style-type: none"> ▪ Public Health and environment ▪ Social Inclusion, Innovation, Democracy and Cultural Impact ▪ Economy ▪ Resource efficiency ▪ Biodiversity 	Select from 24 recommended Co-benefit Sub-domains from the NZC PCP Indicator Set	Select from the suggested list 24 of indicators in NZC PCP Indicator Set or add your own as applicable	Select from suggested list of units in NZC PCP Indicator Set or add your own as applicable
The whole project	Public Health and Environment	Air quality	Improved air quality	Highest annual mean of PM2.5 concentration recorded [$\mu\text{g PM}_{2.5} / \text{m}^3$]
The whole project	Public Health and Environment	Noise	Reduction of noise pollution	% of population exposed to avg. LDEN > 55dB (annual average)
The whole project	Public Health and Environment	Health	Improved physical and mental wellbeing	Likert scale; 5 scales to be determined in local survey
The whole project	Public Health and Environment	Quality of life	Perceived change in the quality of life	Likert scale; 5 scales to be determined in local survey



Co-imagining sustainable mobility futures Organizing thematic days on sustainable mobility lifestyle at Tredu units and Tampere upper secondary schools Forming a network of sustainable mobility lifestyle ambassadors	Social Inclusion, Innovation, Democracy and Cultural Impact	Citizen & Communities Participation	Improved citizen participation	# of citizens engaged through the Pilot activities
Co-imagining sustainable mobility futures Organizing thematic days on sustainable mobility lifestyle at Tredu units and Tampere upper secondary schools Learning and sensemaking	Social Inclusion, Innovation, Democracy and Cultural Impact	Capacity of the public administration	Improvement in skills and awareness	# of public officers trained through the Pilot activities
Co-imagining sustainable mobility futures Organizing thematic days on sustainable mobility lifestyle at Tredu units and Tampere upper secondary schools	Social Inclusion, Innovation, Democracy and Cultural Impact	Social Innovation	Number of participative activities implemented per stakeholder group	total # of counseled activities
Learning and sensemaking	Social Inclusion, Innovation, Democracy and Cultural Impact	Scientific or Communication Outreach of the project	Scientific publications, social campaigns etc	total # of scientific publications
Learning and sensemaking	Social Inclusion, Innovation, Democracy and Cultural Impact	Upscaling & Replication	Number of follow-up projects or districts	total # of follow-up projects
Learning and sensemaking	Economy	Technological readiness	Number of solutions suggested for implementation in local strategies	total # of impemented solutions over the lifetime of the project



2.2 Co-benefits (Customised according to city/project)

Please use the following section to capture the Co-benefits of your Pilot activities or interventions (those not included in NZC PCP Indicator Set).

Activity or Intervention name	Describe Co-benefit related to this activity or intervention	Emission Domain(s)	Lever(s)	Custom quantitative or qualitative indicator	Custom metric/unit of measurement (How will this impact be measured?)
Please add as applicable	Please add your own as applicable City vitality and attractiveness	Select one or more as applicable – <ul style="list-style-type: none"> ▪ All vehicles and transport (mobile energy) ▪ Consumption of electricity generated for buildings, facilities, & infrastructure ▪ Consumption of non-electricity energy for thermal uses in buildings & facilities ▪ Land use (including agriculture, forestry, and other land uses) ▪ Multi-sector waste management and disposal ▪ Industrial process emissions 	Select one or more as applicable – <ul style="list-style-type: none"> ▪ Technology and infrastructure ▪ Governance and policy ▪ Financing and funding ▪ Social innovation ▪ Democracy and participation ▪ Learning and capabilities ▪ Data and digitalisation ▪ Procurement 	Please add your own as applicable	Please add your own as applicable
Co-imagining sustainable mobility futures	Improving the accessibility and vitality of the centre of Tampere	All vehicles and transport	Financing and funding Democracy and participation	City centre vitality index	# of visitors in the centre
Co-imagining sustainable mobility futures	Strengthening the retention power of the city	All vehicles and transport	Financing and funding Democracy and participation	Regional placement of degree students after graduation	# of graduates living in Tampere
Co-imagining sustainable mobility futures	Strengthening Tampere's position as a city of education and study	All vehicles and transport	Financing and funding Democracy and participation	Ranking in the survey examining the willingness to recommend cities to study in	# in the ranking



