



Move on Green

Newsletter No. 2

September 2012



Meeting in the Shetland islands: progress on the identification of the good practices

After the kick-off in Teruel in March 2012, the **second project partner meeting** was held in **Lerwick, Shetland**, on 28 to 30 August 2012, hosted by the Shetland Islands Council. Beside the **discussion of the partnership** on the achieved results and the next tasks to be realised, the partners had the opportunity to discover the Pure Energy Centre during a **study visit**.

A **public meeting** provided also the opportunity to present the good practices already collected by the partners and the state of the art of mobility and demographic changes of their region.

The main conclusion of the meeting, as well as two of the good practices discussed during the meeting, are presented in the following pages.



Ferries are commonly used to travel between the islands of the Shetland archipelago

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What is MOG? Short reminder

MOG is an INTERREG IV C project which group together 13 European partners to work on sustainable mobility. **The MOG project aims to support decision makers of mountain and rural areas on sustainable and efficient transport planning**

The overall objective of the INTERREG IVC Programme is to **improve the effectiveness of regional policies and instruments**. The project builds on the exchange of experiences among partners who are, in most cases, responsible for the development of their local and regional policies.

The contents of this newsletter reflect the author's views.

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The Pure energy Centre, leader on the development of hydrogen technologies

The **Pure Energy Centre (PEC)** is a world leader in renewable hydrogen and fuel cell technologies and is a centre for applied research, product innovation, testing and training. PEC is an independent engineering and consultancy company specialising in the design, development, resource assessment and project management of clean energy technologies.

The MOG partners participated in a study visit to the Pure Energy Centre, to discover how work this innovative Research and Development (R&D) centre. PEC aims to provide and enable its customers throughout the world, to deliver reliable, long lasting, pure energy solutions. Their team of managers, engineers and support staff is an internationally renowned team of professionals who combine a range of skills and expertise in Hydrogen technologies, health and safety issues and Global experience on Renewable energy systems. Many of the key customers of the Pure Energy Centre are Grid Constrained or Off-Grid Communities seeking Renewable Energy Solutions to local energy insecurity.

What can the PEC offer?

- Hydrogen technologies
- Fuel cells
- Control + Monitoring
- Storage Technologies



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Better Accessible Transport to Encourage Robust Intermodal Enterprise (BATTERIE)

BATTERIE is a project about transportation, addressing priority 3.1 of Atlantic Area through improving accessibility and internal links along with promoting interoperability and continuity of existing transport networks with sea, road, rail and air intermodality.

Better Accessible Transport to Encourage Robust Intermodal Enterprise (BATTERIE) recognises that there are difficult issues to be addressed. For example, issues around intermodal links between road, rail, air and sea, better coordination of and the complimentary parts of these services supplied by various operators, and local accessibility of many airports. The project also recognises and gives due regard to National and EU transport, energy and related economic policies, with particular reference to the objectives set out in the Lisbon and Gothenburg Agendas. BATTERIE will establish the impact of applied smart technologies (such as e-journey planning) and alternative fuels and design scenarios and models of changes to policy, behaviour and transnational strategies

in order to help optimise transnational trips for passengers. This will help identify how the outcome from BATTERIE can impact on policy and legislation. For smart technology and alternative fuels the project partners will also map and model availability and future development, costs and environmental impact, establishing pilot networks and demonstrating best practice. BATTERIE will involve tangible transnational cooperation with all of the partners in all of the Atlantic Area Regions and Move On Green will be taking a keen interest in the progress of the project, particularly in the area of sustainability.

The specific objectives of BATTERIE, linked to Priority 3.1 and the Atlantic Area Operational Plan, are:

- To contribute to providing an easier transition between modes of transport, and improve connectivity between road, rail, air and sea journeys,
- Deliver a web-based journey-planning tool to facilitate intermodal journeys across the Atlantic Area, maximising the use of smart technology and alternative fuels,
- For smart technology and alternative fuels the pro-





ject will map and model availability and future development, costs and environmental impact (reducing CO2 emissions),

- Design scenarios and models of changes to policy, behaviour and transnational strategies,
- Communicate the results of BATTERIE
- Deliver a pilot network conference

BATTERIE has an excellent quality of partnership. First of all, each country or region within the Atlantic Area is represented – Portugal, Spain, France, Ireland, UK.

