



Acronym

Title of the project

Type of intervention Type 1: 'Regional Initiative Project'

Type 2: 'Capitalisation Project'

Colour code

Fields to be completed by Applicant

Fields not to be completed or data automatically transferred / calculated from another field

**The Excel protection must not be removed.
Damaged Application Forms will be declared ineligible.**

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General Instructions for filling in the application form

This application form is part of the "application pack" for INTERREG IVC applicants. Before filling in this form, please also read all programme-related documents, especially:

- a) the INTERREG IVC **Operational Programme**,
- b) the **programme manual** and
- c) the terms of reference

In particular, the programme manual and the terms of reference will provide you with further guidance on the way to develop an INTERREG IVC project and to prepare the application form. The above mentioned documents are available on the programme web site (www.interreg4c.eu).

Paper version

Application form

The application form must be completed, printed out, dated, signed by a duly authorised representative of the Lead Partner, and stamped with the stamp of the Lead Partner's institution (if exists). It should be sent together with the annexes (co-financing statements/letter of support) by mail/courier to the INTERREG IVC Joint Technical Secretariat (JTS) at the latest by the end date of the call. This will be checked through the date of postal stamp on the envelope. The JTS address can be found on the programme's web site: www.interreg4c.eu

Co-financing statements/Letter of support

Co-financing Statements in original faxed or scanned version must be included in the mail sent to the JTS for all partners listed in Section 5 of the application form. If the responsible Managing Authorities/intermediate bodies are not directly involved as partners, letters of support from these institutions have to be provided. The standard form of the co-financing statement and the letter of support available on the Programme website must be used, no amendments to the text are allowed. Any amendments to the text of the form will lead to the ineligibility of the application. The amount of national co-financing indicated in the co-financing statements must cover at least the amount indicated for each partner in section 5 of the application form.

Electronic version

An electronic version of the completed application form must be sent by email to the JTS at the latest by the end date of the call at the following address: application@interreg4c.eu

The electronic and paper version of the application form must be identical.

Technical instructions

- Applicants are asked to complete only the input fields (white fields) of this application form. For technical reasons, most of the white fields have been split up into 2 or 3 sub-fields. As soon as the first sub-field is filled in, please continue in the next sub-field.
- Grey fields are not to be completed. For the grey fields, certain information will automatically be transferred to these sections after details are entered in other fields of the application form. Formulae for automatic calculations have been included in the relevant fields. These fields cannot be changed or edited.
- All input fields (white fields) are locked in order to ensure that all applicants have the same amount of space for describing their project and answering the questions. The number of characters (with spaces) is limited to 1000 characters per field. Any text exceeding this space will not be visible in the printout and therefore cannot be taken into account when assessing the operations.
- All input fields must be filled in unless stated otherwise in the instructions field. As different sections of the application form depend on the type of interventions, applicants should start by selecting the type of intervention they are applying to.
- Certain questions in the application form must be answered by marking a tick-box. When clicking on the box, an arrow will appear. Please click on the arrow and select the option provided in the drop-down field, which will appear on the screen.
- If you want to use a bullet point list in any of the input fields, please press 'Alt+Enter' to move to the next line.
- If you want to copy and paste information in the document, please select the **content of the cell you are copying from, and not the cell itself**.

Application forms with error messages or with uncompleted sections will automatically be declared ineligible.

Checklist for submission

Please make sure that you have fulfilled the requirements listed below before submitting the documents.

- 1. The electronic version of the completed application form is submitted via e-mail to application@interreg4c.eu by the end date of the call at the latest.
- 2. The paper version of the completed application form and the relevant annexes (co-financing statements, letters of support) are sent to the JTS in Lille by the end date of the call at the latest (proof of the sending date has to be provided).
- 3. The electronic and paper versions of the application are identical.
- 4. All documents are in the working language of the programme (English).
- 5. The paper version includes the completed application form and the relevant annexes (co-financing statements/letter of support) in one single package/envelope.
- 6. The paper version is not bound in order to ease photocopying for the JTS.
- 7. Co-financing statements in original, faxed or scanned version are submitted for all partners including the Lead partner. If the responsible Managing Authorities/intermediate bodies are not directly involved as partners, letters of support from these institutions are provided. They are dated and signed by hand. The standard forms from the application pack have been used and no amendments to the texts have been made. The information in the fields to be completed (acronym, title, name of institution, partner no) corresponds exactly to the information provided in the application form. The co-financing amount covers at least the amount indicated in the application form.
- 8. All partners participating in the project, including partners from third countries, are listed in section 5 of the application form with their institution's name in original and English languages.
- 9. The application form is dated and signed by hand by a duly authorised representative of the Lead Partner.
- 10. The application form is dated and stamped.
- 11. The application complies with the eligibility criteria of the INTERREG IVC programme described in the programme manual and the terms of reference.
- 12. All fields have been filled in and no error messages appear.

Section 1: Project Summary

1.1 Acronym:

1.2 Title of the project:

1.3 Type of intervention:

Are you interested in Fast Track Projects?

1.4 Duration

Please indicate when the operation will start and finalise its activities. Concerning the start date, the following elements should be taken into consideration. Projects should be ready to start their implementation as soon as possible after the decision of the IVC Monitoring Committee and in any case within a maximum of two months from the date of decisions. Decisions on projects are expected to be taken within eight months after the end date of each call. For the recommended duration of projects, please refer to the programme manual.

Start: beginning of

Closure: end of

TOTAL N° MONTHS:

1.5 Sub-theme selected:

Please select the sub-theme the project focuses on. Please note that only one sub-theme can be chosen.

Priority:

Sub-theme:

1.6 Brief summary of the project

Please provide a brief summary of the project's background, objectives, partnership, main activities and expected outputs and results. It is strongly advised that this field is filled in after the entire Application Form has been completed. Should the project be approved, this summary will be published on the programme's website. Thus, it should be clear, self-explanatory and without references to other parts of the Application Form or to other documents.

QLAIR-Capitalisation aims to achieve better quality of life in the surroundings of airports by effectively dealing with the issue of noise annoyance via a variety of approaches and instruments. QLAI promotes a shift to an integrative approach with full stakeholder involvement. The QLAI-capitalisation partnership represents 7 major European airport regions from 7 countries that studied this issue in the preceding years on own resources. These airports are those of: Paris (Orly), Prague, Barcelona, Stockholm, Brussels, Helsinki and Warsaw. In intensive cooperation extensive information was collected, knowledge exchanged and policies, approaches and tools were discussed.

The findings are laid down in reports and stood central in a conclusive meeting in December 2009 in Amsterdam. These findings consist of determined best practices (approaches, policies, tools and instruments), new insights, policy recommendations and a database.

The partnership has the ambition to continue

its mission with full speed and to capitalise the results of their work in QLAI-Capitalisation. The partnership will translate these results to their respective regions. That means the start of a process per region of finding the best way to implement best practices and to involve and commit all relevant key players to agree on the necessary actions for the years to come. This will be a complex process that will need process time to arrive at a widely accepted set of actions as well as for determining the most effective and efficient ones.

The partners will keep each other on track via strategic feed back and advice f.i. via staff exchange.

The final result will be a set of actions per region laid down in Action Plans. These plans will include detailed information about:

- the specific regional situation, its problems and challenges
- the good practices that have been selected for implementation
- the stakeholders that are essential in the implementation process and their role

- the precise steps and actions that will be undertaken to ensure successful implementation
- a timetable
- the relevant indicators for implementation (including baseline and target values)
- a quantitative, financial expression of the actions planned for
- a proposal for funding of the costs of the actions, including mainstream funds

The Action Plans can be regarded as strategic documents with a binding character for the parties involved in the drafting process. The ambition is to conclude the drafting process with signing the plans by all relevant parties. Via the Airport Regions Conference network in which almost all relevant major European airports participate, the results of the project will be disseminated via modern communication instruments and a concluding conference. Relevant findings from the capitalisation project will be concluded in Pan European recommendations. The results will be reported continuously in the European Commission Observatory on Airport Capacity.

1.7 Partnership information

Number of partners not financed under INTERREG

Number of partners financed under INTERREG IVC

IVC

Austria:	0
Belgium:	2
Bulgaria:	0
Cyprus:	0
Czech Republic:	1
Denmark:	0
Estonia:	0
Finland:	1
France:	1
Germany:	0
Greece:	0
Hungary:	0
Ireland:	0
Italy:	0
Latvia:	0
Lithuania:	0
Luxembourg:	0
Malta:	0
Netherlands:	0
Poland:	1
Portugal:	0
Romania:	0
Slovak Republic:	0
Slovenia:	0
Spain:	2
Sweden:	1
United Kingdom:	0
Total:	9
Norway:	0

EU-MS:	0
Switzerland:	0
Others:	0

Total number of partners: **9**

Overview of project partners (details of the partnership have to be filled in in Section 5)

	Institution	country	Partner budget			
<u>LP</u>	Municipality of Viladecans	ES	ERDF Funding: 244 196,25 €	EU Nat. Cofi 81 398,75 €	Other: 0,00 €	TOTAL: 325 595,00 €
<u>P2</u>	Airport Regions Conference	BE	ERDF Funding: 138 813,75 €	EU Nat. Cofi 46 271,25 €	Other: 0,00 €	TOTAL: 185 085,00 €
<u>P3</u>	Self-government of Mazovia Voivodship	PL	ERDF Funding: 78 204,25 €	EU Nat. Cofi 13 800,75 €	Other: 0,00 €	TOTAL: 92 005,00 €
<u>P4</u>	Flemish Government	BE	ERDF Funding: 94 166,25 €	EU Nat. Cofi 31 388,75 €	Other: 0,00 €	TOTAL: 125 555,00 €

<u>P5</u>	City of Vantaa	FI	ERDF Funding: 94 166,25 €	EU Nat. Cofi 31 388,75 €	Other: 0,00 €	TOTAL: 125 555,00 €
<u>P6</u>	Municipality of Sigtuna	SE	ERDF Funding: 87 416,25 €	EU Nat. Cofi 29 138,75 €	Other: 0,00 €	TOTAL: 116 555,00 €
<u>P7</u>	Municipality of El Prat de Llobregat	ES	ERDF Funding: 94 166,25 €	EU Nat. Cofi 31 388,75 €	Other: 0,00 €	TOTAL: 125 555,00 €
<u>P8</u>	Prague airport region	CZ	ERDF Funding: 84 451,75 €	EU Nat. Cofi 14 903,25 €	Other: 0,00 €	TOTAL: 99 355,00 €
<u>P9</u>	Esonne County Council	FR	ERDF Funding: 94 166,25 €	EU Nat. Cofi 31 388,75 €	Other: 0,00 €	TOTAL: 125 555,00 €
<u>P10</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P11</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P12</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P13</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P14</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P15</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P16</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P17</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P18</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P19</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €

Acronym: QLAIIR - Capitalisation

<u>P20</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P21</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P22</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P23</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P24</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P25</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P26</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P27</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P28</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P29</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P30</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P31</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P32</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P33</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P34</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €

Acronym: QLAIIR - Capitalisation

<u>P35</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P36</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P37</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P38</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P39</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €
<u>P40</u>			ERDF Funding: 0,00 €	EU Nat. Cofi 0,00 €	Other: 0,00 €	TOTAL: 0,00 €

Acronym: QLAIR - Capitalisation

1.8 Project budget (in EUR) (based on the partner budget described in Section 5)

	Amount
ERDF Funding	1 009 747,25 €
National Public Co-financing	311 067,75 €
Total budget eligible to ERDF	1 320 815,00 €
Norwegian Funding	0,00 €
Norwegian Co-financing	0,00 €
Total Budget Norway	0,00 €
INTERREG IVC BUDGET	1 320 815,00 €
Other funding	0,00 €
TOTAL BUDGET	1 320 815,00 €

1.9 Lead Partner confirmation

By signing the Application Form the Lead Partner hereby confirms that

- the project neither in whole nor in part has or will receive any other complementary EU funding (except for the funding indicated in this Application form) during the whole duration of the project.
- the project is in line with the relevant EU and national legislation and policies of the countries involved.
- all partners in the partnership receiving funding from the INTERREG IVC programme (ERDF or Norwegian funding) fulfil the criterion of a public body or a body governed by public law as defined in the Programme Manual.
- all partners described in Section 5 of the Application Form are committed to taking part in the projects' activities
- the information is accurate and true to the best knowledge of the Lead Partner

Signature of the Lead Partner	Official stamp of the Lead Partner's institution (if exists)
Name of the signatory	Carles Ruiz Novella
Title of the signatory	Mayor of Municipality of Viladecans
Lead Partner's institution	Ajuntament de Viladecans
Date of signature	4 March 2010

Section 2: Detailed Description of the Project

2.1 Rationale

2.1.1 Brief history of the project

Please describe how the project idea and partnership was developed and how the partners were involved in developing the project proposal.