Co-imagining sustainable mobility futures	Strengthening participation	All vehicles and transport	Social innovation Democracy and participation	Experience in influencing the development of a residential area	Likert scale; 5 scales to be determined in local survey
Communication activities Forming a network of sustainable mobility lifestyle ambassadors	Strengthening participation	All vehicles and transport	Social innovation Democracy and participation	Awareness of participation opportunities	Impressions and engagement on social media
Co-imagining sustainable mobility futures	Increasing communal activity and decreasing loneliness	All vehicles and transport	Social innovation Democracy and participation	Experience of communality in the residential area and willingness to help	Likert scale; 5 scales to be determined in local survey
The whole project	Improving residents' perceived well-being	All vehicles and transport	Social innovation	Perceived well-being index for young adults Perceived well-being of young people	Likert scale; 5 scales to be determined in local survey
Learning and sensemaking	Strengthening political dialogue between residents and decision-makers	All vehicles and transport	Governance and policy Social innovation Democracy and participation	Social acceptability of policy decisions	# of policy makers participating



3 Outcomes to unlock pathways to climate-neutrality

Question: What or how do you think the Pilot activities will enable change in your city within and beyond their direct scope, on your pathway towards climate-neutrality? (Up to 750 words)

Co-imagining sustainable mobility futures and thematic days in at schools will increase citizen participation and citizens' the experience in influencing the development of a residential area. This and the learning and sense making will improve information exchange within city administration, citizens, and policy makers, which on the longer term will affect sustainable modal shift. Changing attitudes about sustainable transport and reaching a social tipping point in growth of sustainable transport will shape the built environment, which mean more space in the city for e.g., people, nature, homes, service building and businesses. This will make the traffic safer for all modes of transport, recuse traffic noise and increase air quality. When the city is more walkable and citizens use more sustainable modes of transport such as cycling and public transport, both the physical and mental health will increase. Social cohesion will also improve since the citizens are involved in urban planning. Later outcomes also include reducing GHG emissions.

Please use the following section to outline your qualitative outcomes based on your Pilot activities. These descriptive outcomes should ideally also cover the changes beyond the direct scope of Pilot activities, for e.g., how will the long-term change and its momentum be sustained beyond the 2-year project timeline? For detailed explanations on Impact Pathways and what do we mean by Early (short-term) or Later (medium-term) Outcomes, please refer to the 'NZC Theory of Change' or previous webinars on the topic of 'impact pathways' or 'MEL' on the NZC Portal.



3.1 Early and Later Outcomes (Customised according to city/project)

Activity or Intervention name	Select relevant Lever(s) of Change	Describe an Early Outcome related to this activity or intervention.	Describe a Later Outcome related to this activity or intervention, beyond the direct scope of the activity.
Please add as applicable	Select one or more as applicable – <ul style="list-style-type: none"> ▪ Technology and infrastructure ▪ Governance and policy ▪ Financing and funding ▪ Social innovation ▪ Democracy and participation ▪ Capacities and capabilities ▪ Data and digitalisation ▪ Procurement 	Please describe as applicable	Please describe as applicable
Co-imagining sustainable mobility futures	Social innovation Democracy and participation	Awareness of participation opportunities Experience in influencing the development of a residential area Improved citizen participation	Reduced private car use, ownership and number of vehicles in the city Changing attitudes about sustainable transport and reaching a social tipping point in growth of sustainable transport Health benefits Reduced emissions due to less fuel consumed per km driven
Forming a network of sustainable mobility lifestyle ambassadors	Social innovation Democracy and participation	Improved citizen participation Positive media coverage Better exchange of information within a city administration and citizens	Changing attitudes about sustainable transport and reaching a social tipping point in growth of sustainable transport Citizens choose sustainable modes of travel more often
Organizing thematic days on sustainable mobility lifestyle at Tredu units and Tampere upper secondary schools	Social innovation Democracy and participation	Improved citizen participation, co-creation and policy dialogue with citizens Awareness of participation opportunities	Reduced private car use, ownership and number of vehicles in the city Changing attitudes about sustainable transport and reaching a social tipping point in growth of sustainable transport Health benefits



			<p>Reduced emissions due to less fuel consumed per km driven</p> <p>New approaches, policy innovations and collaboration within the city policy making and planning towards the realization of the created future sustainable mobility scenarios</p>
Learning and sensemaking	Governance and policy	<p>Better exchange of information within a city administration, citizens and policy makers</p> <p>Positive media coverage</p>	<p>Improvements in walking and cycling infrastructure and bike parking</p> <p>Changing attitudes about sustainable transport and reaching a social tipping point in growth of sustainable transport</p> <p>More space in the city for e.g. people, greenery, homes, service buildings, businesses</p> <p>Improved safety for all travellers</p> <p>Social acceptability of policy decisions improves</p>