Within the UK, two Atlantic Area regions are represented by Full Partners – Highlands and Islands and Northern Ireland. In Ireland, SWRA covers both Atlantic Area

regions – Border, Midland and Western, and Southern and Eastern. In Portugal, Inteli and OesteCIM together cover all the eligible area of Portugal. In Spain, the Principado de Asturias and Comunidad Foral de Navarra are represented in the partnership and in France, Haute-Normandie is represented.

At the first BATTERIE conference, held in Shetland on 12 September 2012, Elaine Park presented the Move On Green project to BATTERIE partners and selected guests and a great deal of positive discussion was held as to the links that can be made with MOG and the potential for a joint conference between the two projects in the future.

Two examples of promising good practices

KombiBUS (passengers + freight)



This initiative is operating in the Uckermark region, in the northeast of the state Brandenburg, Germany. The demographic change, especially in rural areas, poses problems for both public transportation and commercial transportation services because the costs to maintain these services are comparably high. The KombiBus solves these problems by combining low capacity and low resources: It uses the existing local public transport and extends that service to the transportation of goods.

The goal of the KombiBus project is to offer a sustainable solution and increase the cost effectiveness of the transport. In order to reduce passenger transport costs which are not profitable enough in the region and have to be highly subsidized, new ways of funding the public transport have to be considered. The KombiBus provides a solution: Besides transporting passengers, this system is designed to transport goods as well thus combining freight and passenger transport. This leads to several advantages:

- Increase of cost-effectiveness
- Sustainability
- Additional income for transport providing services
- New transport service for local producers

Since January 2012 the project running. In order to operate, coordination of routes and schedules, the clarification of legal issues, the qualification of drivers, marketing measures and an upgrade to transfer stations had to be done. By evaluating achievements and obstacles closely an application of the project to other regions is made easier.



The implementation of the KombiBus required training the bus drivers to manage the goods and the traceability during the transport





Transport On Demand (Burgos, Spain)



Transport on demand is the name of an initiative in sustainable transport focused on the rural areas and developed by the Regional Government of Castilla y León in Spain since 2005.

With this system, users formulate requests for transport from a pickup point to a drop-off one, along some already defined roads. These requests are served by a set of capacitated vehicles that provide a shared service in the sense that several passengers of the rural areas of the region travel in a vehicle at the same time.

Operating:

Prior booking by a free call (24 hours before of the travel).

The requests are received in a "Booking Centre".

Transfer of the request to the operator/vehicle in real time with the support of the ICT's.

Features:

The user only pays 1€ for the trip.

The service is available between three and five days a week.

Main aim:

To satisfy the basic needs (work, health, provisioning, education...) of the people in the rural areas.

Short routes (20 minutes) with vehicles adapted to the land (400 vehicles): buses, small buses and rural taxis.

Budget:

First investment: 8.000.000 € (System, technology and requests central)

Annual operating cost: 8.000.000 €

Transport On Demand (Dial-a-Ride)

Various operating system identified by the MOG partners

Several system of transport on demand (also called "Dial-a-ride" system) have been identified by the project partners in Spain (Burgos, Tiel, France, Austria). A **variety of management options** exist for those system:

- **amount of the passenger participation:** fixed, proportional to the length of the trip, possibilities of reductions for some categories of passengers or if the booking is made several days in advance...
- possibility to **limit the number of trip** per month (e.g. max 20 trips per month)
- **eligibility rules** to access the system: open to inhabitants of the area or to other persons, age...
- **pre-defined roads or not**

The different systems will be studied in detail during the next months by the project partners.

More information on the result of the study will be published in a later stage and in the policy guideline to be prepared in the next stages of the project.

Already 40 good practices identified: preparation of a typology to analyse them

The collection of good practices is on-going

Although only 2 good practices have been briefly presented in this newsletter, the partners of the MOG project have **already identified 40 initiatives and projects** in their regions. The work to collect information on each of them is on-going and will last until the end of March 2013. The objective is to collect more than 50 GPs in total.