Quality of Life in airport regions (QLAIR) is a cooperation initiated by a number of major airport regions in Europe and the Airport Regions Conference (ARC) in 2005. The ARC is an association of regional and local authorities across Europe with an international airport situated within or near its territory.

The objective of QLAI is to seek a European level playing field for policies dealing with the environmental aspects of airport operation and development, especially regarding airport surroundings in order to handle the demand for future growth of the European airport sector.

QLAIR has been set up to jointly seek solutions in dealing with the environmental aspects and risks of airport activities in doing so sustaining and improving the quality of life in airport regions and securing the economic performance of airport regions. QLAI focuses on noise nuisance, gaseous emissions and external safety risks and social acceptance originating from airport activities, because they are

potentially of risk to the health of residents living nearby or at least influence the well being negatively. Vice versa legal restrictions can limit urban, social and economic development.

Improving the quality of life in airport regions is more than just a matter of forcing back noise nuisance and emissions or create safety zones. Quality of life encompasses multiple elements. Recent study reveals that it requires an approach based on three basic elements:

1. Measures decreasing/avoiding noise-nuisance and emissions
2. Compensation in heavily affected areas
3. Investments in improvement of quality of life in the working and living environment

The project partners share the ambition for cooperation to improve the quality of the surrounding airport area and tackle the related problems. They therefore started to work jointly since 2007 with the exchange of experience and the determination of best practices in 4 thematic subprojects: (1) ground noise, (2) compensation, (3) ATM technology

and spatial planning and (4) information & communication.

The activities carried out are:

1. the collection of experiences on the various systems and policies in the ARC regions and other relevant airports;
2. assessment the strengths and weaknesses of the different policies and systems and assessment of the role of timing of information and communication provision;
3. workshops with experts.

The results of these projects are written down in concluding papers which have been approved by the Steering Committee in December 2009.

The ambition of the QLAI - Capitalisation partnership is to implement these findings in their respective regions, tailor made for those regions in a new joint project. The new partnership jointly developed therefore this capitalisation project proposal in a number of international meetings, determined their regional focus and secured regional support by committing regional stakeholders and MA's in advance.

2.1.2 Problem description / issue addressed

Please describe what problem(s) and/or issue(s) the project will address. Explain the background of the problem(s) / issue(s) and their relevance to the partnership and the INTERREG IVC programme. Please justify the choice of the selected sub-theme.

Airport regions in Europe are playing a significant role to enable the economic growth and integration in Europe as well as global competitiveness. Local and regional authorities within the airport regions have a political responsibility to balance this economical dimension with the need for sound living conditions and quality of life for the residents living in the vicinity of an international airport.

There is a sense of urgency to seek a balance in development regarding further growth in aviation and connected land-side investments (economies of scale) around airports, as well as solid investments in measures reducing noise nuisance, gaseous emissions and external safety risks. Among other measures, this implicates the need for improvement in tailor-made compensation-programs and financial incentives for projects which improve the quality of the surrounding airport area.

In this capitalisation project the focus is specifically on topics primarily related to noise nuisance.

Especially noise originating from airplane activities can be of risk to the health of residents living nearby airports and influence the well being negatively. These risks are related to various noise factors such as intensity, frequency and wavelength. The project is limited to dealing with the effects of noise related airport activities. Local and regional authorities play an important role in anticipating these effects and the translation in adequate policies and actions. The project will not concentrate on the source itself, the airplanes.

Although the focus is on noise nuisance it is obvious that other related airport risk factors can not be excluded in the project, because they are interrelated and can have cumulative effects. Furthermore policy concepts that are efficient in dealing with noise nuisance can be useful concepts to deal with other risks originating from air traffic. Therefore, although the focus is on noise nuisance, an integrated approach will be followed.

Airport regions are faced with scattered decision making on various levels and by public and private stakeholders. The quality and logic of decision making in airport regions needs improvement to avoid suboptimal solutions or stagnation.

In many airport regions there is a spoken or unspoken need to find new ways of improving the quality of life around their airport(s). This can only be achieved by learning from best practices and finding ways to translate those to the specific situation of each airport region. It's obvious that this must be achieved through dialogue between all relevant stakeholders in a participatory process and with a common base for subscribing the sense of urgency: airport development cannot be isolated from regional development. The surrounding region is beneficiary due to market place and economies of scale-developments in the vicinity of an international airport.

A good and attractive environment of an airport region can attract international companies, which can stimulate the economic growth of this region and strengthen the (economic) position of the region as well as its nation.

QLAIIR addresses the problems in airport regions in an integrated way. Governance stands central, i.e. the relative position of regional authorities vis a vis other stakeholders such as the airport operator, air traffic control but also national and other local/regional authorities. Quality of life policies can reduce the effects of environmental risks caused by aircraft noise and aircraft emissions by a mix of policies in the areas of:

- Information and communication
- Mitigation and compensation
- Investment in affected areas
- Reduction of non acoustical effects of aircraft noise (stress, lack of control, lack of predictability)

2.1.3 Objectives of the project

Please describe the overall objective and sub-objectives of the project.

The main objective of QLAIR-capitalisation is:

- To develop concrete, effective and widely supported Action Plans for each participating airport region dealing with noise nuisance, that specify the necessary activities for the implementation of these actions, based on gathered knowledge, good practices, approaches and tools as determined by the project partners in the previous years of knowledge exchange, analysis and identification of good practices and policies.
- Joint development of these Action Plans in close cooperation with the regional key players and national relevant bodies. Main activities will be the identification of relevant issues per region to set focus to the development of the specific Action Plan and the production of the plans by involving all relevant key players via participatory processes such as local and regional meetings, workshops etc.

- Effective involvement of the partnership in the development of all Action Plans via international meetings, staff exchange, peer reviews etc.
- Dissemination of the project results to all other relevant airport regions and key policy organisations utilizing the ARC network and relevant instruments

The main focus in the Action Plans will be on the following thematic fields of interest:

- Information and communication with citizens
- Implementing best practices mitigation policies
- Development and implementation of innovative compensation schemes
- Optimal land use planning, including urban planning guidelines

The actual content per Action Plan will vary per partner region depending on the specific situation and circumstances and the participatory process with the stakeholders.

2.1.4 Expected outputs and results of the project

a) Please describe the outputs and results the project intends to produce. For further information, please refer to the Programme Manual.

*(**Outputs** are tangible deliverables and visible outcomes or products of the project. They directly result from the activities carried out in the project. Output indicators are typically measured in concrete units such as number of seminars, study visits, conferences, participants, publications, good practices identified, policies addressed. **Results** are direct and immediate effects resulting from the project and from the production of the outputs. Compared to outputs, results imply a qualitative value. They should be also measured in concrete units such as the number of staff with increased capacity, the number of good practices successfully transferred, the number of policies improved.)*

The project deliverables are:

- 7 Regional Action plans (2 partners are from the same region: Barcelona airport, they will produce a joint action plan with individual paragraphs for their own municipality))
- 7 Signed statements (1 per action plan, signed by relevant parties)
- Final report with conclusions and recommendations on the action plans development process and the action plan content.
- Website with project information and results
- Final Conference highlighting the results of the project and (policy) recommendations and guidelines
- 5 E-news letters
- 9 meetings of the project team
- 6 meeting of the Steering Committee
- 8 staff exchanges
- Presentations of findings to the EU Commission Observatory on airport capacity

Project results:

- Overview of agreed implementation activities dealing with noise nuisance for 8 regions
- Better integration of actions and better cooperation of local and regional stakeholders in 8 airport regions
- A sound basis for the implementation of activities aiming at higher safety for residents and better quality of life in airport regions in balance with economical development of the airport surroundings (implementation itself after the project lifetime)
- Inspiration to and information for other airport regions and the aviation industry to improve policies, actions and stakeholder cooperation. Better understanding of local and regional governance of airport development in Europe

b) Please explain the innovative character of the expected results in particular compared with possible INTERREG IVC running projects dealing with similar focus (see programme website for further information on running projects). For projects deriving from past INTERREG experiences (follow-up projects), please clarify the added-value of these results compared to the achievements of the previous experience.

As far as the partnership knows there are no comparable capitalisation projects dealing with the issue of noise nuisance in relation to airports. The project is unique in this way and brings together a group of highly specialised public authorities and organisations with major airports within their territory who have experience with this issue and of which a number of them have worked together the previous years in the Interreg 3C project STRAIR and on own resources after STRAIR was finished. STRAIR stands for Strategic development and co-operation among airport regions. One of the issues studied was 'Territorial and environmental aspects of airport development'. This laid the basis for further study of the environmental aspects of airports in relation to local and regional policies in the following years on own resources.

The innovative character of the expected results is in the first place that there is no comparable project which makes the project innovative in itself.

The project will have a direct relation to future governance of increased airport capacity in Europe through the European Commission Observatory on airport capacity.

Secondly the innovative character is of a European dimension, not only transferring best practices and findings from one country to another but also with the active help of practitioners from other countries in the partnership. Each partner will participate for some time in the development process of the action plan of one of the other partners and in a number of project meetings the development of all project plans will stand central en be discussed critically. This secures that high standards form the basis of the development of all plans.

Thirdly the development of the plans in an European context is innovative and will boost the local and regional cooperation of stakeholders and improve the quality and acceptance of the resulting action plan.

2.1.5 Existing knowledge and experiences

Please describe the 'stock of experiences' (i.e. identified good practices, acquired knowledge and know-how including possible transferable tools) that will be made available within the project and that will constitutes the basis for the transfer into the mainstream programmes (see also chapter 2.1.2 of the programme manual)

The 'stock of experiences' is described in the QLAIR Main Report (December 2009) based on 4 inventories. A selection is listed below.