Budget input costs

Direct costs	Indirect costs	TOTAL
€ 479.916,00	€ 119.979,00	€ 599.895,00

Organisation	Work Package	Cost Description	Cost Category	Amount Planned	Indirect costs *(auto-calculated)	Total cost
City of Tampere	WP 1	Building a network of sustainable mobility lifestyle ambassadors (A.1.1) (2 months by PM, daily rate 350)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
City of Tampere - Tredu	WP 1	Mobility survey (A.1.2) coordination at Tredu (9 days by Tredu expert, daily rate 350)	A. Personnel	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere - USS	WP 1	Mobility survey coordination (A.1.2) at upper secondary schools (USS) (9 days by USS expert, daily rate 467)	A. Personnel	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere	WP 1	Supporting A1.3 Defining the design space (2 months by city expert, daily rate 350)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
Tampere University	WP 1	Mobility survey for the students (3 months by post doc researcher, daily rate 293)	A. Personnel	€ 15.048,00	€ 3.762,00	€ 18.810,00
Tampere University	WP 1	Defining the design space (6 months by post doc researcher, daily rate 296)	A. Personnel	€ 30.096,00	€ 7.524,00	€ 37.620,00
Tampere University	WP 2	Delivery of A.2.1 Co-imagining sustainable mobility futures (9 months by post doc researcher, daily rate 293)	A. Personnel	€ 45.144,00	€ 11.286,00	€ 56.430,00
City of Tampere - Tredu	WP 2	Organizing co-design workshops in A.2.1 at Tredu schools (2 months by Tredu expert, daily rate 350)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
City of Tampere - USS	WP 2	Organizing co-design workshops in A.2.1 at USS (1,5 months by USS expert, daily rate 467)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
City of Tampere	WP 2	Supporting A.2.1 delivery (2 months by PM, daily rate 350)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
City of Tampere - Tredu	WP 2	Organizing thematic days on sustainable mobility lifestyle at Tredu schools (A.2.2) (1 month by Tredu expert, daily rate 350)	A. Personnel	€ 6.000,00	€ 1.500,00	€ 7.500,00
City of Tampere - USS	WP 2	Organizing thematic days on sustainable mobility lifestyle at USS (1 month by USS expert, daily rate 467)	A. Personnel	€ 8.000,00	€ 2.000,00	€ 10.000,00
City of Tampere	WP 2	Supporting the delivery of A.2.2 (1 month by PM, daily rate 350)	A. Personnel	€ 6.000,00	€ 1.500,00	€ 7.500,00
City of Tampere	WP 3	Carrying out the evaluation (A.3.1) (3 months by PM, daily rate 350)	A. Personnel	€ 18.000,00	€ 4.500,00	€ 22.500,00
City of Tampere - Tredu	WP 3	Supporting the delivery of A.3.1 (9 days by Tredu expert, daily rate 350)	A. Personnel	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere - USS	WP 3	Supporting the delivery of A.3.1 (9 days by USS expert, daily rate 467)	A. Personnel	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere	WP 3	Coordinating A.3.2 Learning and sensemaking (3 months by PM and 3 months by city experts, daily rate 350)	A. Personnel	€ 36.000,00	€ 9.000,00	€ 45.000,00
Tampere University	WP 3	Planning and facilitating A.3.2 learning and sensemaking events (7 months by post doc researcher, daily rate 293)	A. Personnel	€ 35.112,00	€ 8.778,00	€ 43.890,00
City of Tampere - Tredu	WP 3	Supporting the delivery of A.3.2 events at Tredu (1 month by Tredu expert, daily rate 350)	A. Personnel	€ 6.000,00	€ 1.500,00	€ 7.500,00
City of Tampere - USS	WP 3	Supporting the delivery of A.3.2 events at USS (1 month by USS expert, daily rate 467)	A. Personnel	€ 8.000,00	€ 2.000,00	€ 10.000,00
City of Tampere	WP 4	Project management and coordination (8 months by PM, 33% per month, daily rate 350)	A. Personnel	€ 48.000,00	€ 12.000,00	€ 60.000,00
City of Tampere	WP 4	Financial management (1 month by Project Management Office, daily rate 350)	A. Personnel	€ 6.000,00	€ 1.500,00	€ 7.500,00
City of Tampere	WP 4	Project communication (1 month by PM and 1 month by communication unit experts, daily rate 350)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
City of Tampere	WP 4	Planning and organizing mentoring visits and Twinning Learning Programme activities (2 months by PM, daily rate 350)	A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
City of Tampere - Tredu	WP 4	Project management (PMT) and communication at Tredu (1 month by Tredu expert, daily rate 350)	A. Personnel	€ 6.000,00	€ 1.500,00	€ 7.500,00
City of Tampere - USS	WP 4	Project management (PMT) and communication at USS (1 month by USS expert, daily rate 467)	A. Personnel	€ 8.000,00	€ 2.000,00	€ 10.000,00
Tampere University	WP 1	Project management and communication at TAU (1 month by TAU expert, daily rate 293)	A. Personnel	€ 5.016,00	€ 1.254,00	€ 6.270,00
City of Tampere - Tredu	WP 2	A.2.1 co-design workshops (venue, catering, material) at Tredu	C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere	WP 4	Auditing	C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere	WP 2	Thematic days on sustainable mobility lifestyle at Tredu schools (A.2.2) (venue, catering, promotion materials)	C3. Other goods, works, and services	€ 5.000,00	€ 1.250,00	€ 6.250,00
City of Tampere	WP 2	Thematic days on sustainable mobility lifestyle at USS (A.2.2) (venue, catering, promotion materials)	C3. Other goods, works, and services	€ 5.000,00	€ 1.250,00	€ 6.250,00
City of Tampere	WP 3	Learning and sensemaking events (venue, catering, materials)	C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere	WP 3	Seminar on sustainable mobility lifestyle (venue, catering)	C3. Other goods, works, and services	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere	WP 4	Promotion and communication material (digital brochures, roll-ups)	C3. Other goods, works, and services	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere	WP 4	Production of promotional videos (2)	C3. Other goods, works, and services	€ 10.000,00	€ 2.500,00	€ 12.500,00
City of Tampere	WP 4	Project website design and hosting	C3. Other goods, works, and services	€ 6.000,00	€ 1.500,00	€ 7.500,00
City of Tampere	WP 4	Travel costs of visit of two days to Twin Cities (3 persons)	C1. Travel and subsistence	€ 5.900,00	€ 1.475,00	€ 7.375,00
City of Tampere	WP 4	Two in-person meetings hosting Twin Cities for two days (venue, catering, logistics)	C3. Other goods, works, and services	€ 8.000,00	€ 2.000,00	€ 10.000,00