In order to facilitate the preparation of a policy guideline on sustainable transport in rural and mountainous areas, an **analysis of the practices identified will be realised** by the MOG partners. The guideline will be helpful for local authorities that want to improve the transport offer locally: it will include advises on the issues to take into account when tackling the transport issue and include practical illustrations taken from the GPs presented by



the partners.

The **first step to prepare the guideline consists in clustering** the good practices, as it appears obvious that some practices have commonalities and should be studied together. For example, 4 cases of “transport on demand” (also called “dial-a-ride”) have been found in 4 regions.

A first typology prepared

The discussions held in the Sheltand meeting at the end of August have resulted in a first typology of GPs, that will be refined in the next meeting and as more good practices will be presented by the partners. This first typology consists of 7 categories of GPs:

- **Energy efficiency & alternative fuels.** Ex: Free training courses in Teruel (Spain) on efficient sustainable driving imparted by CIRCE - promotion of a new driving style & reduction of fuel consumptions up to 15% with regard to conventional driving. www.e4aragon.com/transporte
- **Car-sharing & Car-pooling and other innovative “sharing” formulas** (private & public). Ex: Car-sharing applications in Epirus Region (Greece) through project LIMIT4WEDA- Light Mobility and Information Technologies for Weak Demand Areas.
- **Cycling promotion.** Ex: West Pannon (Hungary) regional bicycle rental system. 10 points for taking and giving back bikes in different places of the crossborder region. Aim: increasing the number of cyclists among tourists and local residents.

- **Transport on demand.** Ex: see the experience in Burgos, p.3

- **Dedicated transport (leisure bus, discobus, health bus, etc).** Ex: Community Coach in Burgenland, Austria. Focus on people - mainly old and young - with limited access to individual mobility in rural low density areas. Regional government cofunding acquisition of buses and operation costs.

- **Redesign of existing services.** Ex: Coordination and simplification of transport offers on neighboring territories in Auvergne, France. Voluntary work to coordinate authorities in charge of transport in region: 13 authorities involved.

For each category of practice, an analysis will be made to know better the target population, the advantage for the environment, the costs of implementation, the facility of implementation, the infrastructures required, etc.

During the last phase of preparation of implementation plans for the partner regions, each category of good practice will have to be considered and adapted to the local conditions.

The Project Partners

13 partners are involved in the MOG project. In every newsletter, we will introduce two of them.

SODEBUR—Society for the development of the Province of Burgos



What is SODEBUR?

SODEBUR was created by the Province Government in order to promote social and economical development in the rural areas of the province.





Some news...

... from our facebook fan page

- Are biofuels the fuels of the future? According to a research conducted by German researchers, the sustainability of biofuels according to the criteria defined by the EU renewable energy directive is "at best questionable and in most scenarios unjustifiable".

- Transport in rural and mountainous areas is for sure an issue for young people. This question will be one of the many discussed at the European Mountain Convention in Chambéry, France. The SALTO network is also aware of the problem and proposes that young people themselves work on solving it. They propose some solutions on their webpage, either "Be creative and use the means that are there" (try other possibilities, organise alternative transport, etc.) or "Find extra money for travel and transport". Some good ideas to push youngster to act themselves.

To know more, check our facebook fanpage and like it!

www.facebook.com/MoveOnGreen



SODEBUR activities

- Help all the rural councils in the development of their industrial and installation projects,
- Operation and updating of the Infrastructures web tool of the province,
- Promotion and dissemination of the industrial land of the province: web tool, brochures and attendance to specialized fairs.

SODEBUR and MOG...

The main aim of SODEBUR in MOG is the exchange of experiences among

different European countries in terms of sustainable transport in rural areas in order to learn and implement new initiatives in the province of Burgos.

SODEBUR

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Vidzeme Planning Region, Latvia

Problems and solutions in Vidzeme region

The Vidzeme Planning region (VPR) faces several **problem to solve** with the help of the project MOG: ageing population, ineffective public transport,

problems of accessibility to services, environmental impacts.