Communication & Information:

- There should be an organisation that audits the objectivity of the information on airport websites.
- Airport websites should have a minimum amount of information that involves operational configurations, noise calculation and measurement data, radar tracking.
- All home pages of airport websites should include a direct link to information on environmental matter ('green button').
- Complaints by citizens need to be registered. Agree on a minimum response time.
- Each airport region should have a stakeholders forum or consultative committee

Ground noise:

- Ground noise i.e. low frequency noise includes engine testing, taxiing of aircraft, vehicles at airports and other airport operations that produce noise.
- Recognition for the ground noise problem and agreement on a local or regional level on the size of the problem.

- Including ground noise in compensation and mitigation strategies

Mitigation and compensation:

- Insulation is necessary, but often not sufficient to increase quality of life
- Being able to choose between various options of insulation is important for inhabitants for valuing the effects
- Voluntary schemes offered by the airport without consent of the region or inhabitants are not effective
- Inhabitants are mostly interested in financial compensation.
- Implementation of insulation programs has been inefficient, in time and cost
- Communication of the implications of sound insulation, is a crucial aspect in the mitigation process

Air Traffic Management:

- ATM can influence the aspects of airport operations that are important to spatial planning. These opportunities provide the airport community and spatial planners additional tools in balancing the positives and negatives of having an airport in the region. Most important is that all stakeholders are aware of the available tools.

2.1.6 Approach and methodology

Please describe the approach and the methodology (e.g. sequence, combination and interrelation between the activities; logic behind the different Components) proposed to achieve the project's objectives and to produce the intended outputs and results.

The core of the project is the transfer of the 'stock of experiences' (2.1.5) into 7 action plans in CP 3. The approach in CP 3 is to systematically identify per airport region the actions necessary to implement the best practices, insights, recommendations etc. Each region has selected a leading theme connected with noise nuisance and will produce a tailor made action plan. The working method per action plan is the following:

1. Description of the specific region and specific problems and challenges
2. Stakeholder analysis and strategy for involvement
3. Confrontation with 'stock of experiences' and selection of region specific good practices for implementation
4. Initial description of possible actions and ex ante assessment of their effectiveness
5. Selection of relevant sets of actions and further elaboration (precise steps and timing) of these actions
6. Elaboration of indicators for implementation (including baseline and target values)
7. Indication of crucial success factors

...roles and responsibilities per organisation involved

8. Elaboration of an overall timetable
9. Assessment of quantitative, financial consequences of the actions
10. Drafting of proposal for funding of the cost of the actions, including possible mainstream funds
11. Formulation of cooperation structure and monitoring system for implementation of the action plan
12. Recapitulate the results of the previous steps in an Action Plan
13. Joint approval of the Action Plan by the relevant key players

The working process secures that the experience of the partnership and the input of key players is utilised in all stages of the production of the action plan:

- participatory process tailor made to the specific region consisting of interactive workshops and stakeholder sessions, establishment of regional work groups, public consultation etc.
- partnership involvement consisting of partner meetings/visits to discuss specific issues, generate input and feed back, coaching by

other partners, exchange of experts and participation in regional workgroups. Specific mix per region will be decided at the start of the project.

Also communication and dissemination is important (CP 2):

- Lessons learned during the Action Plan drafting processes will be exchanged permanently in the partnership in the meetings and via an e-newsletter and website.
- Throughout the project lifetime information and dissemination activities are planned to inform the partners and other interested airport regions and to highlight the (interim) results. The drafting process of the Action Plans will be monitored and evaluated at the end of the project. The conclusions and project results will stand central in a concluding conference (in a wider setting open to the whole ARC network and an EU wide target group) and will be laid down in a final report.

Central project management (CP 1) will monitor and facilitate the project activities as a whole.

2.1.7 Components of the project

Activities have to be organised logically into a certain number of components. The description of these components is provided in section 3 of the application form. For further information on the components, please refer to the programme manual.

Acronym: QLAIR - Capitalisation

Component 'Preparation Activities'	Title	Preparation activities
	Responsible partner	Municipality of Viladecans
Component 1	Title	Management and coordination
	Responsible partner	Lead Partner
	Planned results	A well managed project reaching its objectives, without serious conflict between the partners, without irregularities and with smooth reporting to the programme
Component 2	Title	Communication and dissemination
	Responsible partner	Airport Regions Conference
	Planned results	Project partners and external target groups are well informed during the project on progress and results and on the final results and output.
Component 3	Title	Exchange of experiences dedicated to the transfer of good practices into EU Structural Funds mainstream programmes
	Responsible partner	Municipality of Viladecans
	Planned results	To develop 7 concrete and effective Action Plans for each participating airport region in close cooperation with the regional key players and national relevant bodies.
Component 4	Title	
	Responsible partner	
	Planned results	
Component 5	Title	
	Responsible partner	
	Planned results	

2.1.8 Durability of the project results

Please describe how the durability of the project's achievements will be ensured. How, when and by whom will the outputs be used and how will they be maintained after the end of the project? How will the results/impacts of the project be sustained?

The durability of the project's achievements is ensured basically by involving all stakeholders (including MA's) per airport region from the beginning in the drafting process of the Action Plans and to activate their knowledge and generate their input in the plan. The ambition is that at the end of the drafting process all relevant key players will sign a (joint) statement that secures the actual implementation of the Action Plan after the project's lifetime. The action plans will serve as input for operational plans of EU structural funds.

Furthermore the communication on partner level as well as on project level will be targeted at gaining maximal support for the Action Plans.

Finally in the project the drafting process of the Action Plans will be monitored and evaluated. The results will be made available to all other interested airport regions via a report, the website and final conference. This will form the basis for the transfer of these experiences and can form the start of similar processes in other regions.

2.2 Policy context

2.2.1 Contribution to the programme's objectives and to the Lisbon and Gothenburg agendas

Please describe how the project will help to achieve the objectives of the INTERREG IVC programme and contribute to the Lisbon and Gothenburg agendas. What added value will interregional cooperation bring in this context?

QLAIR-capitalisation contributes directly to the main objective of priority 2 of the OP, namely to improve policies, methods and capacities in the areas of environment and risk prevention. The project especially aims at improving the synergies between environment context and the economy. It is the challenge in airport regions to benefit from its economical potential at the one hand and to improve the quality of life for residents at the other hand. This is exactly where QLAIR-capitalisation focuses at and aims to transfer good practices of win-win approaches in effective tailor made actions for each participating region.

The sub theme addressed is 'natural and technological risk'. Noise nuisance but also gaseous emissions and safety matters as the storage of dangerous materials can threaten the environment, health and quality of life and limit economical development of airport surroundings. QLAIR-capitalisation aims to at the one hand to implement good practices that minimise, accommodate or prevent the negative effects of airport activities, thus contributing to the quality of life and at the other hand to improve the circumstances for excellent economical performance of airport areas.

In this way the project contributes truly to both the Gothenburg agenda and the Lisbon agenda. Sustainable development is a key word in the project, meaning that all dimensions of sustainability are in focus: social (people), ecological (planet) and economical (profit).
More in concrete:

- The project will deliver effective action plans that contribute to balanced development of economy, environment and social acceptance in airport regions, targeted at reducing the impact noise nuisance originating from airport activities on its surroundings and subsequently health risks.
- The project will involve crucial regional stakeholders in the development of action plans.
- The effectiveness of strategies and policies for improving the quality of life in airport regions areas will be improved making these areas more attractive for business, workers, thus stimulating regional economy.
- The findings through this project will be shared amongst the partners, their networks, especially the ARC network and through active communication and dissemination activities.

The project furthermore contributes to the following European policies and implementation of EU Directives:

- 6th Environmental Action Programme: priority areas environment, health and quality of life;
- EU Directive 2002/49/EC relating to the assessment and management of environmental noise
- EU Directive 2002/30/EC on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Community airports

The project will have direct contacts with DG TREN (MOVE), DG REGIO and DG Environment and the results will form input to the development of new EU strategies . DG TREN already expressed that it strongly supports the project.

Via the ARC the results will continuously be reported in the European Commission Observatory on Airport Capacity.

2.2.2 Involvement of the relevant policy makers

For the Capitalisation Projects, please explain how, in each participating region, the relevant bodies responsible for the Operational Programme will be involved? These explanations will be complementary to the information provided in section 5 ('Relevance of the partner'). For further information, please refer to the programme manual.

1. Viladecans: MA will be involved via regular information about progress of the project and participation in main regional meetings. Other stakeholders involved: AENA (owner and ruler of all Spanish airports), SENASA (Spanish public agency of aviation).
 2. ARC will regularly inform DG TREN (MOVE), DG Environment and report to EC Observatory on Airport Capacity.
 3. Mazovia Voivodship: MA will be involved through the systematic information and resolutions on the sessions. Practically, MA is superior of office which participates in project. Any decisions concerning project will need the MA's approval. Other stakeholders involved: City Warsaw, 5 municipalities, Airport owner, PPI.
 4. Flemish Government: MA is part of the Flemish Government and will be involved via participation in main regional meetings. The MA will be invited for the final conference. Other stakeholders involved: Flemish Airport Commission, Airport operator, surrounding municipalities.

5. City of Vantaa: MA will be involved via the intermediate body Uusimaa Regional Council, which is one of the main stakeholders. MA will be informed regularly about progress and be invited to main regional meetings. Other stakeholders involved: Ministry of Environment, Uusimaa Centre for Economic Development, Transport and the Environment, airport operator Finavia, and the municipalities affected by aircraft noise (Kerava, Nurmijärvi, Espoo)
 6. Sigtuna: MA will be involved via regular information about progress of the project and participation in regional meetings. MA will be invited for the final conference. The regional stakeholders involved will be Stockholm County Council. Sigtuna will also cooperate closely to Stockholm-Arlanda airport in this subject and together with the municipal neighbours in the surroundings of Arlanda airport.
 7. El Prat de Llobregat: MA will be involved via regular information about progress of the project and participation in the main regional meetings.

Other stakeholders involved: AENA (the owner of all Spanish airports) and SENASA (Spanish public agency of aviation) through OBSA (Spanish Observatory of Sustainability in Aviation).
 8. Prague airport region: The MA for the OP Central Bohemian Region of cohesion will be involved via regular information about the progress of the project and participation in the main regional meetings. Other stakeholders: Airport Prague, City of Prague, City of Kladno, Operational Program Environment and Ministry of Transport.
 9. Esonne Region: MA will be involved via regular information about the progress of the project and participation in main regional meetings. MA will be invited to participate in the final conference. Other stakeholders involved: Val-de-Marne County council, Municipalities members of the "Pôle d'Orly" governance, Ile-de-France Region, Aéroports de Paris, Direction Générale de l'Aviation Civile (Air traffic control authority), ACNUSA (Independent authority on noise nuisances).

2.2.3 Consistency of the project with EU horizontal policies

a) Equal opportunities

Please state if the project will:

- have its main focus on equal opportunities
- be positive in terms of equal opportunities
- be neutral in terms of equal opportunities

b) Environmental sustainability

Please state if the project will:

- have its main focus on environmental sustainability
- be positive in terms of environmental sustainability
- be neutral in terms of environmental sustainability

c) Consistency of the project's theme with EU horizontal policies

Please explain how the theme tackled by your project will address directly or indirectly each of the two EU horizontal policies.

