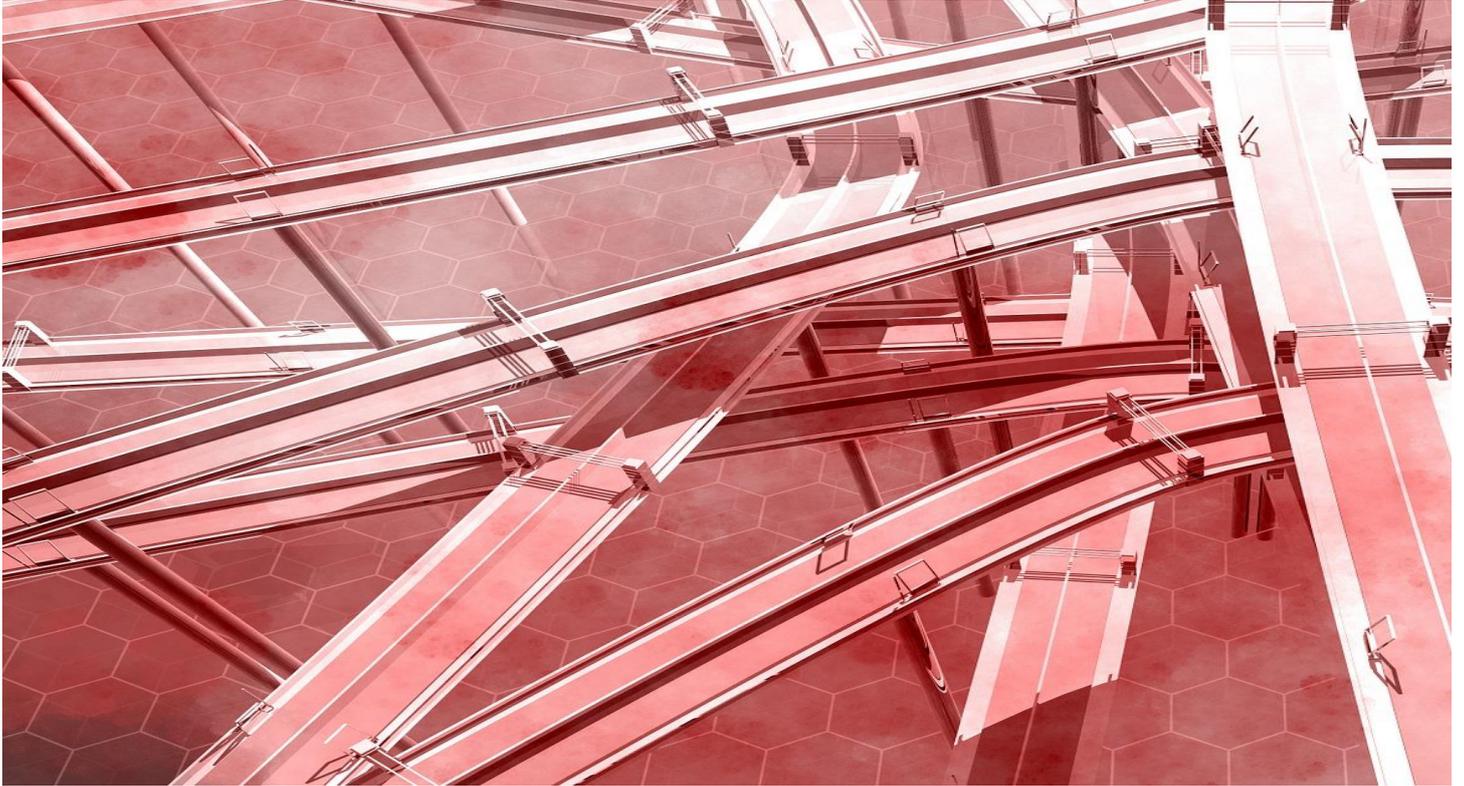




European Union  
European Regional  
Development Fund

Plan

**RECREATE**  
Interreg Europe



Lithuania

ACTION PLAN



LITHUANIAN  
INNOVATION  
CENTRE

**RECREATE**

**REinforce Competitiveness of REgionAl Transport SMEs**

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## 1. GENERAL INFORMATION

### Project: RECREATE PGI05275

**Partner organisation:** Lithuanian Innovation Centre (LIC)

**Other partner organisations involved:** Coventry University Enterprises Limited (United Kingdom), Development Agency of South Aegean Region (Greece), Regional Development Agency South-West Oltenia (Romania)