On the other hand, the VPR can be seen as an example for other regions for its experience with **taking advantage of its historical heritage**, promoting





the concept of **'slow life'** in transport services (narrow-gauge railway) and **attractive tourism**.

First interviews: main observations and ideas...

In the framework of MOG, a **study on the public transport system** of VPR had been done, with interviews of relevant public and private actors.

...views from the municipalities

- **Weakness encountered**

- ⇒ Not sufficient coverage of public transport routes;
- ⇒ Not enough public transport services per day for smaller rural settlements;
- ⇒ Lack of state subsidies for public transport—state doesn't recognise the high social and economic role of the public transport;
- ⇒ Harsher weather conditions that require bigger investment in road maintenance;

- **Possible solutions**

- ⇒ Support for the ideas of shared vehicle solutions and cooperation, although the role of municipality in that type of project is unclear;

- ⇒ Idea to introduce taxi service as a social function;
- ⇒ Support for other ways of communication that would decrease demand for physical trips;

...views from private operators

- **Weakness encountered**

- ⇒ Low quality of the roads;
- ⇒ Lack of financing;

- **Possible solutions**

- ⇒ Ideas for purchasing smaller capacity buses;
- ⇒ Support cooperation with private transport;

VPR and MOG...

VPR participates in the project in order to **benefit from co-operating** with other countries and **exchanging ideas** on best practices and experiences in the sector of transport. Vidzeme intend to transfer good practices from partner regions and build the recommendations of the project into regional planning process.

Vidzeme Planning Region

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Podkarpackie Region : place of the next MOG meeting

A border region

The Marshal Office of the **Podkarpackie Region** will host the next meeting of Move on Green, which will take place from 4 to 6 December 2012 in **Rzeszów** – capital of the region.

The region is located in the south-eastern extremity of Poland and shares borders with Ukraine and Slovakia. Being a borderland area, the region has been inhabited by vari-

ous ethnic groups and national minorities. For centuries diverse cultures, traditions and religions merged with one another. The valuable historic places, the beautiful landscapes and the wildlife still not affected by the civilisation are among the reasons why Podkarpackie is one of the most attractive regions of Poland. In addition, most of the polish aviation industry (almost 90 %) is placed in this region.

Podkarpackie region

Population: 2 102 742

Population density: 118 inh./km²



Move on Green



Serious transport problems to face

The **transport and technical infrastructure in the region are uneven and underdeveloped**. The roads condition is unsatisfactory. Technical condition of railway infrastructure, especially on the lines of local importance, is also highly unsatisfactory.

National roads account for about 5% of the whole road network in our region, nevertheless they support more than 50% of all traffic. There are **not enough connections (public transport)** between many towns, cities and villages, whereas many people work and live in different towns/villages, needing adequate transportation means. The lack of a sufficient number of bridges over the main rivers is also a problem.

A meeting focused on private transport solutions

For the Podkarpackie region, the financial aspect is also a main variable of the transport system equation. Therefore, a strong accent will be put during the next partnership meeting on **the solutions that can be organized or financed also with private funds**.



Meeting information

Dates: 4-6 December 2012

Place: Marshal's Office of the Podkarpackie Region

The study visit on 4 December will bring the partners to Aeropolis (<http://aeropolis.com.pl/en/>)

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MOG partners

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|----------------------------------|---|--|
| 1. Province of Teruel, ES | 6. Euromontana, FR | 10. West-Pannon Nonprofit Ltd., HU |
| 2. SODEBUR, ES | 7. Central Transdanubian Regional Innovation Agency, HU | 11. Vidzeme Planning Region, LV |
| 3. Thessaly Region, GR | 8. Regional Management Burgenland, AT | 12. Podkarpackie Region, PL |
| 4. Epirus Region, GR | 9. BSC Business Support Centre Ltd. Kranj, SI | 13. Ministry for Infrastructure and Agriculture of Brandenburg, DE |
| 5. Shetland Islands, Council, UK | | |



Improving
sustainable transport
in rural and mountain areas