Tampere University	WP 4	Travel costs of visit of two days to Twin Cities (1 person)	C1. Travel and subsistence	€	2.500,00	€	625,00	€	3.125,00
Tampere University	WP 2	Open access publishing costs	C3. Other goods, works, and services	€	3.000,00	€	750,00	€	3.750,00
Tampere University	WP 1	Mobility survey for the students (1 month by PhD student, daily rate 270)	A. Personnel	€	4.620,00	€	1.155,00	€	5.775,00
Tampere University	WP 1	Defining the design space (2 months by PhD student, daily rate 270)	A. Personnel	€	9.240,00	€	2.310,00	€	11.550,00
Tampere University	WP 2	Delivery of A.2.1 Co-imagining sustainable mobility futures (1 month by PhD student, daily rate 270)	A. Personnel	€	4.620,00	€	1.155,00	€	5.775,00
Tampere University	WP 3	Planning and facilitating A.3.2 learning and sensemaking events (1 month by PhD student, daily rate 270)	A. Personnel	€	4.620,00	€	1.155,00	€	5.775,00
City of Tampere - USS	WP 2	A.2.1 co-design workshops (venue, catering, material) at USS	C3. Other goods, works, and services	€	4.000,00	€	1.000,00	€	5.000,00
City of Tampere - Tredu	WP 4	Travel costs of visit of two days to Twin Cities (1 person)	C1. Travel and subsistence	€	2.500,00	€	625,00	€	3.125,00
City of Tampere - USS	WP 4	Travel costs of visit of two days to Twin Cities (1 person)	C1. Travel and subsistence	€	2.500,00	€	625,00	€	3.125,00



Budget summary

By Organisation, by cost category	Planned	Indirect costs	Total costS
City of Tampere	€ 227.900,00	€ 56.975,00	€ 284.875,00
A. Personnel	€ 174.000,00	€ 43.500,00	€ 217.500,00
C1. Travel and subsistence	€ 5.900,00	€ 1.475,00	€ 7.375,00
C3. Other goods, works, and services	€ 48.000,00	€ 12.000,00	€ 60.000,00
Tampere University	€ 159.016,00	€ 39.754,00	€ 198.770,00
A. Personnel	€ 153.516,00	€ 38.379,00	€ 191.895,00
C1. Travel and subsistence	€ 2.500,00	€ 625,00	€ 3.125,00
C3. Other goods, works, and services	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere - Tredu	€ 42.500,00	€ 10.625,00	€ 53.125,00
A. Personnel	€ 36.000,00	€ 9.000,00	€ 45.000,00
C1. Travel and subsistence	€ 2.500,00	€ 625,00	€ 3.125,00
C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere - USS	€ 50.500,00	€ 12.625,00	€ 63.125,00
A. Personnel	€ 44.000,00	€ 11.000,00	€ 55.000,00
C1. Travel and subsistence	€ 2.500,00	€ 625,00	€ 3.125,00
C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
Grand Total	€ 479.916,00	€ 119.979,00	€ 599.895,00