QLAIIR Capitalisation will contribute to better environmental sustainability because it deals with the reduction of the environmental impacts of noise nuisance and prevention of resulting negative effects for residents living in the vicinity of airports including health risks.

The project will be neutral regarding equal opportunities because this is not a core theme in the project.

d) Consistency of the project's implementation with EU horizontal policies

Please explain how the day-to-day implementation of your project may address equal opportunities and how it may impact the environment.

At the practical level, the QLAIR-Capitalisation partnership will consider all possible efforts to reduce energy consumption and to minimize the ecological footprint. During the project execution meetings will be combined as much as possible to reduce travel activities. Travel activities related to the project management and coordination of the project's components will be reduced as much as possible, and - if possible- necessary communication will also be done by phone, e-mail or video conference in order to save (travel) time and prevent air pollution.

Regarding equal opportunities, the project is striving to realise equal participation opportunities for women and men in every activity of the project.

2.3 Management and coordination

2.3.1 Coordination

a) Will coordination be sub-contracted? no

b) Details of the coordinator

Name	Carmen Pérez Figueras		
Institution	Municipality of Viladecans		
Address	Pompeu Fabra, 3		
Postal code	ES-08840		
Town	Viladecans		
Country	ES		
Phone (office)	+34936351897	(mobile)	+34661873950
Fax	+34936583860		
Email	cperezf@viladecans.cat		

c) Management and coordination

Please describe the main coordination tasks and the way the day-to-day management of the project will be organised.

The municipality of Viladecans is responsible for the overall management of the project and will sign a partnership agreement with the other project partners to agree on roles and responsibilities. Viladecans is the employer of the project coordinator. The project coordinator has extensive experience with European projects and is responsible for the European Projects Department since 1992. She has been the leader of 3 European Projects (RUMORE, ADONAT and EQUAL DELTA EMPRENDE) and has participated in several other European cooperation projects. She will be assisted by an external expert familiar with international cooperation in European projects. The project coordinator is supervised by Susana Closa Castella director of the Mayor's Cabinet.

The project coordinator will prepare the project meetings and decisions and act as central point for all daily activities of the project, monitor project progress and the delivery of planned outputs. Furthermore the project coordinator will

proactively address problems or questions from or between partners. The project coordinator will have contact with all partners on a daily basis. In practice the municipality of Viladecans is responsible for the coordination of CP 1 (management and coordination) and CP 3 (exchange of experiences dedicated to the transfer of good practices into EU Structural Fund mainstream programmes) and the planned actions within the components.

The project coordinator will have frequent contacts with the coordinator of CP 2 (Communication and dissemination) to monitor progress and to discuss necessary interventions.

The project coordinator will organise the reporting process and collect the necessary information and submit the consolidated progress reports to the JTS and deal with other contacts with the JTS regarding the project.

The Municipality of Viladecans will contract external expertise force from a consultancy expert in EU funded projects to assist the project coordinator.

2.3.2 Financial management

a) Will financial management be sub-contracted?

no

b) Details of the Financial Manager

Name	Laura Almonacid Lamelas		
Institution	Municipality of Viladecans		
Address	Sitges, 6		
Postal code	ES-08840		
Town	Viladecans		
Country	ES		
Phone (office)	+34936351922	(mobile)	
Fax	+34936370481		
Email	lalmonacidl@viladecans.cat		

c) Financial management

Please describe the main tasks of the financial manager and the way the day-to-day financial management of the project will be organised.

The municipality of Viladecans will appoint the financial manager for the project. Viladecans will contract external advice from a consultancy expert in EU funded projects on the financial management of the project to assist the financial manager. The financial management will be executed with the help of a financial project manual that will be developed for the project in order to guarantee full compliance with the applicable EU-regulations. Each project partner will appoint a financial manager, who's responsibility is to report on the budget related to the project. In a separate meeting with the financial experts of all partners at the start of the project the manual will be explained and further working arrangements will be concluded.

The financial manager will inform the partners on procurement procedures at the beginning of the project. The financial manager will also do random checks of the partner regions finance. The financial manager will present the financial progress of the project during the project meetings. The financial manager will arrange the reimbursement of the funds to the project partners.

In case of financial deviations or difficulties the financial manager will inform the project coordinator.

The first level control as prescribed in INTERREG IVC will also be described in the financial manual and before the first payment claim the first level controllers will be appointed to the national approbation bodies.

2.3.3 Strategic level

Please describe the decision-making, monitoring and evaluation structure of the project, including the composition of the steering group, its competences and procedures.

All decisions will be made in the project's Steering Committee composed of one representative per partner. The project coordinator and the project's financial manager will be members of the Steering Committee (SC). Decisions will be recorded and distributed amongst the partners.

The SC is responsible for the implementation of actions and for operational decisions about the project. The SC will be chaired by the member from Viladecans.

In total 6 project meetings are foreseen to discuss project progress. These meetings will be held in combination with the 10 content related meetings of the project (CP3).

In addition, if necessary, other contacts and meetings will take place by mail, phone or videoconference.

The SC members have a regular contact with each other and their politicians/ management. The result is that the politicians/ management will be informed about the progress of the project on a regular basis. This will guarantee a smooth execution of the project since decisions and adaptations will not have to wait until a SC meeting takes place.

The SC members also are the linking pin with the regional activities i.e. the scheduled activities to produce the action plan and can inform the project coordinator on any moment about the progress of the regional activities.

In case of deficiencies the SC will consult the respective CP coordinator and/or project coordinator and other SC members involved.

2.3.4 Roles and tasks among the partners

Please describe if there is any division of roles and tasks among the partners as far as coordination is concerned (e.g. partners responsible for administrative and/or financial tasks, components and/or activities).

The Municipality of Viladecans takes the responsibility for leading component 1 and 3 of the project and the delivery of all its activities and products. Via day to day management and coordination and if necessary via the Steering Committee (members) it is secured that all partners will do their share and deliver information in time.

To run the project accurate and smooth the partners have chosen for a central role of Viladecans in these two core CP's assisted by external experts with excellent knowledge of EU project management, of EU financial management and of the specific issue of noise nuisance / airports Viladecans provides the project coordinator and the financial manager and will contract the external experts on behalf of the project as a whole.

CP 2 will be led by the Airport Regions Conference (ARC) because of its expertise in the field of communication and its role and position in many European formal and informal networks. All partners will contribute to the communication activities and make use of the assistance that will be provided by the ARC for their regional/ local communication. The ARC is experienced in organising large events such as conferences and has access to policy makers on European level. This contributes to the status of the project and the uptake of its results. The ARC had a similar role in the STRAIR project without being partner and more recently in the succesful Leonardo funded project AIREA, Airport Regions E-learning Academy.

The partnership is very balanced with partners from all over Europe and representing a variety of authorities that have to deal with major airports. These airports are those of: Paris (Orly), Prague, Barcelona, Stockholm, Brussels, Helsinki and Warsaw.

In CP 3 each regional/ local partner is responsible for organising the development process of the action plan and the deliverance of the actual action plan. The ARC will act as a knowledge partner in CP 3 and take part in the production process of the action plans via the general project activities i.e. project meetings. In this way similar actions in regions outside the project, like Amsterdam and Frankfurt will be provided to the partnership.

All partners are responsible for submitting half-yearly activity reports to the project coordinator and properly controlled (First Level Control) half-yearly financial reports to the financial manager. The project manager will submit consolidated half-yearly reports of the project as a whole to JTS. The municipality of Viladecans will reimburse the funds to the project partners.

Section 3: Components

3.0 Component 'Preparation activities'

Title	Preparation activities	
Total eligible costs	12 150,00 €	
Responsible partner	Municipality of Viladecans	

Please describe the preparation activities which have taken place

In a number of meetings the partnership has discussed the capitalisation project and has decided on its content and the partner roles. The actual writing of the project proposal was assisted by a consultancy.

In the preparation phase there has been a number of contacts with the programme secretariat and a number of programme events have been visited.

All partners (except ARC because of their different role) have contacted relevant MA's and made preliminary agreements with local/regional stakeholders that will participate in the drafting process of the actions plans.

Also the ARC had contacts with EU representatives at central level to inform them about the project and raise their interest. Results from the QLAIR project previous phases are published on the Commission web site CIRCA.EU

3.1 Component 1

3.1.1 Component main features

Title	Management and coordination	
Total eligible costs	251 505,00 €	
Responsible partner	Lead Partner	
Planned results	A well managed project reaching its objectives, without serious conflict between the partners, without irregularities and with smooth reporting to the programme	
Output indicators	Indicators	Target
	Average number of Steering Committee (SC) meetings organised per year	3

3.1.2 Component general description

Information on the way the management and coordination will be carried out has to be provided in section 2.3 of the Application Form.

3.1.3 Detailed work plan

Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.2.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).

<p>Activities Jan-Jun 2010</p>	
<p>Output(s)</p>	
<p>Activities Jul-Dec 2010</p>	<p>The Steering Committee (SC) will be installed and meet 1 time (kick off meeting). The lead partner (LP) establishes a project management system to secure sound project management. The financial handbook will be produced. The project coordinator, the project's financial manager and the partner's financial managers meet to agree on financial arrangements and to discuss the financial handbook. The LP develops a partnership agreement to be signed by all partners. The LP will inform the partners on procurement rules. The LP (CP1 and CP 3) and CP 2 coordinator contract external support All partners will arrange their 1st level control in line with country specific requirements and procurement rules.</p>
<p>Output(s)</p>	<p>1 meeting report of the SC 1 meeting report of financial managers 1 financial handbook and 1 partnership agreement 1 management system operational 2 contracts with external experts</p>

Activities Jan-Jun 2011	The project coordinator will have regular contact with the SC members of all partners. The project coordinator and financial manager will compile and timely submit the half yearly progress report, based on the properly controlled expenditure statements and work progress reports of the partners. The SC will meet 2 times to discuss the progress of the project and take necessary operational decisions.
Output(s)	2 meeting reports of the SC 1 progress report
Activities Jul-Dec 2011	The project coordinator will have regular contact with the SC members of all partners. The project coordinator and financial manager will compile and timely submit the half yearly progress report, based on the properly controlled expenditure statements and work progress reports of the partners. The SC will meet 1 time to discuss the progress of the project and take necessary operational decisions.
Output(s)	1 meeting report of the SC 1 progress report
Activities Jan-Jun 2012	The project coordinator will have regular contact with the SC members of all partners. The project coordinator and financial manager will compile and timely submit the half yearly progress report, based on the properly controlled expenditure statements and work progress reports of the partners. The SC will meet 2 times to discuss the progress of the project and necessary operational decisions.
Output(s)	2 meeting reports of the SC 1 progress report

Activities Jul-Dec 2012	The project coordinator will have regular contact with the SC members of all partners. The SC will meet 1 time and evaluate the project and discuss the project closure and necessary arrangements for final reporting The project coordinator and financial manager will produce and submit the final report on the projects outputs, results and impacts.
Output(s)	1 meeting report 1 final report
Activities Jan-Jun 2013	
Output(s)	
Activities Jul-Dec 2013	
Output(s)	

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Activities
Jan-Jun 2014

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Output(s)

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Activities
Jul-Dec 2014

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Output(s)

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3.2 Component 2

3.2.1 Component main features

Title	Communication and dissemination	
Total eligible costs	269 485,00 €	
Responsible partner	Airport Regions Conference	
Planned results	Project partners and external target groups are well informed during the project on progress and results and on the final results and output.	
Output indicators	Indicators	Target
	N° of press releases disseminated	20
	N° of brochures created	3
	N° of copies of brochures disseminated	6000
	N° of newsletters created	5
	N° of copies of newsletters disseminated	2000
	N° of dissemination events organised	1
	N° of other events participated in	4
Possible additional output indicators	web sites established	1
	official publications (no): action plans and final report	8
	official publications (copies)	1200
Result indicators	Indicators	Target
	N° of articles/appearances in press and media	18
	Estimated n° of participants in events	150
	Average n° of visits per month on operation's website	200
Possible additional result indicators		

3.2.2 Component general description

Please describe the content of this component in further detail (e.g. issue tackled, proposed approach, nature of the planned activities). For further information on the components, please refer to the programme manual.