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## 2. INTRODUCTION

SMEs currently employ 55% of the EU workforce in transport and their important role in the value chain is expected to expand. The rigid value chain of the transport sector is stifling the introduction of innovation by SMEs into new vehicles and transport-related products. SMEs (usually Tier 2 suppliers) find it difficult to interact with vehicle manufacturers, as they generally have short-term supply contracts to Tier 1 companies, who are strongly linked to specific large volume OEMs. Tier 2 SMEs have no collective voice or influence at European level and the EU is not taking advantage of or supporting directly the thriving innovative companies in this sector.

### 2.1 *RECREATE project*

RECREATE project (**RE**inforce **Co**mpetitiveness of **RE**gional **T**ransport **S**MEs) will address this market failure and focus on the opportunities that new markets offer to innovative and dynamic transport SMEs through the adoption of regional support schemes. It will improve the capacity and capability of regional transport SMEs to further development and growth. This includes support for: 1. Research and Development 2. Rapid development and implementation of products and services 3. Access to finance schemes 4. Internationalisation opportunities. Project adopts a holistic approach to SME support by improving all the relevant schemes that could potentially deliver growth to the regional transport SMEs. Recognising the importance and the potential of the transport SMEs in the economies of the regions involved, RECREATE will map transport SME support measures and assess their effectiveness. The integrated approach adopted by the RECREATE project will drive the identification and development of support mechanisms in the transport SME sector and it will ultimately deliver Action Plans and policy recommendations for evidence-based policy improvement.

## RECREATE regions

RECREATE partners exchange, explore and disseminate good practices in ways to promote growth in innovative Transport SMEs and their support infrastructure, as well as improving competitiveness of the respective regions involved. RECREATE has 4 partners from four different EU28 member states: Coventry University Enterprises Limited (United Kingdom), Lithuanian Innovation Center (Lithuania), Development Agency of South Aegean Region (Greece), Regional Development Agency South-West Oltenia (Romania) and is supported by the Managing Authorities for ERDF and represent active stakeholders.



RECREATE Project Partners



Lithuanian Innovation Center “RECREATE” project stakeholders



**MINISTRY OF  
THE ECONOMY  
AND INNOVATION**



**MOBILITY  
INNOVATION  
CENTER**

LITHUANIAN BUSINESS  
CONFEDERATION  **ICC**  
LITHUANIA



### 3. Description of the Lithuania Region

Lithuania can be considered one of the leaders in transport and logistics throughout Europe. Due to its geographical position and highly developed infrastructure, it has become one of the most important transport centres' in the European Union, linking the EU with the East, the North with the South. In 2019, Transport and logistics accounted for around 13,8 % of national GDP according to Eurostat, making it the third biggest economic sector in Lithuania after the Manufacturing and the Wholesale and Retail. Also, currently this sector has around 8,7 thousand. private sector companies (99,3 % are SMEs / 77,9 % has from 1 to 9 employees), which employ around 142 thousand employees. Exports of transport services traditionally account for the largest share of Lithuanian services exports. Additionally, Lithuania has a quite strong automotive sector, with the companies highly integrated into international value chains. There are around 120 companies producing motor vehicles, trailers, semi-trailers and other transport equipment. These companies produce around 3 % of total output in the manufacturing sector and employ around 10 thousand employees. Last but not least, transport-related ICT solution providers and start-ups ecosystem are also highly developed.

Lithuanian transport-related economic sectors are crucial for the economy of Lithuania. As a result, this sector is high on the policy agenda. First of all, it is included in Lithuania's progress strategy "Lithuania 2030". It is a key planning document, which has two transport-related development priorities. Broad targets of the segment "Smart society" in relation to transport aim to reduce air pollution, improve the environment for R&D activities, while "Smart economy" seeks to encourage science and business cooperation, science and business organizations integration into international value creation chains, business development. Another important strategic document regarding the transport sector is "National Transport Development Program 2014-2022". The program is necessary for the harmonious development of the Lithuanian transport system, efficient management of state resources and use of the EU structural funds to increase the competitiveness of the transport sector. The strategic goal of the program is to create a sustainable, environmentally friendly, competitive and high added value Lithuanian transport system. The objectives of this strategy are:

- Enhance freight and passenger mobility by improving the trans-European transport network core network corridors and their links with national and local transport networks and by developing interoperability between modes of transport;
- Increase the competitiveness of the transport sector and improve the quality of transport and logistics services through an active transport policy;
- Promote the sustainability of the local (urban and suburban) transport system;
- Increase energy efficiency in transport and reduce the negative environmental impact of transport

Last but not least, future trends and major developments concerning transport safety, environmental concerns, autonomous transportation, intelligent transport management, and monitoring systems, Logistics 4.0 are present in Lithuania. Already at the national and business level, there are some plans and projects which will respond to these challenges.

Lithuanian government developed various mobility and environmental strategies to promote smart, sustainable and resilient transport ecosystem. Transport SMEs and start-ups are also aware of the changing environment and seek to develop world-class production. Lithuanian companies are very active in the fields of transport sharing platforms, development of alternative energy solutions, especially electricity, transport monitoring and management systems. In addition, there is a highly developed business support network (education institutions, research centres and infrastructure, clusters, associations) and developed funding structures.

## 4. Policy context

### The Action Plan aims to impact:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

### Name of the policy instrument(s) addressed:

Lithuanian Operational Programme for the EU funds' investments in 2014-2020

### Further details on the policy context and the way the action plan should contribute to improve the policy instruments:

The Lithuanian multi-fund Operational Programme brings together several key EU investment funds aimed at helping Lithuania's economic development as well as tackling social exclusion, unemployment and other vital issues. It reflects the goals of the Europe 2020 strategy with a clear emphasis on boosting research and innovation, SME competitiveness, the shift to a low-carbon economy, the promotion of human capital, especially of young people, and the fight against the poverty. The OP support will substantially contribute to Lithuania's ability to achieve the key EU and national development priorities. In the context of RECREATE, two investment priorities are specifically important. First, 10.12 % of the total OP allocations are envisaged to boost RTD and innovation in Lithuania (priority No 1), helping the country reach its national Europe 2020 target of 1.9 % of the GDP to be invested in RTD (0.9% in 2011). In particular, the OP contribution is expected to foster RDI commercialisation and knowledge transfer as well as to effectively stimulate private RDI investments. Another important priority is No 3, therefore 7.92 % of the OP resources are allocated to support SMEs' competitiveness and innovation.

It is envisioned that interregional cooperation within the project could help to improve the implementation of the current and future policy instruments.

The objective of the Action Plan is to show a positive impact in the current ROP, and therefore influencing the future focus of ROP 2021-2027. This Action Plan together with the exchange of experience with other partners within the RECREATE project, aims at

demonstrating the efficiency of a more sectorial approach when supporting Innovative Transport SMEs.

We are aiming for ROP 2021-2027 to be impacted, in the way of demonstrating that targeted support should be provided (via the to actions below) to Transport Sector SMEs.

This will provide a new “ transport” priority point in ROP 2021-2027. Currently, ROP 2021-2027 is still in its drafting phase and first policy instruments should be released not earlier than the end of 2022 or the beginning of 2023.

Via Action Plan, we are going to be demonstrating that our Actions will result in SMEs been taking up forms of funding; our target being 27 SMEs been supported financially as a result of our Actions.

Our Actions highlight the importance of a targeted support; this will lead to achievement of the target.

The innovative ways we believe will contribute to demonstrate such Sectoriality are:

- 1) One to many support for Transport SMEs (cluster activities)
- 2) One to One advise

Although transport is a big contributor to the country's economy and there is a large number of transport SMEs, the Transport sector is highly connected with ICT and does not receive any specific attention, which in turn led to low level of innovativeness.

With the implementation of the action plan we are aiming to create a specific focus on the transport sector in the framework of OP. The implementation of the Action Plan will increase the awareness of transport companies about the OP and the opportunities it offers to enterprises. This should increase the interest of businesses in the available and future support programmes. Also, project could help to improve policy management. So far many of the challenges addressed by the project is not considered in the process of evaluation, selection and impact assessment of the projects financed by the instrument.