By Work Package, by cost category	Planned	Indirect costs	Total costs
WP 1	€ 95.020,00	€ 23.755,00	€ 118.775,00
A. Personnel	€ 95.020,00	€ 23.755,00	€ 118.775,00
WP 2	€ 126.764,00	€ 31.691,00	€ 158.455,00
A. Personnel	€ 105.764,00	€ 26.441,00	€ 132.205,00
C3. Other goods, works, and services	€ 21.000,00	€ 5.250,00	€ 26.250,00
WP 3	€ 121.732,00	€ 30.433,00	€ 152.165,00
A. Personnel	€ 114.732,00	€ 28.683,00	€ 143.415,00
C3. Other goods, works, and services	€ 7.000,00	€ 1.750,00	€ 8.750,00
WP 4	€ 136.400,00	€ 34.100,00	€ 170.500,00
A. Personnel	€ 92.000,00	€ 23.000,00	€ 115.000,00
C1. Travel and subsistence	€ 13.400,00	€ 3.350,00	€ 16.750,00
C3. Other goods, works, and services	€ 31.000,00	€ 7.750,00	€ 38.750,00
Grand Total	€ 479.916,00	€ 119.979,00	€ 599.895,00

By Work Package, by Organisation	Planned	Indirect costs	Total costs
WP 1	€ 95.020,00	€ 23.755,00	€ 118.775,00
City of Tampere	€ 24.000,00	€ 6.000,00	€ 30.000,00
A. Personnel	€ 24.000,00	€ 6.000,00	€ 30.000,00
Tampere University	€ 64.020,00	€ 16.005,00	€ 80.025,00
A. Personnel	€ 64.020,00	€ 16.005,00	€ 80.025,00
City of Tampere - Tredu	€ 3.000,00	€ 750,00	€ 3.750,00
A. Personnel	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere - USS	€ 4.000,00	€ 1.000,00	€ 5.000,00
A. Personnel	€ 4.000,00	€ 1.000,00	€ 5.000,00
WP 2	€ 126.764,00	€ 31.691,00	€ 158.455,00
City of Tampere	€ 28.000,00	€ 7.000,00	€ 35.000,00
A. Personnel	€ 18.000,00	€ 4.500,00	€ 22.500,00
C3. Other goods, works, and services	€ 10.000,00	€ 2.500,00	€ 12.500,00
Tampere University	€ 52.764,00	€ 13.191,00	€ 65.955,00
A. Personnel	€ 49.764,00	€ 12.441,00	€ 62.205,00
C3. Other goods, works, and services	€ 3.000,00	€ 750,00	€ 3.750,00
City of Tampere - Tredu	€ 22.000,00	€ 5.500,00	€ 27.500,00
A. Personnel	€ 18.000,00	€ 4.500,00	€ 22.500,00
C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
City of Tampere - USS	€ 24.000,00	€ 6.000,00	€ 30.000,00
A. Personnel	€ 20.000,00	€ 5.000,00	€ 25.000,00
C3. Other goods, works, and services	€ 4.000,00	€ 1.000,00	€ 5.000,00
WP 3	€ 121.732,00	€ 30.433,00	€ 152.165,00
City of Tampere	€ 61.000,00	€ 15.250,00	€ 76.250,00
A. Personnel	€ 54.000,00	€ 13.500,00	€ 67.500,00
C3. Other goods, works, and services	€ 7.000,00	€ 1.750,00	€ 8.750,00
Tampere University	€ 39.732,00	€ 9.933,00	€ 49.665,00
A. Personnel	€ 39.732,00	€ 9.933,00	€ 49.665,00
City of Tampere - Tredu	€ 9.000,00	€ 2.250,00	€ 11.250,00
A. Personnel	€ 9.000,00	€ 2.250,00	€ 11.250,00
City of Tampere - USS	€ 12.000,00	€ 3.000,00	€ 15.000,00
A. Personnel	€ 12.000,00	€ 3.000,00	€ 15.000,00
WP 4	€ 136.400,00	€ 34.100,00	€ 170.500,00
City of Tampere	€ 114.900,00	€ 28.725,00	€ 143.625,00
A. Personnel	€ 78.000,00	€ 19.500,00	€ 97.500,00
C1. Travel and subsistence	€ 5.900,00	€ 1.475,00	€ 7.375,00
C3. Other goods, works, and services	€ 31.000,00	€ 7.750,00	€ 38.750,00
Tampere University	€ 2.500,00	€ 625,00	€ 3.125,00
C1. Travel and subsistence	€ 2.500,00	€ 625,00	€ 3.125,00
City of Tampere - Tredu	€ 8.500,00	€ 2.125,00	€ 10.625,00
A. Personnel	€ 6.000,00	€ 1.500,00	€ 7.500,00
C1. Travel and subsistence	€ 2.500,00	€ 625,00	€ 3.125,00
City of Tampere - USS	€ 10.500,00	€ 2.625,00	€ 13.125,00
A. Personnel	€ 8.000,00	€ 2.000,00	€ 10.000,00
C1. Travel and subsistence	€ 2.500,00	€ 625,00	€ 3.125,00
Grand Total	€ 479.916,00	€ 119.979,00	€ 599.895,00

