Jätkäsaari Mobility Lab
Open call for agile pilots, questions and answers
7 June 2020 (updated 13 August 2020)

Question: Can the pilot focus on different target groups or is it focused on a specific group?

Answer: The target groups are not limited. The call description provides examples of what they could be. For example, the solution could be for the general public or specifically for the elderly.

Question: Is the City of Helsinki also a target group and not just the citizens?

Answer: The city - or businesses - can be the target group (customer/user) for the pilot as long as the idea fits the focus of the call. That is, promoting healthy, safe and/or sustainable mobility or enhancing the use of local services and companies and/or increasing their accessibility.

Question: The open call text says "the target of this procurement is agile pilots of new smart mobility solutions in the area of West Harbour". What is meant by smart solutions exactly?

Answer: In this open call, "new smart mobility solutions" refer primarily to digital services and other new technologies and solutions. The solution proposed for agile piloting should be novel, or its local application in West Harbour should demonstrate innovativeness and novelty in relation to applications in other contexts.

Question: Does the pilot have to start in September?

Answer: The pilot can start later. The schedule is flexible, between September and March. Some pilots can be shorter and start later, even next year if necessary and feasible for getting results. The proposal should indicate the planned schedule.

Question: Can you offer an agile pilot with foreign (non-Finnish) business ID?

Answer: It does not have to be by a Finnish company, the party submitting a proposal just needs a formal business ID.

Question: What costs are accepted?

Answer: The costs directly related to the implementation of the pilot. For example, investing working time, hardware and travels can be included. The costs should be justified and be relevant for the pilot.

Question: There was a mention about "normal" and "non-normal" times, i.e. reference to corona. How has the area changed / is behaving / is expected to behave as the unusual times tend to continue?

Answer: This is one of the reasons why the open call was scheduled as it is (after the holidays instead of already in the spring time), but the issue is still unsure. In spring, the port-related traffic ceased. It has recovered to some extent, but this aspect is still very uncertain. The pilot plan should take in consideration the prevailing circumstances and related uncertainty.

Question: What is the current installation status of the so called Smart Junction (radars, cameras, etc)? Expected schedule?

Answer: Radar & camera installations for the first junction were done in June. However, the API is being programmed for the first junction implementations and expected in the next weeks. (Delay due to a protocol change in the radar system.)

Question: Is there any preview data available from June installation?

Answer: https://mobilitylab.hel.fi/app/uploads/2020/01/sm_tool_3.png

Further information

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