### **Regional needs to be addressed:**

The challenges for Lithuanian transport SMEs are to move up the technology ladder for manufactured products and to develop more knowledge-intensive services. According to statistics, the value-added generated by production costs per one employee of SMEs in Lithuania is nearly three times lower compared to the EU-27 average. The labour productivity of SMEs is often limited by a low level of innovation, which, in turn, reduces the competitive advantages of SMEs. The main factors limiting innovations by SMEs are expensive implementation of technological innovations in business and improvement of technological capacities; lack of funds.

Also, the transport sector in Lithuania makes a strong contribution to climate change. For example, about a third, that is 27 % of all greenhouse gas emissions are emitted by transport (60% emitted by cars and 36 % by trucks). Regarding the use of digital technologies, Lithuanian companies operating in the transport sector also have some issues. According

to the association “Infobalt”, only 2 % of companies in the sector have digitized their resources, including the digital competencies of employees and the use of technology in product development. Also, only 3.9 % use e-commerce solutions and offers digital products. As the transport sector has huge importance for the economic development of Lithuania, it is important to ensure its further growth by encouraging transport innovations, digitisation and green transformation. Green and digital transformation trends are gaining momentum in various areas of the economy, therefore Lithuanian transport companies must keep up and take advantage of emerging opportunities.

Various tendencies and indicators mentioned above show that Lithuania’s innovation potential in the transport sector is not fully exploited. Even though there are plenty of science and research organizations, cluster and technology parks operating in transport innovations, researchers do not participate in international projects, overall R&D expenditure is very low, there is no unified transport research centre consolidating research programs for the entire sector, business and science cooperation is relatively low. Yet, one particularly important issue regarding the transport sector is that transport-related SMEs in Lithuania also do not fully exploit the opportunities related to the financing of the EU Structural Funds. Lithuania offers a wide range of measures of direct and indirect public support for business R&D and technological innovation, aimed primarily at boosting private investments in R&D. On the one hand, the main source of finance for the promotion of business R&D and technological innovation in Lithuania comes from EU Structural Funds. On the other hand, there is a lack of national and other types of support instruments on which transport-related companies could rely. Support instruments are dedicated to reducing risks associated with innovation, financial burden and uncertainty, and they also have to incentivise companies to be active in the development of innovation. EU financed innovation support measures are the most important source of inspiration for businesses and the fact that transport-related companies do not use them is a clear issue that, if resolved, could significantly strengthen the competitiveness of the transport sector.

## 5. Details of the actions envisaged

### **ACTION 1: Implementation of the sectorial approach within innovation development ecosystem to support transport-related SMEs**

- **Relevance to the project/ Inspiration**

In the face of structural changes related to digitisation, green transformation and business resilience, SMEs abilities to create and adapt new innovations and explore new possibilities will have a direct impact on economic growth, employment and social cohesion. In the light of these changes, Lithuanian transport sector will have to evolve. Taking this into account, thematic priority No 1 “Strengthening research and development and innovation” of the Lithuanian Operational Programme 2014-2020 was created. This thematic priority is dedicated to strengthening synergies among business and science; increasing support, both financial and soft support, provided for RDI activities to promote the supply of higher added-value goods and services. Under the Lithuanian OP, another important priority regarding the

development of the transport sector is priority No 3 “Promoting competitiveness of small and medium-sized business”. Under this priority, investments are aimed to enhance the SMEs support system, improve the dissemination of innovations, promote business cooperation and improve the access to funding.

Yet, in order to use support instruments that are developed under the first priority, businesses have to come from certain priority areas. Transport sector, as one of the top economic sectors in Lithuania, was selected among 5 other priorities, yet it was named “Transport, logistics and ICT”, which means that it was connected to ICT. As a result, this priority had four different topics, of which two were dedicated directly to transport, that is T1 “Smart transport systems and ICT”; T2 “Technologies/models for the management of international transport corridors and modal integration” and two were dedicated to ICT, that is: T3 “Advanced electronic content, technologies for its creation and information interaction”; T4 “ICT infrastructures, cloud computing solutions and services”.