Annex 2

Reporting obligations and audited financial statements.

1. Obligation to submit reports.

The Lead Beneficiary must submit to EIT Climate-KIC the interim and final technical and financial reports. The relevant forms and templates shall be provided by EIT Climate-KIC three months prior to the report submission deadline. The Lead Beneficiary shall submit the reports on behalf of the consortium of partners listed in Annex 1.

2. Reporting periods

The Project is divided into the following 'reporting periods':

- RP1: from Month 1 to month 12.
- RP2: from month 13 to month 24.

3. Interim reports

The Lead Beneficiary must submit a periodic report within 60 days following the end of the first reporting period (RP1).

The interim report must include the following:

A. an 'interim technical report' containing:

- (i) a description of the work carried out by the Lead Beneficiary and consortium partners in line with the Project described in Annex 1;
- (ii) an overview of the progress towards the objectives (Impact Framework) of the Project, including milestones and deliverables defined in Annex 1;
- (iii) when available, a description of the exploitation and dissemination of the results;
- (iv) if required by Annex 1, an updated 'plan for the exploitation and dissemination of the results' and relevant communication activities.
- (v) justification for any deviations from the agreed Project.

(vi) Sensemaking and Learning Insights including:

- substantive learning to date identified through relevant learning and Sensemaking activities;
- a summary of how learning informs next steps and actions to be undertaken;
- where available, insights and synthesised learning to support other cities facing similar challenges and/or planning to undertake similar activities (including 'Twin Cities'); and
- where relevant, high level analysis of solutions / approaches ready for replication, transfer, and or/scaling, within the city and/or beyond.

B. an 'interim financial report' containing:

- (i) an 'individual financial statement' for the reporting period 1.

The individual financial statement must detail the eligible costs for each budget category. The Lead Beneficiary must declare all eligible costs, even if — for actual costs, unit costs and flat-rate costs — they exceed the amounts indicated in the estimated budget. Amounts which are not declared in the individual financial statement will not be considered by EIT Climate-KIC.

If a financial statement is not submitted for the first reporting period, it may be included in the final financial report.

The Lead Beneficiary must certify that:

- the information provided is full, reliable and true;
 - the costs declared are eligible (see Annex 3);
 - the costs can be substantiated by adequate records and supporting documentation that will be produced upon request or in the context of checks, reviews, audits, and investigations (see Article 4), and
- (ii) an explanation of the use of resources and the information on subcontracting for the reporting period concerned.
- (iii) an 'interim summary financial statement' consolidating the individual financial statements or the reporting period of the consortium partners.

4. Final report

In addition to the interim report submitted for RP1, the Lead Beneficiary must submit the final report within 60 days following the end of the last reporting period, RP2.

The final report must include the following:

A. a 'final technical report' with a summary for publication containing:

- (i) a description of the work carried out by the Lead Beneficiary and consortium partners in line with the Project described in Annex 1;
- (ii) an overview of achievements and/or outcomes related to objectives (Impact Framework) of the Project, including milestones and deliverables defined in Annex 1;
- (iii) a description of the exploitation and dissemination of the results; and relevant communication activities.
- (iv) Sensemaking and Learning Insights including:
 - substantive learning from implementation of pilot activities, identified through relevant learning and Sensemaking activities;
 - a summary of how learning resulting from the implementation of pilot activities is integrated into next steps and actions to be undertaken, i.e. beyond the grant period and incorporated into wider city decarbonisation activities;
 - where available, insights and synthesised learning to support other cities facing similar challenges and/or planning to undertake similar activities (including 'Twin Cities'); and
 - where relevant, high-level analysis of solutions / approaches ready for replication, transfer, and or/scaling, within the city and/or beyond.

