

**Q.1 If the lead applicant is a third sector organisation and seeking unmatched funding proposal, do they need to be Scottish based?**

A.1: The third sector organisation does not need to be in Scotland, however it is expected that the pilot will be.

**Q.2 The Application Guidance Notes mentions that successful applicants will need to agree on a contract with Transport Scotland, including agreement of intelligent property ownership (under 'Application Form'). What are Transport Scotland's expectations around owning part or none of the I.P.? Is the I.P. agreement fixed or will this be assessed project-by-project?**

A.2 The intention around IPR would be that successful applicants would be expected to agree with Transport Scotland a joint legal and binding contract before receiving award funding, including agreement of intelligent property ownership. This documentation will seek to accurately reflect the level of current solution / service status and will set out an agreed position as to future ownership(s) for all parties. This agreement will be jointly developed if the bid is successful for MIF competition funding.

**Q.3 Does the funding include or exclude VAT?**

A.3 On the MaaS finance application it states that all projected costs must be stated inclusive of VAT, where VAT is non recoverable and exclusive of VAT, and where VAT is recoverable by the applicant organisation.

**Q.4 What levels and types of staff costs are acceptable?**

A.4 Following further consultation with bidding parties staffing costs can now be included in your bid. The only types of staff costs that are eligible are salary costs and relevant on-costs i.e. Employers NI & Pension Contributions, all of which must be evidenced at the point of claim.

**Q.5 Can you confirm the position with regard to providing match funding from other public sector funds?**

A.5 Public/Private/Third Sector partnerships are actively encouraged. The MaaS Investment Fund is solely Scottish Government funding and as such is considered 'clean' funding. However, responsibility for the suitability of your matched funding pot lies with you as the applicant.

**Q.6 Are there any expectations in relation to longer term funding?**

A.6 Bidders are expected to demonstrate, via their financial model, that the proposal is financially viable in the longer term. For example, and if appropriate, where there is a dependency on debt finance then confirmation that this is readily available from, and terms agreed with, an approved financial institution will be required.

**Q.7 Can match funding be obtained for another public sector project and be applied as match-funding?**

A.7 Match funding can come from another public sector body, but must be confirmed as secured.

**Q.8 Revenue stream and direct match-funding relationship: Please clarify the relationship between match funding and revenue funding?**

A.8 They are defined as separate income streams. Match funding is a financial contribution(s) from a partner(s) who agree to provide this injection of funding towards the development of the MaaS solution. Revenue funding is a forecast income stream e.g. from fare box, that will be generated from the successful delivery of the solution being developed.

**Q.9 Are in-kind contributions permissible?**

A.9 In-kind contributions are not permissible.