Yet, by analysing Lithuanian transport ecosystem, it was noted that companies from the transport are not making full use of the opportunities provided by the innovation support measures. In order to change this situation, project staff and the representatives of the Lithuanian Innovation Center participated in the OP 2014-2020 review process. Recreate project team was involved in this process by presenting the suggestions based on information, knowledge and experience gained during the project-related activities. To improve the uptake of innovation, digital and environmentally friendly technologies, taking into account information provided by the RECREATE project team, decision was taken to divide OP investment priority “Transport, logistics and ICT” into two different priorities, that is “Intelligent, clean, connected transport (transport, logistics) and “Information and communication technologies”.

Interreg Europe projects are based on cooperation, collaboration and community engagement. Throughout the implementation of the “Recreate” project, project staff managed to participate in study visits to see what are the good practices in project partner regions.

Taking into account policy change, Lithuanian Innovation Center in the second semester will strive to achieve sectorial approach towards transport related SMEs by implementing activities related to the facilitation of transport ecosystem. In principle, this action is inspired by good practices linked by targeted support for transport companies with the goal to facilitate the ecosystem and consult about business support opportunities under Lithuanian OP 2014-2020 and 2021-2027.

The first inspiration for the action plan is Midlands Aerospace Alliance (MAA) presented by the project Lead Partners in Coventry. The Midlands Aerospace Alliance offers a membership to all companies and organisations of any size that are part of the aerospace industry or desire to become part of the industry. MAA supports and represents the aerospace industry across the Midlands region. It works closely with the UK's other regional aerospace alliances and the national body ADS, as well as with other European and world-wide aerospace clusters. Yet, for the Lithuanian context particularly important is the benefits for the specific companies, which are members of the alliance: Information about new

opportunities and events; Regular meetings and networking, funding support through organization's relationship with support bodies, including advise and help with funding applications.

The second particularly interesting good practice presented by partners from Regional Development Agency of South-West Oltenia region was initiative 300+ Transport SMEs. This programme was implemented in order to bring all relevant information regarding the sector to transport related SMEs. The initiative is also a good practice, which allows to bring more awareness and support the development of the entrepreneurial ecosystem in transport-related sectors, with focus on digital technologies. In addition, this good practice emphasises the importance of business development experts and consultants as they are vital for the successful development of business. Based on the experience of this organizations, specific targeted events for the transport sector, with the goal to inform companies on business support opportunities are critical for the successful business development.

- **Nature of the action**

The action aims to create a sectorial approach within innovation support ecosystems to specifically support transport-related SMEs and their innovativeness. This approach was inspired by the good practices outlined above, which show the need for a focused attention on transport stakeholders by bringing them together and providing advisory support in the form of a series of information events. Currently, the transport sector is mixed with the ICT sector as an investment priority and it is not receiving sufficient targeted attention. During Phase two of the project, the new element of our action will be specific and targeted support for companies in the transport sector and it will be achieved by *facilitating the collaboration and networking between transport businesses and innovation support ecosystems (one to many support aimed at innovative transport SMEs)*.

The implementation of this activity will allow our project team to inform transport related SMEs, business organizations and transport related science organizations about the possibilities to use state support measures, and to apply and receive grants in the context of Lithuanian OP 2014-2020 and 2021-2027. Our target in terms of Self Performance Indicator remains achieving Financial support for least 27 transport related SMEs.

Ecosystem of transport related SMEs in Lithuania is quite fragmented and as a result, there are some coordination issues. Lithuanian transport sector doesn't have one consolidated transport research, competence or consultation centre, which would consolidate business support competences and capabilities in one place. Besides coordination problems between various science facilities, there is also an issue of coordination between private and public sector entities, transport and science and inside transport sector, between different modes of transportation.

According to the data 'Cooperation partners in innovation activities', provided by the Statistics of Lithuania, in 2016 – 2018 only 7.2 % of transport companies had cooperation partners in innovation activities; only 0.6 % cooperated with universities, colleges of other higher education institutions; 4.5 % cooperated with public research institutes or other public

research organizations; 3.9 % cooperated with consultants commercial labs, or private R&D institutions.

During the second Phase of ReCREATE, our plan is to put a particular emphasis on the facilitation of the transport sector ecosystem, including transport related business clusters, associations, science and research organizations, private enterprises.

To achieve this, Lithuanian Innovation Center is aiming to organize at least **2** Cluster Activities in the form of *live or online events* (depending on the epidemiological situation) aimed at informing businesses, business clusters, associations, science organizations. LIC will be the main organization responsible to organize these events.