B. a 'final financial report' containing:

- (i) a 'final summary financial statement' consolidating the individual financial statements for all reporting periods
- (ii) a 'certificate on the financial statements' (CFS)¹ of actual costs and unit costs calculated on the basis of Lead Beneficiary's usual cost accounting practices. The CFS's aim is to enable the EIT Climate-KIC, the Agency, the European anti-fraud office (OLAF) and the European Court of Auditor to check whether costs declared in the financial statements are eligible.

¹ Templates can be consulted on the EC Funding & tender opportunities portal: [Reference Documents \(europa.eu\)](https://ec.europa.eu/eit-climate-kic/reference-documents)

The costs for producing the CFS are eligible in the last reporting period only. It is recommended that The Lead Beneficiary includes the CFS costs in the budget estimated for the Project.

The individual financial statements of the last reporting period must also detail the receipts of the Project.

For the last reporting period: all the receipts should have been declared and paid.

5. Currency for financial statements

Financial statements must be drafted in euro.

The Lead Beneficiary with accounting established in a currency other than the euro must convert the costs recorded in their accounts into euro, at the average of the daily exchange rates published in the C series of the Official Journal of the European Union, calculated over the corresponding reporting period.

If no daily euro exchange rate is published in the Official Journal of the European Union for the currency in question, they must be converted at the average of the [monthly accounting rates published on the Commission's website](#), calculated over the corresponding reporting period.

The Lead Beneficiary and linked third parties with accounting established in euro must convert costs incurred in another currency into euro according to their usual accounting practices.

6. Language of reports

All reports (technical and financial reports, including financial statements) must be submitted in the language of the Award Agreement.

7. Bank account.

Payments will be sent to the bank account in Attachment. Subgrantee must contact the Pilot City Programme with any changes to bank information in order to ensure accurate payments. .

Annex 3

Cost Eligibility²

Eligible and Ineligible Costs

General conditions for costs to be eligible

'Eligible costs' are costs that meet the following criteria:

- (a) for actual costs:
- (i) they must be actually incurred by the Beneficiary and the consortium partners;
 - (ii) they must be incurred during the Project term as set out in Article 2, with the exception of costs relating to the submission of the periodic report for the last reporting period and the final report;
 - (iii) they must be indicated in the estimated budget set out in Annex 1;
 - (iv) they must be incurred in connection with the Project as described in Annex 1 and necessary for its implementation.
 - (v) they must be identifiable and verifiable, in particular recorded in the Lead Beneficiary's and consortium partner accounts in accordance with the accounting standards applicable in the country where the Lead Beneficiary and the consortium partners are established and with their usual cost accounting practices; (vi) they must comply with the applicable national law on taxes, labour and social security, and
 - (vii) they must be reasonable, justified and must comply with the principle of sound financial management, in particular regarding economy and efficiency;
- (b) for unit costs:
- (i) they must be calculated as follows:
amounts per unit set out in Annex 1 or calculated by the Lead Beneficiary in accordance with its usual cost accounting practices multiplied by the number of actual units;
 - (ii) the number of actual units must comply with the following conditions:
 - the units must be actually used or produced in the Project term as set out in Article 2;
 - the units must be necessary for implementing the Project or produced by it, and
 - the number of units must be identifiable and verifiable, in particular supported by records and documentation);

² Eligibility of costs guidelines are provided in article 6 of the [Horizon Europe Model Annotated Grant Agreement](#)

Specific conditions for costs to be eligible.

Costs are eligible if they comply with the general conditions (see above) and the specific conditions set out below for each of the following budget categories: A. direct personnel costs.

B. direct costs of subcontracting – no subject to indirect cost;

C. Purchase Costs

C.1 Travel and subsistence

C.2 Equipment

C.3 Other goods, works and services (e.g. consumables, dissemination, audit costs)

D. Other cost categories (internally invoices goods & services) – no subject to indirect cost.

D. Internal invoices.

E. indirect costs;

'Direct costs' are costs that are directly linked to the Project implementation and can therefore be attributed to it directly. They must not include any indirect costs.

'Indirect costs' are costs that are not directly linked to the Project implementation and therefore cannot be attributed directly to it.