A comprehensive communication plan for the project as a whole will be drafted at the start of the project and each partner will produce a supplement for regional/local communication, based on a project blue-print (to be developed at the start of the project), tailored to the local situation(s).

At the beginning, half way and the end of the project brochures will be produced, translated in the languages of all participating partners.

Every half year an e-newsletter will be sent to partners, the stakeholders participating in the drafting of the action plans and interested other organisations.

To disseminate the results an adress- and mailing list of interested organisation will be developed and continuously updated.

A project website will be established providing information on the project, progress and results. The data will be linked to the partner's websites.

Each participating regional/local partner will official publish the produced action plan.

An end conference will be organised. Policymakers and politicians of the participants, other airport regions and on national and EU level will be invited for this conference.

The overall result of the project will be presented in a final publication.

The results of QLAIR- Capitalisation will be presented to the European Commission Observatory on Airport Capacity and at other leading conferences if opportunities are offered.

3.2.3 Detailed work plan

Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.2.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).

<p>Activities Jan-Jun 2010</p>	
<p>Output(s)</p>	
<p>Activities Jul-Dec 2010</p>	<p>For external and internal use a project brochure will be developed stating the objectives, methodology and expected outputs of the project. For in- and external communication purposes an electronic newsletter will be produced to inform about the start and objectives of the project. A mailing list containing interested organisations and the employees of the participating organisations will be developed for this e-newsletter. A draft communication plan will be produced including a format for regional/local communication activities. Partners will deliver draft regional/local communication supplements. Kick off meeting. For the kick off of the project, press releases will be disseminated to generate local/region/national press attention. The project's web site will be launched</p>
<p>Output(s)</p>	<p>9 press releases 1 brochure (in the partner languages) 1 draft communication plan 1 newsletter (electronic) 1 web site</p>

Activities Jan-Jun 2011	Production of second electronic newsletter. The website will be kept up to date
Output(s)	1 E-newsletter updated website
Activities Jul-Dec 2011	Production of the third electronic newsletter. The website will be kept up to date For external and internal use a 2nd project brochure will be developed focussing on interim results.
Output(s)	1 E-newsletter 1 brochure updated website
Activities Jan-Jun 2012	Production of the fourth electronic newsletter. The website will be kept up to date Press release about the interim results and announcing the conference Preparatory activities for the final conference
Output(s)	1 E-newsletter updated website 1 press release

Activities Jul-Dec 2012	In a final conference the results of the project will be presented, discussed in the host region. Publication of all action plans Publication of final report. Publication of concluding brochure. In relation to final conference press releases will be produced to generate local/regional/national press attention. Publication of special E-newsletter (5th) on project results and conference results. Website will be kept up to date.
Output(s)	Conference 1 E-newsletter and 1 brochure 10 press releases updated website 8 action plans published 1 final report
Activities Jan-Jun 2013	
Output(s)	
Activities Jul-Dec 2013	
Output(s)	

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Activities
Jan-Jun 2014

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Output(s)

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Activities
Jul-Dec 2014

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Output(s)

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3.3 Component 3		
3.3.1 Component main features		
Title	Exchange of experiences dedicated to the transfer of good practices into EU Structural Funds mainstream programmes	
Total eligible costs	787 675,00 €	
Responsible partner	Municipality of Viladecans	
Planned results	To develop 7 concrete and effective Action Plans for each participating airport region in close cooperation with the regional key players and national relevant bodies.	
Output indicators	Indicators	Target
	N° of interregional events (seminars, workshops, study visits, etc.) organised by the project to exchange experience	8
	Total N° of participants in all these interregional events	18
	N° of good practices already identified and made available to the regional and local actors involved in the project	4
	N° of regional/local policies and instruments addressed in the field tackled by the operation	16
Possible additional output indicators		
Result indicators	Indicators	Target
	N° of staff members with increased capacity (awareness / knowledge / skills) resulting from the exchange of experience at interregional events	18
	N° of action plans developed	7
	N° of actions plans developed by 'Objective Convergence' regions further to the lessons learnt from 'Objective Competitiveness' regions	3
	Amount of mainstream funds (Cohesion / ERDF / ESF) dedicated to the implementation of good practices coming from Capitalisation Projects	7 000 000
Possible additional result indicators	N° of regional/local policies and instruments improved in the field tackled by the operation	16
	number of agreements signed	7

3.3.2 Component general description

Please describe the content of this component in further detail (e.g. issue tackled, proposed approach, nature of the planned activities). For further information on the components, please refer to the programme manual.

The work that will be done is systematically identify per airport region the actions necessary to implement the best practices, insights, recommendations etc. Each region has selected a leading theme connected with noise nuisance and will produce a tailor made action plan. The standard working method for all action plans will be the same:

1. Description of the specific region and specific problems and challenges
2. Stakeholder analysis and strategy for involvement
3. Confrontation with 'stock of experiences' and selection of region specific good practices for implementation
4. Initial description of possible actions and ex ante assessment of their effectiveness
5. Selection of relevant sets of actions and further elaboration (precise steps and timing) of these actions
6. Elaboration of indicators for implementation (including baseline and target values)
7. Indication of crucial success factors, roles and responsibilities per organisation involved
8. Elaboration of an overall timetable

9. Assessment of quantitative, financial consequences of the actions
10. Drafting of proposal for funding of the cost of the actions, including possible mainstream funds
11. Formulation of cooperation structure and monitoring system for implementation of the action plan
12. Recapitulate the results of the previous steps in an Action Plan
13. Joint approval of the Action Plan by the relevant key players

A participatory working process is foreseen that secures the input of the regional/local partners's stakeholders (including MA's).

Each partner at the start of the project will concretise this approach in a detailed activity scheme that is specific and tailor made for the partner's situation. In general interactive workshops, stakeholder sessions, establishment of regional work groups, public consultation etc. will be part of the approach. Each partner will contract specialists to help with the production of the action plan.

The CP coordinator will contract an overall expert to guide the whole process and to secure that the action plans are comparable and new insights are shared immediately.

The involvement of the other partners of the partnership in one another's development of the action plan is organised in various ways. In 9 project meetings combined with field visits and stakeholder discussions specific issues will be discussed and input and feed back will be generated for the specific partner. Furthermore staff of each partner will participate in the drafting process of one other partner. This participation can vary as expert, coach etc. depending on the situation. Element of this participation will be a staff exchange of a week for one person per regional/local partner.

3.3.3 Detailed work plan

Please describe as precisely as possible the activities planned per semester as well as the related outputs. Outputs should be quantified and in line with the information provided in sections 2.1.4 and 3.3.1 of the application (if no activities and outputs are planned in a semester, please indicate 'not applicable' in the relevant fields).

Activities Jan-Jun 2010	
Output(s)	
Activities Jul-Dec 2010	<p>Kick off meeting in Viladecans (including preparatory activities) to finetune the agreed general approach The meeting schedule will be further elaborated and possibly adjusted. Partners produce detailed activity scheme for the production of the action plans CP coordinator contracts external expert All local/regional partners contract national expert to help with the production of the action plans Second meeting in Belgium (including preparatory activities)</p>
Output(s)	<p>1 Final meeting schedule 1 detailed CP activity plan (staff exchanges, support external expertise etc) 7 local/regional activity plans (final versions) 9 contracts with experts 2 meeting reports</p>

Activities Jan-Jun 2011	3 meetings of the partnership (including preparatory activities) in respectively Poland, Czech Republic and France Implementation of the 8 activity scheme's for the production of the action plans. This will include f.i.: - stakeholders sessions - staff exchange - local/regional working group sessions
Output(s)	3 meeting reports
Activities Jul-Dec 2011	1 meeting of the partnership (including preparatory activities) in Spain Implementation of the 8 activity scheme's for the production of the action plans. This will include f.i.: - stakeholders sessions - staff exchange - local/regional working group sessions
Output(s)	1 meeting report 8 staff exchange reports
Activities Jan-Jun 2012	2 meetings of the partnership (including preparatory activities) in respectively Finland and Sweden Implementation of the 8 activity scheme's for the production of the action plans. This will include f.i.: - stakeholders sessions - staff exchange - local/regional working group sessions Evaluation of the project and approach.
Output(s)	2 meeting reports 7 draft action plans 1 evaluation report / draft final report

Activities Jul-Dec 2012	Finalisation of the action plans and approval by stakeholders.
Output(s)	7 Final action plans 7 signed agreements
Activities Jan-Jun 2013	
Output(s)	
Activities Jul-Dec 2013	
Output(s)	

Activities
Jan-Jun 2014

Output(s)

Activities
Jul-Dec 2014

Output(s)

Section 4: Budget

4.1 Budget overview by budget lines and components (in EUR)

Please provide a detailed budget by budget line and component for the partners from the EU-MS and Norway to be financed under INTERREG IVC. The amounts for the budget categories "External expertise and services" and "Equipment" have to be provided under Sections 4.3 and 4.4. Figures reported under these sections will automatically be transferred into the table below.

For further information concerning the definition of budget lines and components, please refer to the programme manual.

	Preparation activities	CP1	CP2	CP3	CP4	CP5	TOTAL per budget line		
		Management and coordination	Communication and dissemination	Exchange of experiences dedicated to the transfer of good practices into EU Structural Funds mainstream programmes			EUR	%	
Staff		114 240,00	31 880,00	297 720,00	0,00	0,00	443 840,00	33,60 %	
Administration		0,00	0,00	0,00	0,00	0,00	0,00	0,00 %	
Travel and accommodation	6 750,00	11 135,00	48 180,00	168 380,00	0,00	0,00	234 445,00	17,75 %	
External expertise and services (see 4.3)	5 400,00	126 130,00	187 425,00	321 575,00	0,00	0,00	640 530,00	48,50 %	
Equipment (see 4.4)	0,00	0,00	2 000,00	0,00	0,00	0,00	2 000,00	0,15 %	
Sub-projects					0,00	0,00	0,00	0,00 %	
TOTAL per CP	EUR	12 150,00	251 505,00	269 485,00	787 675,00	0,00	0,00	1 320 815,00	100 %
	%	0,92 %	19,04 %	20,40 %	59,64 %	0,00 %	0,00 %	100 %	

Remark: if preparation costs are reported, Section 3.0 must be filled in.

4.2 Payment forecast

Please provide in the table below the expected amounts to be paid and reported by semester.