Planned events will be organized in the form of *one to many*. During the implementation of the project, Lithuanian Innovation Center collected a large list of stakeholders who will be invited to these information events. Also, Lithuanian Automotive Export Association (LAUGEA) is a partner of LIC and it will help to attract transport related SMEs to the events.

It is expected that at least 15 representatives of the transport sector will take part in each event.

Events will focus on the ecosystem of transport related SMEs by providing them various general information about:

- National R&D&I support programmes and initiatives under Lithuanian OP 2014-202;
- Upcoming EU structural funds and investment priorities for the period 2021-2027;
- Opportunities for science and business cooperation;
- Opportunities to participate in international R&D&I initiatives.

Information events will be implemented by the LIC staff, who are involved in the ReCREATE project and who have experience and expertise in business consultations, taking into account planned themes.

- **Stakeholders involved**

Lithuanian Innovation Center – the organization responsible for the preparation of the action plan, organization of the information events, delivery of presentations about the existing and future support possibilities.

Lithuanian Automotive Export Association (LAUGEA) – this organization will help to invite participants to the events.

- **Timeframe**

First informative event should be organized between December 2021 to May 2022 and the second event between June 2022 to November 2022.

- **Costs**

Each event should cost up to €500 (depending on whether it is a live or online event)

- **Funding sources**

Action will be financed from the project *InoLink*, which is implemented in the framework of Lithuanian OP, under the priority Axis 1.

- **Monitoring Measures**

LIC is planning to be monitoring the number of enterprises receiving grants. The goal is 27 companies.

Lithuanian Innovation Center during Phase 2 of the project and linked to the Activities aforementioned, will monitor:

- Number of Transport SMEs invited to the Cluster Activities;
- Number of Transport SMEs attending the Cluster Activity;
- Results of Cluster Activities (introductions, feedback, envisaged improvements);
- Numbers of SMEs asking taking up funding;
- Number of SMEs asking for other forms of support as a result of the Cluster Activity.

## **ACTION 2: Targeted one to one support for transport related companies about the possibilities of using various state support measures for business development**

- **Relevance to the project/ Inspiration**

By analysing Lithuanian business support ecosystem and meetings local stakeholders, it was noted that companies from the transport sector were not making full use of the opportunities offered by innovation support measures. In general, there was a big difference between the ICT and transport businesses in terms of the usability of support measures, the ratio of submitted and won applications and the achieved results in terms of growth. Evaluation of transport priority showed a lot of issues: the amount of requested public investments was low, level of private investments and patenting was also below the median level.

Transport related companies mostly are SMEs and usually are not aware about the support instruments in Lithuania (they do not know the specific support measures, they are not familiar with the supported activities, the scope of financing, etc.), which are dedicated to support business R&D investments, science and business cooperation, implementation of digital innovations and so on. Also, some of them lack administrative resources to apply for available funds, while others find these support instruments inefficient and overburdened with administrative burden. Companies in the transport sector, that received public support to implement R&D activities in Lithuania in 2016 accounted for only 7,2 per cent, which places Lithuania in only 22nd place among EU member states.

Understanding this issue and taking into account policy change, Lithuanian innovation centre in the second semester will try to target transport related SMEs by providing them

one to one consultations with the goal to inform about various possibilities how they could use state support schemes.

Lithuanian Innovation Center provides free of charge innovation support services and promote innovation culture in Lithuania. Each year LIC on average provides 5000 cases of services (consultations, trainings, researches, technological missions) for more than 1000 clients (business enterprises and research institutions) from a variety of sectors.

There are two inspirations for the Action 2. The first good practice is “Ro-Boost SMEs” presented by the Regional Development Agency of South-West Oltenia. Some SMEs in the region lacked access to information and support. Therefore, the overall objective of the “Ro-Boost SMEs” was to develop a support structure for SMEs through which it aimed to provide an integrated set of information, support and advice services to help SMEs exploit European business development opportunities. In the framework of this project, support was provided in the fields of legislation and policies in the EU, funding programs, technology transfer, access to new markets, IP, energy and resource efficiency, management. Peer to peer communication is often a struggle for transport SMEs, therefore targeted consultations are particularly important for them.