ATTACHMENT

Bank account details for payment



Financial details Questionnaire

Instructions

1. Please complete **all** items in the below table.
2. Please **also attach a Proof of Bank Details**, an official not-typed document, from the bank:
3. Accepted documents include one of the following:
 - Proof of IBAN with BIC code.
 - PDF or picture of supplier's bank statement, clearly showing the bank details.
 - Screenshot from the bank account online app/website.



ORGANISATION DETAILS	
Name of the City in English	Tampere
Description of Goods/Services to be Provided	Pilot city selected under cohort 3 FSA/FSTP under SGA1 NZC 101121530
VAT if applicable	0211675-2
Currency Code	EUR
Head Office Street Address	Frenckellinaukio 2B
Head Office Town or City	Tampere
Head Office Post or Zip Code	33100
Head Country	Finland
Telephone	+358 3 56534550
Email Address	kirjaamo@tampere.fi kapa_talous@tampere.fi
BANK DETAILS	
Name on Account (exactly as shown on bank statement)	Tampereen kaupunki
Bank Account Number	-
IBAN No	FI92 2046 1800 0628 04
Swift Code/BIC	NDEAFIHH
Name of Bank (e.g., HSBC, ING)	Nordea Pankki Suomi Oyj
Bank Street Address	Satamaradankatu 5
Bank Town or City	Helsinki
Bank Post or Zip Code	00020
Bank Country	Finland
Signature	<i>Laura Klami</i>



TILITIELOMAKE

TIETOSUOJAPERIAATTEET https://ec.europa.eu/info/sites/info/files/about_the_european_commission/eu_budget/privacy_statement_fi.pdf

Ilmoittamasi tämän lomakkeen hyväksynte, että olet saanut tietoja henkilötietojesi käsittelystä Euroopan komissiossa kirjanpitoa ja sopimuksia varten.

Käyttäkää lomaketta täyttäessänne ISOJA LATINALAISIA KIRJAIMIA.

PANKKIYHTEYSTIEDOT ①

TILIN NIMI ②	TAMPEREEN KAUPUNKI		
IBAN/TILINUMERO ③	FI92 2046 1800 0628 04		
VALUUTTA	EUR		
BIC/SWIFT-KOODI	NDEAFIHH	KONTTORITUNNUS ④	
PANKIN NIMI	NORDEA BANK OYJ		
PANKKIKONTTORIN OSOITE			
KATU JA NUMERO	SATAMARADANKATU 5		
PAIKKAKUNTA	HELSINKI	POSTINUMERO	00020
MAA	SUOMI		

TILINHALTIJAN TIEDOT

KUTEN ILMOITETTU PANKILLE

TILINHALTIJAN	TAMPEREEN KAUPUNKI		
KATU JA NUMERO	PL 487		
PAIKKAKUNTA	TAMPERE	POSTINUMERO	33101
MAA	Suomi		

HUOMAUTUS

PANKIN LEIMA JA PANKIN EDUSTAJAN ALLEKIRJOITUS (Molemmat pakollisia) ⑤

Nordea Bank Abp
CMCS Account Management

Anitta Kirkonmäki
Anitta Kirkonmäki

PÄIVÄMÄÄRÄ (pakollinen)

16.2.2024

TILINHALTIJAN ALLEKIRJOITUS (pakollinen)

Arto Vuojola
ARTO VUOJOLAINEEN

① Ilmoittakaa lopullisen pankin tiedot, ei välittäjäpankin tietoja.

② Ei viittaa tilin tyyppiin. Tilin nimi on yleensä tilinhaltijan nimi. Tilinhaltija on kuitenkin voinut antaa tililleen eri nimen.

③ Ilmoittakaa IBAN-koodi (International Bank Account Number), jos se on käytössä siinä maassa, jossa pankkinne sijaitsee.

④ Koskee ainoastaan Yhdysvaltoja (ABA-koodi), Australiaa/Uutta-Seelantia (BSB-koodi) ja Kanadaa (Transit-koodi). Ei koske muita maita.

⑤ On toivottavaa, että mukaan liitetään jäljennös VIIMEAIKAISESTA tililotteesta. Tililotteesta on käytävä ilmi kaikki tiedot, jotka luetaan edellä kohdissa 'TILIN NIMI', 'TILINUMERO/IBAN' JA 'PANKIN NIMI'. Jos liitteenä on tililote, pankin leimaa ja pankin edustajan allekirjoitusta ei tarvita. Tilinhaltijan allekirjoitus ja päivämäärä ovat AINA pakollisia.