	Jan-Jun 2008	Jul-Dec 2008	Jan-Jun 2009	Jul-Dec 2009	Jan-Jun 2010	Jul-Dec 2010	Jan-Jun 2011
EUR	0,00	0,00	0,00	0,00	0,00	262 275,00	307 385,00
%	0,00 %	0,00 %	0,00 %	0,00 %	0,00 %	19,86 %	23,27 %
	Jul-Dec 2011	Jan-Jun 2012	Jul-Dec 2012	Jan-Jun 2013	Jul-Dec 2013	Jan-Jun 2014	Jul-Dec 2014
EUR	307 385,00	244 074,00	199 696,00	0,00	0,00	0,00	0,00
%	23,27 %	18,48 %	15,12 %	0,00 %	0,00 %	0,00 %	0,00 %
Total	1 320 815,00						

Preparation costs to be added in first reporting period

4.3 Specification of budget line 'External expertise and services'

Acronym: QLAI - Capitalisation

	Description of external expertise / services to be contracted. Please be as precise as possible on the nature of the expertise required (if necessary, two lines can be used for the description of the same cost).	Contracting partner N°	Partners N° with whom costs are to be shared (if applicable)	Amount (EUR)
Preparation	Hiring consultant to assist with the application	1		5 400,00
Sub-total				5 400,00
Component 1	Hiring external assistance for the coordination of the project / CP 1	1		29 850,00
	Hiring external expertise to assist with financial and administrative matters	1		31 280,00
	Costs of first level control (FLC)	1		9 000,00
	Costs of FLC	2		9 000,00
	Costs of FLC	4		9 000,00
	Costs of FLC	5		9 000,00
	Costs of FLC	7		9 000,00
	Costs of FLC	9		9 000,00
	other unspecified external support f.i. for juridical advice	1		11 000,00
Sub-total				126 130,00
Component 2	Hiring external assistance for the coordination of CP	1		14 925,00
	Costs of final conference	2		25 000,00
	Translation costs	2		16 000,00
	Fees for external speakers conference	2		3 000,00
	Website and website maintenance	2		14 500,00
	Development and production e news letter	2		5 000,00
	Promotional material	2		16 000,00
	Promotional material : partners 1, 3, 4, 5, 6, 7, 8, and 9: € 4.500 per partner			36 000,00
	Printing of final report	2		10 000,00
	Printing costs of each action plan € 1.500 per partner: 1,3,4,5,6,7,8 and 9			12 000,00
	Hiring communication expertise (advice, communication plan etc)	2		35 000,00
Sub-total				187 425,00

		Description of external expertise / services to be contracted. Please be as precise as possible on the nature of the expertise required (if necessary, two lines can be used for the description of the same cost).	Contracting partner N°	Partners N° with whom costs are to be shared (if applicable)	Amount (EUR)
Component 3		Hiring external assistance for the coordination of CP	1		14 925,00
		Fees external speakers regional meetings: € 750 partners 1,3,4,5,6,7,8 and 9			6 000,00
		Costs meeting rooms, hiring busses, diners: € 3500 partners 1,3,4,5,6,7,8 and 9			28 000,00
		Hiring external expertise to assist developing the Action Plan	1		35 000,00
		Hiring external expertise to assist developing the Action Plan	3		27 650,00
		Hiring external expertise to assist developing the Action Plan	4		35 000,00
		Hiring external expertise to assist developing the Action Plan	5		35 000,00
		Hiring external expertise to assist developing the Action Plan	6		35 000,00
		Hiring external expertise to assist developing the Action Plan	7		35 000,00
		Hiring external expertise to assist developing the Action Plan	8		35 000,00
		Hiring external expertise to assist developing the Action Plan	9		35 000,00
		Hiring external expertise to assist developing the Action Plan			
Sub-total					321 575,00
Component 4					
Sub-total					0,00

	Description of external expertise / services to be contracted. Please be as precise as possible on the nature of the expertise required (if necessary, two lines can be used for the description of the same cost).	Contracting partner N°	Partners N° with whom costs are to be shared (if applicable)	Amount (EUR)
Component 5				
	Sub-total			
Total				640 530,00

4.4 Specification of budget line 'Equipment'

	Description of 'Equipment'. Please be as precise as possible on the nature of the equipment and number required.	Contracting partner N°	Amount (EUR)
Preparation			
Sub-total			0,00
Component 1			
Sub-total			0,00
Component 2	Project lap top necessary for communication activities	2	2 000,00
Sub-total			2 000,00

Description of 'Equipment'. Please be as precise as possible on the nature of the equipment and number required.			Contracting partner N°	Amount (EUR)
Component 3				
			Sub-total	0,00
Component 4				
			Sub-total	0,00
Component 5				
			Sub-total	0,00
			Total	2 000,00

Section 5: Partnership**Contact details of the Lead Partner**

Institution (original language)	Ajuntament de Viladecans		
Institution (EN)	Municipality of Viladecans		
Legal status	Local Public Authority		
Address	Jaume Abril, 2		
Postal code	ES-08840		
Town	Viladecans		
Country	ES		
NUTS Level 1 *	ESTE		
NUTS Level 2 *	Cataluña		
NUTS Level 3 *	Barcelona		
Phone (office)	+ 34 936351897	(mobile)	
Fax	+ 34 936583860		
Email	cperezf@viladecans.cat		
Website	www.viladecans.cat		
Contact person	Carmen Pérez Figueras		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Spain has chosen a decentralized control system. An independent external controller will be hired who is</p> <ul style="list-style-type: none"> - either registered in the official register of Auditors or - from an independent control unit doing controls for other European programmes, and proposed to:Ministerio de Economía y Hacienda, Dirección General de Fondos Comunitarios, Subdirección General de fondos de cohesion y cooperacion territorial europea in Madrid. 		

Bank details

Bank name	Caixa d'Estavis i Pensions de Barcelona "La Caixa"		
Address	Avinguda Diagonal, 621-629		
Postal code	ES-08028		
Town	Barcelona		
Country	ES		
IBAN	ES 78 2100 3091 11 2200010694		
SWIFT code	CAIXES BB XXX		
Internal reference	3091, P .ACA DE VILADECANS		
Holder of the account	AYUNTAMIENTO DE VILADECANS		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	325 595,00 €
ERDF Funding:	244 196,25 €
EU National Co-financing:	81 398,75 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? How will the partner contribute to the content of the cooperation and benefit from it? What is the capacity of the partner to directly influence local / regional policies? In the case of a Norwegian Lead Partner, please justify the reason why this partner has to be the Lead Partner.

Viladecans City Council is a dynamic and innovative city of Barcelona's surrounding area, where different infrastructures, policies and initiatives implemented in the city has made them a reference at European level in terms of innovation and progress, and particularly in territorial planning, environment management, economic promotion and transnational projects. Viladecans has a wide network of partners from different territorial areas in all EU including new Member States. Also, the municipality has a wide experience in the constitution of transregional cooperation networks in the area of enterprising and in the creation and implementation of specific methodologies and tools for improving innovation. Viladecans has been participating in European projects from 1995 managing about 15 M€ during that time.

In particular, Viladecans has led Equal project (DELTA EMPRENDE) and 1 Recite II Project (ADONAT) about economic promotion and the Sub-project RECIPOLIS of the Regional Framework Operation ECOSIND (Interreg IIIC) and has participated in several projects related to territory and environment like DEDUCE (Interreg IIC), CRRESCENDO (CONCERTO-RTD Energy Program), STRAIR (Interreg IIC), RUMORE (Sensitizing Campaigns DG XI) among others.

In addition, Viladecans territory hosts about 16% of Barcelona Airport surface and is engaged in developing the Catalan Aerospace and Mobility Park to promote the economy, research and activities related to airports and planes.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Viladecans has led the following projects:

- 1S0053R Regional Framework Operation ECOSIND / Sub-project RECIPOLIS. Interreg IIIC South. 2003-2006. Budget: 200.000 €.
- ADONAT, ERDF 98.11.29.010.BF Program RECITE II 1998-2000. Budget : 2.638.443,14 €
- DELTA EMPRENDE / EQUAL n. 81. 2004-2005. Budget 943.500 €

And has participated in the following environment projects:

- RUMORE: Sensitizing Campaigns DG XI. 97/682/3060/DM/A2/MM. 1997-1999.
- 3S0069N Model d'Évaluation du Niveau de développement durable des zones côtières européennes / DEDUCE. Interreg IIIC South. 2005-2007.
- 513563 Combined Rational and Renewable Energy Strategies in Cities, for Existing and New dwellings and Optimal quality of life / CRRESCENDO. CONCERTO (RTD Energy Program) Call identifier: FP6-2003-TREN 2. 2005-2011.
- INTERREG IIIC NORTH European Network of Women Resource Centres / Women in Net - W.IN. 2003-2005.
- MICCE, Programme ADAPT 95 A 4126 UAF 1996-1997
- STRAIR / INTERREG III C North 4N0104I. 2005-2007.

* The postal address of the partner determines the selection of the NUTS levels.

A list to all NUTS levels is available under http://ec.europa.eu/eurostat/ramon/nuts/codelist_en.cfm?list=nuts

Contact details of partner 2

Institution (original language)	Airport Regions Conference		
Institution (EN)	Airport Regions Conference		
Legal status	Body governed by public law		
Address	Rue Luxembourg 3		
Postal code	1000		
Town	Bruxelles		
Country	BE		
NUTS Level 1	RÉGION DE BRUXELLES-CAPITALE / BRUSSELS HOOFDSTEDELIJK GEWEST		
NUTS Level 2	Région de Bruxelles-Capitale / Brussels Hoofdstedelijk Gewest		
NUTS Level 3	Arr. de Bruxelles-Capitale / Arr. van Brussel-Hoofdstad		
Phone (office)	+32 2 501 08 35	(mobile)	+46 70 767 50 42
Fax	+32 2 501 08 40		
Email	info@airportregions.org		
Website	www.airportregions.org		
Contact person	Bengt Christensson		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>The Region Bruxelles Capitale has chosen a decentralised control system. An independent external controller will be hired and proposed to the Ministry of the Brussels-Capital Region Secrétariat Général – Direction des relations extérieures.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	185 085,00 €
ERDF Funding:	138 813,75 €
EU National Co-financing:	46 271,25 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence local / regional policies? How will the partner contribute to the content of the cooperation and benefit from it?

Airport Regions Conference is the leading organisation in Europe representing cities having an international airport within or close to its territory. ARC members are hosting 70 percent of all European airports with more than 20 million passengers. Approximately 675 million passengers enter into the regions. Airport development and its territorial implications are the key elements in ARC. Since the beginning of ARC in 1994 a thorough expertise in this field has been developed and is continuously enhanced. ARC has also an increasing global network with similar regions all over the world. ARC is the only organisation of its kind in Europe. It's expertise is often asked for by policy maker and institutions in all parts of Europe.

An internal study, MANIC, Managing Aircraft Noise in Airport Regions was a internal working document in ARC Noise working Group to support benchmarking activities in Europe.

The QLAIR project has been closely followed by 35 airport regions in Europe within the ARC. The ARC has since 1994 continuously examined noise related issues and emissions and organised numbers of meeting conferences and studies to benchmark best practices in this field. ARC representative has actively participated the DG Environment Working Group on Airport Noise. ARC has also provided input to the revision of the EU noise directives. A number of studies have been issued; most recently ARC has developed a position paper on Climate change in Airport regions.