The second good practice is National Transport Design Centre (NTDC) presented by Lead partners in Coventry. NTDC is a state-of-the-art transport-specific facility designed to explore new areas of transport design research and find new ways to use existing equipment and creating new technologies. The organization functions in a cross-disciplinary way, bringing together different expertise and specialists. The exceptional value of this institution lies in the fact that it works with companies through direct consultations and their target group is transport related businesses. Even though this organization is multidimensional, its success is determined by the fact, that the transport sector and its future development is at the core of this organization.

- **Nature of the action**

The action aims to create a targeted approach within innovation support ecosystems to specifically support transport-related SMEs and their innovativeness. Currently, the transport sector is mixed with the ICT sector and it is not receiving sufficient targeted attention. During Phase two of the project, the new element of our action plan will be *targeted support for companies in the transport sector and it will be achieved by providing as much one to one consultations as possible*. This action is inspired by the good practices, which focuses on individual consultations regarding business development, as these are very useful to foster sector’s innovativeness.

Along with the policy change influenced by the ReCREATE project team (creation of transport sector specific investment priority in the Lithuanian OP), this action will also bring about a policy change in practice, as transport companies will now receive a targeted support in the framework of Lithuanian OP 2014-2020 and 2021-2027.

In order to attract companies from the transport sector, LIC will aim to:

- invite companies for consultations, who have previously participated in the activities related to the facilitation of the transport sector ecosystem.

- participate in various events to find potential clients from the transport sector;
- use a variety of communication tools (i. e. social media, innovation related websites) to invite transport companies to come for consultations;
- cooperate with transport related associations and cluster in order to attract their members for consultations;

In order to encourage transport related SMEs to use financial support, one to one consultations with transport SMEs will be implemented. These consultations will be provided by the experts and consultants of LIC who are well versed in public business development programs, including Lithuanian OP 2014-2020 and OP 2021-2027. Compared to the Action 1, these consultations will be more focused and will provide more specific details on access to support measures. The purpose of the consultations should be to:

- Inform companies about the existing national innovation and business development support schemes under the Lithuanian OP 2014-2020:
  - inform companies about the criteria that companies must meet in order to qualify for funding (f. e. criteria relating to the size of firms, their profits, the length of time they have been operating);
  - inform companies what innovation related activities are supported;
  - inform companies what funds are eligible for funding under the support framework;
  - inform companies what is the minimum and maximum financial support available;
  - inform companies what is the intensity of project funding;
  - informing what actions companies should take and where to turn in order to benefit from support measures;
- Inform companies about the existing national soft innovation support programmes under the Lithuanian OP 2014-2020;
- Inform companies about the existing possibilities to participate in the international RDI programmes (i. e. Horizon Europe);
- Inform companies about the upcoming EU Structural funds and investment priorities for the period of 2021 – 2027;
- Inform companies about the technology transfer and adoption opportunities;
- Assist in finding partners both abroad and in Lithuania for enterprises.

In order to keep our sectorial approach, support will target companies from these sub-sectors:

- Transport and storage;
- Manufacture of motor vehicles, trailers and semi-trailers;
- Manufacture of other transport equipment

LIC will try to consult at least 30 companies between December 2021 and May 2023.

- **Stakeholders involved**

Lithuanian Innovation Center - the organization responsible for the preparation of the action plan and the implementation of *one to one* consultations.

- **Timeframe**

December 2021 – May 2023. The planned activities will be continuous and implemented in throughout Phase 2 of RECREATE.

- **Costs**

Costs will be coming from the stakeholders involved in the project

- **Funding sources**

Action will be financed from the project *InoSpurtas*, which is implemented in the framework of Lithuanian OP 2014-2020, under the priority Axis 1.

- **Monitoring Measures**

LIC is planning to be monitoring the number of enterprises receiving grants. The goal is 27 companies.

Lithuanian Innovation Center during Phase 2 of the project and linked to the Activities aforementioned, will monitor:

- Numbers of One to One consultations & meetings (face to face or online) with Innovative Transport SMEs;
- SMEs taking up grants and financial support as a result of the One to One support;
- Nature of the Problems/challenges discussed during One to One Consultations (This could formulate a base for future support Activities);
- Exchange of emails/ spreadsheets will be kept during monitoring Phase 2.

**Date:**

19.10.2021

**Name of the organisation(s):**

Lithuanian Innovation Center

**Signatures of the relevant organisation(s)**

Mantas Vilys