The ARC Noise working group keeps an updated library on worldwide studies on noise related issues available to project partners. All these studies are part of the background to the project and are made available through the ARC web site.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Interregional cooperation is the essence of the ARC in gathering European experiences in the core of the QLAIR project. ARC also supported ARC members in the STRAIR project (Interreg 3C) as well as the Leonardo funded AIREA project.

In the STRAIR project a study of 50 good examples of airports addressing emissions was published as a guideline for other regions. A major study comparing administrative routines in noise abatement in airport regions, ADSTAR, was launched to benchmark governance and institutional frameworks in major European Countries.

Contact details of partner 3

Institution (original language)	Samorząd Województwa Mazowieckiego		
Institution (EN)	Self-government of Mazovia Voivodship		
Legal status	Regional Public Authority		
Address	ul. Lubelska 13		
Postal code	03-802		
Town	Warszawa		
Country	PL		
NUTS Level 1	CENTRALNY		
NUTS Level 2	Mazowieckie		
NUTS Level 3	Miasto Warszawa		
Phone (office)	+48 22 5184916	(mobile)	
Fax	+48 22 5184900		
Email	abech@mbpr.pl; biuro@mbpr.pl		
Website	www.mazovia.pl; www.mbpr.pl		
Contact person	Agnieszka Bech		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Mazovia Region intends to make use of the centralised control system. An independent external controller will be hired and proposed to the Implementing Authority for European Programmes in Warsaw.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	92 005,00 €
ERDF Funding:	78 204,25 €
EU National Co-financing:	13 800,75 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence local / regional policies? How will the partner contribute to the content of the cooperation and benefit from it?

As a Regional Managing Authority (responsible for Regional Operational Programme for Mazovian Voivodship for 2007-2013) Selfgovernance of Mazovian Voivodship guarantees implementation of project's results in the whole region. Moreover, it is responsible for regional investment e.g. regional roads, regional airport in Modlin. The result of the project will be one of the most important bases for updating process of Regional Development Strategy for Mazovian Region and Spatial Plan for Mazovian Region - the project's results will be taken into consideration and there is a great chance that they will be implemented in the region.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Participation in e.g. projects: RECO - Regional Cooperation in Waste Management, OmniNET - Opto-Micro Innovative Network, URBACT programme - CIVITAS.NET (The role of the regions and metropolitan entities in urban regeneration), PURPLE - Peri-Urban Regions Platform Europe, METREX - Polymetrex - RINA (Representative interregional Networking Activities).

Contact details of partner 4

Institution (original language)	Vlaamse Gewest		
Institution (EN)	Flemish Government		
Legal status	Regional Public Authority		
Address	Guimardstraat 11		
Postal code	1040		
Town	Etterbeek		
Country	BE		
NUTS Level 1	RÉGION DE BRUXELLES-CAPITALE / BRUSSELS HOOFDSTEDELIJK GEWEST		
NUTS Level 2	Région de Bruxelles-Capitale / Brussels Hoofdstedelijk Gewest		
NUTS Level 3	Arr. de Bruxelles-Capitale / Arr. van Brussel-Hoofdstad		
Phone (office)	+32 2 553 38 72	(mobile)	
Fax	+32 2 553 38 69		
Email	koen.vermoesen@agentschapondernemen.be		
Website	http://www.vlao.be/		
Contact person	Koen Vermoesen (+32 2 553 3872)		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>The Region Bruxelles Capitale has chosen a decentralised control system. An independent external controller will be hired and proposed to the Ministry of the Brussels-Capital Region Secrétariat Général – Direction des relations extérieures.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	125 555,00 €
ERDF Funding:	94 166,25 €
EU National Co-financing:	31 388,75 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The Flemish Government is a responsible authority for the airport region Brussels (Zaventem airport). In 2004 the Flemish Government launched a strategic programme for the reconversion and employment (START) in the airport region.

In order to gain more expertise and to seek for solutions in dealing with the environmental aspects and risks of airport activities the Flemish Authority participated in the QLAIR-project. Currently the Flemish Government wants to take it a step further to sustain and improve the quality of life and securing the economic performance of the airport region. Sustainable airport development requires a balanced approach, or a policy framework where economic benefits and external environmental effects are integrated.

Such a policy framework, that takes into account mobility, connectivity, economy, quality of life and spatial aspects requires an approach that crosses responsibilities of the different stakeholders and especially the various public authorities.

Often it requires involvement of local and regional governments in a new domain.
All relevant policy fields are represented in the project structure and are under supervision of the Minister-president of Flanders.

The Flemish Government is also the Managing Authority for the Operational Programme 'Flanders'.

The Flemish Government is a member of the Flemish Airport Commission. This commission contributes to the preparation of the Flemish airport policy from a socio-economical point of view, with respect of the environmental impact and guided by the balanced approach. The Airport Commission consists of four group members: the employer and trade unions, the airport operators and representatives of the environmental organizations. There are also representatives of the public transport operators, with an advisory function, the Belgian civil aviation authority and people of the different administrations.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

During the Interreg III programming period the Flemish Government – through its different Agencies and departments – has been actively involved in numerous projects (A, B and C strands). Besides participating directly as a project partner it was also one of the major co-financers in Flanders of Interreg III projects.

For the current Interreg IV programming period the Flemish government focuses its participation on projects contributing particularly to the Lisbon agenda. The following Interreg IVC projects can be mentioned where the Flemish government is actively involved as a project partner:

- ERIK ACTION - Upgrading the innovation capacity of existing firms
- SEE - Sharing Experience Europe - policy innovation design
- SCINNOPOLI - SCanning INNOvation POLicy Impact
- C2C Network - Cradle to Cradle Network
- MKW - Making Knowledge Work
- TOOL Quiz - Employability and knowledge based economy : tools for innovative culture
- Orqanza - Network of Medium Sized Creative Cities

Contact details of partner 5

Institution (original language)	Vantaan kaupunki		
Institution (EN)	City of Vantaa		
Legal status	Local Public Authority		
Address	Kielotie 13		
Postal code	01300		
Town	Vantaa		
Country	FI		
NUTS Level 1	MANNER-SUOMI		
NUTS Level 2	Etelä-Suomi		
NUTS Level 3	Uusimaa		
Phone (office)	+35 8 9 83911	(mobile)	
Fax	--		
Email	gilbert.koskela@vantaa.fi		
Website	www.vantaa.fi		
Contact person	Gilbert Koskela, +358 50 312 1915		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Finland has chosen a decentralised control system. An independent external controller will be hired and proposed to the Ministry of Employment and the Economy.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	125 555,00 €
ERDF Funding:	94 166,25 €
EU National Co-financing:	31 388,75 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Noise nuisance is a major problem in Helsinki area. Aircraft noise is the most complicated noise type to manage and it dominates land use development possibilities in large areas around Helsinki Airport. Aircraft noise also disturbs local habitation and causes not only health problems but also diminishes attractiveness of local communities. Better information of noise nuisance and its impacts is essential. Because aircraft noise is a regional problem and solving the problem needs better communication with all stakeholders. One solution is to establish a regional body to manage this issue as there are at many European airports.

Although there are existing methodologies to manage aircraft noise in new housing areas, practical solutions how to mitigate noise nuisance in existing housing areas are missing. The need of insulation in older buildings should be studied more deeply. There is no ground noise information at Helsinki Airport. Ground noise level should be calculated on southern

and eastern side of airport which are in active development for new housing areas. Ground noise consists of noise from many different sources. Knowing best practices from other European airports helps to find out the proper method for Helsinki Airport. The main information channel is today the websites of airport operator Finavia. Besides Finavia also local and regional authorities are responsible for information. Better coordination and regular updated information means for example on-line information of air tracks and noise levels.

Planned activities for the production of the Action Plan: A regional kick-off meeting, 8 project meetings and 3 workshops with major stakeholders. A feasibility study of applicable best practices for action plan. A regional dissemination seminar at the end for all stakeholders including local inhabitants. A study tour for stakeholders to understand the possible best practices already in use. A staff exchange.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Vantaan kaupunki has acted as a partner in many European projects for example:

- Baltic Palette II (Interreg III B)
- InLoc (Integrating Logistics Centre Networks in the Baltic Sea Region) (Interreg III B)
- Urban (Urban II)
- EGENIUS: Management of New Towns Centres. (URBACT program)

Contact details of partner 6

Institution (original language)	Sigtuna kommun		
Institution (EN)	Municipality of Sigtuna		
Legal status	Local Public Authority		
Address	--		
Postal code	195 85		
Town	Märsta		
Country	SE		
NUTS Level 1	Östra Sverige		
NUTS Level 2	Stockholm		
NUTS Level 3	Stockholms län		
Phone (office)	+ 46 8 591 260 00	(mobile)	
Fax	+ 46 8 591 260 36		
Email	lars.sundblad@sigtuna.se		
Website	www.sigtuna.se		
Contact person	Lars Sundblad		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Sweden has chosen a centralised control system. The project partner will contact: Tillväxtverket, Joint Unit for Regional Structural Fund programmes in Östersund.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	116 555,00 €
ERDF Funding:	87 416,25 €
EU National Co-financing:	29 138,75 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The municipality of Sigtuna is the host for Stockholm-Arlanda airport and responsible for the regional core Arlanda-Märsta. A polycentric structure is proposed in the new Regional Development Plan 2010 for the Stockholm-region. In the new plan Arlanda-Märsta has been added as an 8th growth core. This core will have a special profile due to its closeness to the Stockholm-Arlanda airport.

The experience from previous regional plans shows that implementing a strategy for regional growth areas is a huge task particularly for the municipalities involved. The polycentric strategy aims at a more balanced growth and taking some of the pressure off the centre and on all urban systems. The intention is to develop these rather suburban environments into more high quality and denser areas with mixed functions. This requires dealing with noise nuisance, better accessibility particularly public transport, coordinated and long term approaches in the municipalities hosting the growth areas.

The action plan for the Stockholm-Arlanda region will focus on development strategies for commercial and residential zones in the vicinity of the airport, with respect of noise restrictions balancing the restrictions in the light of developing the regional core Arlanda-Märsta within the aspects mentioned above. The purpose is to find methods of a more efficient land use around the airport without increasing the number of people that are disturbed by noise and how to communicate this towards the citizens. The action plan will also focus on which principles that should apply to air-routes to and from the airport. Should they be concentrated over specific areas, which gives a high degree of disturbance over a smaller number of people or should they be spread out which gives a small disturbance for many people.

Sigtuna will cooperate with other stakeholders, in specific the airport operator at Stockholm-Arlanda airport and the Office of Regional Planning in Stockholm County Council.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Sigtuna was partner in the STRAIR-project (Interreg 3C). In the STRAIR project a study of 50 good examples of airports addressing emissions was published as a guideline for other regions. A major study comparing administrative routines in noise abatement in airport regions.

Contact details of partner 7

Institution (original language)	Ajuntament del Prat de Llobregat		
Institution (EN)	Municipality of El Prat de Llobregat		
Legal status	Local Public Authority		
Address	Plaça de la Villa s/n		
Postal code	08820		
Town	El Prat de Llobregat		
Country	ES		
NUTS Level 1	ESTE		
NUTS Level 2	Cataluña		
NUTS Level 3	Barcelona		
Phone (office)	+34 933790050	(mobile)	
Fax	+34 934782704		
Email	alegre@elprat.cat		
Website	www.elprat.cat		
Contact person	Serge Alegro Calero Fine		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>Spain has chosen a decentralized control system. An independent external controller will be hired who is</p> <ul style="list-style-type: none"> - either registered in the official register of Auditors or - from an independent control unit doing controls for other European programmes, and proposed to:Ministerio de Economía y Hacienda, Dirección General de Fondos Comunitarios, Subdirección General de fondos de cohesion y cooperacion territorial europea in Madrid. 		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	125 555,00 €
ERDF Funding:	94 166,25 €
EU National Co-financing:	31 388,75 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Barcelona airport is situated in the municipality of El Prat de Llobregat. Noise originating from airport activities has an impact on the daily life of the inhabitants and effects development possibilities. Accumulative effects with other noise sources have to be accommodated properly. This requires a strategic approach by the municipality council.

El Prat is an ARC member since 1999 and presently the Vice-presidency. El Prat is member of the Environmental Commission of the Airport of El Prat. El Prat is member of the Spanish Commission of cities and airports.

The focus in the Action Plan will be ground noise. The reasons for this is because the already existing problems are expected to increase due to:

- . the night flights are expanding on the cross run-way in direction to the city
- . the industrial area of the airport is growing and the maintenance services are expanding

- . the local and regional government have approved an expansion of the city of El Prat to the south (2.500 flats aprox.) mainly in direction to the airport (so very near of the industrial area and the cross run-way)

AENA (the owner and ruler of all Spanish airports) and SENASA (Spanish public agency of aviation) through OBSA (in Spanish Observatory of Sustainability in Aviation) will be actively involved in the production of the action plan. The first step will be a meeting with AENA and SENASA to agree how exactly to establish the plan. Main elements will be:

- . determining the exact amount of noise nuisance originating from non take off-landing activities
- . determining the main sources of ground noise
- . determining the responsible administration(s)
- . determining adequate actions to reduce the number of noise sources and to reduce the noise production of sources

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

- * Evaluation of social and economical impact of High Speed Train (TAV) in the cross-border area (INTERREG III A France / Spain 200-2006)
- * STRAIR Strategic development and cooperation between airport regions (INTERREG III C 2000-2006 North zone)
- * DEDUCE Evaluation model of sustainable development level in european coastal zones (INTERREG IIIC South zone).
- * AIREA Airport Regions E-learning Academy (LEONARDO DA VINCI Lifelong learning programme 2007-2013)
- * DELTANET Network of European Delta Regions. Sustainable Delta Governance (INTERREG IVC)
- * FEDER periods 1997-1999 and 2000-2006: urban regeneration of the old town
- * FEDER period 2007-2010: tourist and cultural promotion of natural areas of Llobregat delta
- * COHESION FUNDS: Decision C(2001) : sewer of the Marina basin in El Prat de Llobregat

Contact details of partner 8

Institution (original language)	Zájmové sdružení obcí dotčených provozem letiště Praha-Ruzyně		
Institution (EN)	Prague airport region		
Legal status	Regional Public Authority		
Address	Velvarská 100, Horoměřice		
Postal code	25262		
Town	Horoměřice		
Country	CZ		
NUTS Level 1	CESKA REPUBLIKA		
NUTS Level 2	Stredni Cechy		
NUTS Level 3	Stredocesky kraj		
Phone (office)	+420 220970350	(mobile)	+420602298563
Fax	+420 220970350		
Email	starosta@unetice.cz		
Website			
Contact person	Vladimír Vytiska		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>The Czech Republic has chosen for a centralised control system. The responsible body is the Centre for Regional Development (CRD). The first level control will be performed by the regional offices of the CRD CR. The project partner will contact its regional office from the region in which it is located.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	85%
Total amount:	99 355,00 €
ERDF Funding:	84 451,75 €
EU National Co-financing:	14 903,25 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

The regional association was founded in 1997 and joins the municipalities – surrounding towns and villages and Prague districts - on the basis of a common interest related to the operation of Airport Prague. Our objective is to minimize the negative influences and optimize the advantages. Noise nuisance is a major problem in the Prague region. Next month the official name will become Prague Airport Region.

Action Plan

Preliminary actions are: seminary and workshops (6) and survey and dissemination of our goals - all with participation of stakeholders and residents, exchange of staff.

The action Plan will focus following types of activities, which will be linked together:

- Improvement of information and communication net, environmental information points etc.
 - Creation of new independent body for dealing and assessment of noise nuisance issues.
- Improvement of the legal frame of the existing measures in compensation schemes and to amend these measures for efficient mitigation and compensation of noise nuisance
 - Find the way, how to preserve land (and brownfields) around the airport for important infrastructure, environmental and other projects, like green zones etc. Why these themes? There are gaps in the information system and we need independent assessment of the noise nuisance. We have a good system of sound insulation, but we lack some measures in our compensation scheme. Optimal land use planning is important for us to protect public interests around the Airport.
- The association will cooperate with the next parties – stakeholders in our region and in aviation issues:
- Airport Prague
 - City of Prague and City of Kladno
 - Central Bohemian Region
 - Regional Operational Program for Central Bohemian Region of cohesion
 - Operational Program Environment

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

A number of the members of the association was participant in the interregional project „Terres d'art“ 2007-2008 supported by programme LEADER+.

Contact details of partner 9

Institution (original language)	Conseil general de l'Essonne		
Institution (EN)	Essonne County Council		
Legal status	Regional Public Authority		
Address	Boulevard de France		
Postal code	91012		
Town	Evry		
Country	FR		
NUTS Level 1	ÎLE DE FRANCE		
NUTS Level 2	Île de France		
NUTS Level 3	Essonne		
Phone (office)	+33 160919708	(mobile)	
Fax	+33 160913177		
Email	llevy@cg91.fr		
Website	www.essonne.fr		
Contact person	Lisa Lévy		
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p> <p>France has chosen a decentralised control system. An independent external controller will be hired and proposed to Région Nord-Pas de Calais, Direction Europe.</p>		

Partner budget (in EUR)

ERDF co-financing rate:	75%
Total amount:	125 555,00 €
ERDF Funding:	94 166,25 €
EU National Co-financing:	31 388,75 €

If, in exceptional case, the participation of this partner is not to be financed from INTERREG IVC but from its Convergence or Competitiveness programmes (see programme manual for further information), please click in the box below:

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Essonne CC has wide experience of managing negotiations (in collaboration with the Val-de-Marne County council) between stakeholders through a governance structure unique in France (in which all the relevant stakeholders of the airport's surroundings are represented). A common culture of dialogue and numbers of actions resulted from this work, on themes like noise management (improvement in insulation program, noise indicators), pollutions, economic development, employment, transport, urban planning.

The action plan will focus on :

- information and communication procedures: we want to engage a special partnership with the airport authority in order to improve existing tools (e.g. create a direct link to the environmental information on the website of the airport and the air traffic control authority, improve accessibility of the aircraft tracking system (VITRAIL System), better information towards new inhabitants, study solutions to themprove the complaint's register system)

- innovative compensations schemes: demolition and buy-outs funds, investments funds for the quality of life in local communities are existing in France and could highly improve the acceptance of the airport. Indeed, noise and land-use planning policies have strong impacts like building's restrictions and difficulties for the urban regeneration capacity, loss of inhabitants and financial difficulties for the local communities (especially for the deprived areas). The capacity for the inhabitants of choosing to move away if they want to could also increase this acceptance.

A large number of stakeholders will participate in the production process of the action plan (see: 2.2.2). The MA will be regularly updated and participate in the main regional meetings.

Local authorities and the airport manager will ensure the link with the local inhabitants. Aéroports de Paris and the Direction Générale de l'Aviation Civile can provide an overview on the feasibility of the planned actions.

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Concerning the structural funds, the Essonne County Council manages a project supported by the European Social Fund. This project, which is entitled "Pacc'Emploi", deals with the employment of the recipients of minimum income. The provisional grant amount for this 3 years project is about 1 475 000 €.

The Essonne County Council has been involved in many other European projects, if not in Interreg ones. It managed a Life project from the 1st of February 1999 to the 31st of December 2003 ("conservation of the lower Essonne and Juine valleys", LIFE99NAT/F/006313). It is presently the lead partner of a FP7 project called Yosciweb (SIS7-CT-2007-217728). It is associated as a third party to a european network on scientific culture called Places, supported by the FP7 as well.

It is the partner of a project which has just been selected in the frame of the European Initiative for Democracy and Human Rights (EIDHR).

Contact details of partner 10

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 11

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
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Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 12

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 13

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 14

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 15

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 16

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 17

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 18

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 19

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 20

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 21

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

Please describe the relevance of this partner in the proposed project: What are the partner's competences and experiences in the field tackled? What is the capacity of the partner to directly influence regional / local policies? How will the partner contribute to the content of the cooperation and benefit from it?

Please describe the previous experience of the partner in interregional cooperation and Structural Funds financed projects (if any).

Contact details of partner 22

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
Email	
Website	
Contact person	
Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

ERDF co-financing rate:	0%
Total amount:	0,00 €
ERDF Funding:	0,00 €
EU National Co-financing:	0,00 €

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Contact details of partner 23

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
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Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

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Total amount:	0,00 €
ERDF Funding:	0,00 €
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Contact details of partner 24

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Partner budget (in EUR)

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Total amount:	0,00 €
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Contact details of partner 25

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
Email			
Website			
Contact person			
Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

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Total amount:	0,00 €
ERDF Funding:	0,00 €
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Contact details of partner 26

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
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Independent financial controller	<p><i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i></p>		

Partner budget (in EUR)

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Total amount:	0,00 €
ERDF Funding:	0,00 €
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Contact details of partner 27

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
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NUTS Level 3			
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Partner budget (in EUR)

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Total amount:	0,00 €
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Contact details of partner 28

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
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Partner budget (in EUR)

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Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
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Contact details of partner 30

Institution (original language)			
Institution (EN)			
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Address			
Postal code			
Town			
Country			
NUTS Level 1			
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Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

Partner budget (in EUR)

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Institution (original language)	
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Legal status	
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Postal code	
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Country	
NUTS Level 1	
NUTS Level 2	
NUTS Level 3	
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Country			
NUTS Level 1			
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Contact details of partner 34

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
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Contact details of partner 35

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
Phone (office)		(mobile)	
Fax			
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Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
NUTS Level 2			
NUTS Level 3			
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Institution (original language)			
Institution (EN)			
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Postal code			
Town			
Country			
NUTS Level 1			
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Contact details of partner 38

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
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Contact details of partner 39

Institution (original language)			
Institution (EN)			
Legal status			
Address			
Postal code			
Town			
Country			
NUTS Level 1			
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Phone (office)		(mobile)	
Fax			
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Contact details of partner 40

Institution (original language)	
Institution (EN)	
Legal status	
Address	
Postal code	
Town	
Country	
NUTS Level 1	
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NUTS Level 3	
Phone (office)	(mobile)
Fax	
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Independent financial controller	<i>Please indicate the way you plan to carry out the first level control. Please refer to the country specific information section on the INTERREG IVC website for further details concerning the country specific requirements for first level control. If already known (and selection is not subject to public procurement), the contact details of the independent controller should be provided. Otherwise, just indicate the type of controller and procedure for selection.</i>

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