



# Move on Green

## Newsletter No. 4 August 2013



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## Meeting in Larissa, Greece

MOG partners met in the Region of Thessaly on May 28<sup>th</sup> – 30<sup>th</sup> 2013. The meeting mainly focused on how bilateral meetings between best practices exporters and importers will be organized in order to support fast, effective and efficient transfer of good practices. Moreover, partners worked on the outline of the policy paper to address sustainable mobility challenges in rural areas at a European Level and on the final form of the Good Practices Collection paper. During the study visit MOG partners' representatives had the chance to "live" the experience of taking a tour with the Pelion traditional Train, offered to visitors by the Greek Railway Company TRAINOSE S.A., supporter of MOG, and observe how it affects the local identity, sustainable development and social cohesion efforts. During the trip, a representative of the Systems' Optimization Laboratory of the University of Thessaly (technical advisor of the Region of Thessaly) presented innovative methods to support mobility at regional level.



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*The contents of this newsletter reflect the author's views. The Managing Authority is not liable for any use that may be made of the information contained therein.*





# Good Practices

## Pelion Train in Thessaly

Pelion Train is the backbone of the tourism policy in the Pelion Mountain, especially at summer time when cruise ships arrive at the port of Volos. The rail tracks were built in two phases between 1894 and 1903 and are 60 cm wide. Nowadays, only 16 kms (out of total 29kms) of these tracks are being operated. Until 1950 the train served as a regular transportation means to Volos, capital city of the Prefecture of Magnesia. However, due to the development of the road network and the increase in traffic in certain parts of Volos, where the train passed, lead to the termination of its operation in 1971, only to become operable again as a tourist attraction in 1996. Mixing



a traditional transportation means with an amazing scenery consisting of 10 beautiful rail bridges designed and constructed by famous engineers, such as De Chirico, two tunnels and genuine folk art and myths deriving from the past – even ancient- times creates strong emotional experiences to visitors. The combination of mountain and sea, the breathtaking views and the traditional villages call for dreaming new ways of living, human and environmentally friendly. Local communities depend on the Pelion Train to build their new Local Identity and create new sustainable development perspectives for present and future generations.

## Light Mobility and Information Technologies for Weak Demand Areas—LIMIT4WEDA

The project is being funded by the Programme MED 2007-2013 and its main objective is to offer a tool of assessing and implementing innovative initiatives that can make public transportation in weak demand areas more effective in a sustainable and viable way.

In the context of the project, a set of available technologies and applications has been tested and analyzed. Special case studies all over Europe have been studied and an optimum approach of implementation has been identified that will result in Policy Guidelines.

Some of the technologies and applications that have been studied and tested are:

- Integrated Ticketing
- Info – Mobility: Mobile Travel Information Services
- Transport at Call / On demand: Call-a-bus Services

- Ridesharing: Carpooling, car sharing and other forms of shared-vehicles applications
- Bicycle Utilities – Public Bicycle
- Energy Efficient Transportation systems in weak demand areas
- Innovative Tariff Systems & Financing

Municipalities of Ioannina and Igoumenitsa are going to establish an electronic public short term bicycle renting system for the service of the citizens and tourists.

The overall objective is to manage & establish an inter-municipal compatible system that will enable to travel from the one city to the other. The System in Ioannina and in Igoumenitsa is delivered till the end of 2012.





## News from the partners...

### Burgenland

Within the EU project „Fertö-Hanság mobile“, the bike-route “B22-Hanság Cycling route” has been extended. Now B22 leads from the historically significant bridge of Andau along the “Hanság-canal” westwards, up to the newly established “Baron

Berg Gusztáv-Bridge”. From here, one reaches the original course of B22 via the villages Wallern and Tadten. An excursion to the Hungarian city of Kapuvár approx. 15 km away is now possible on a new cycling route, too new and modern rest-areas, observation towers and information panels invite bikers to discover this historically und naturally important area. The settlements Kapuvár, Wallern and Tadten offer the possibility of minor bike repairs in their new bike-service-stations.



### Good news from Spain

### 3 million aid for the transport in the rural areas in Aragon



The Government of Aragon grants a 3-million aid to the transport in the rural areas. The general manager of Transport of the autonomous executive, Jesus Díez Grijalbo, has announced

it during the inauguration of the new logistic base of the company of transport Hife (a concession holder of four autonomous lines of regular transport owned by the Government of Aragon) in Alcañiz (Teruel), as well as of the new vehicles that the line Alcañiz-Zaragoza has incorporated. The autonomous executive supports the transport in the rural areas thanks to the aids for the concession holders being in deficit and the contracts to guarantee the service to the citizens.

In addition to this, the Education Department grants 15 million euros to the transport companies. This investment allows, for example in Low Aragon and the most oriental part of Aragon, ensuring approximately 40 school routes with a total budget of 1,5 million euros as financing source.



Transport on Demand sets out to offer a system where vehicles providing regular services can reach small, isolated (and, therefore, poorly connected) villages when their inhabitants really need them. It is therefore a system that enables the reliability of the service to be increased and guarantees service provision for the citizen, while also optimising existing resources.

improving

sustainable transport

in rural and mountain areas





On these grounds, the Portuguese region of Santarem has implemented this system which is already operating. It will be an identity copy of Castilla y León method which has nine years of experience and more than two million of travel reservations. The only difference will be the ticket price which will vary from 1,6 Euros to 5,1 Euros facing to the cheap one Euro that Spanish users pay for the service. In addition, Portugal isn't the first interested country in this initiative of rural transport. Poland, Holland and Sweden have contacted with the responsible department in the Regional Government.

*reduction of the offer in other 127 lines in an average of 32 %. The closing and substitution of numerous railway lines in Spain, where some of them are in critical state or deficit will suppose direct and indirect changes on the railway demand and an environmental impact.*

In fact, the railroad is the way of transport most adapted to the model of sustainable Spanish development, given its low level of energetic consumption, its aptitude to adapt to the renewable sources of energy and for its minimal pollutant emission. In addition, it should not consider the suppression of considered deficit services, on the basis of the current occupation, before having applied models of low cost or policies of stimulus of the demand.

In the same way, there exists a wide range of improvements that would allow in a future to increase the demand, using likewise the railway general network and they think that the study of INCO cannot be used for the elimination of services. Definitively, Spain needs to promote the services of the railroad to create a sustainable transport ...

### Is the train a sustainable transport?

By Cayetana Recio Blitz

*This article is a reply to the communiqué of the Ministry of Development; the institution has the intention of persisting and replacing 48 railway deficit lines of half distance in the Spanish territory, and the*

## The Project Partners

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

### Shetland Island Council

The Shetland Islands are the most northerly local authority area in the UK. The Shetland Islands Council is in full control of the local policy, implementation and delivery of transport within Shetland.

Projections show a rapidly ageing population, which will add to the reliance on the public network in the future. The environmental impact of transport is among the severest problems of the Council because the total area covered by statutory conservation site is 19,852 hectares, which represents 13,5% of the total area of Shetland. **Transport throughout the islands is mainly by road with the use of private car featuring highly.** The use of ferries connecting the mainland to the outer

**islands** also contributes significantly to the amount of fuel consumed by the Council.

Shetland participate in the MOG project in order to achieve positive benefits through co-operation with other countries and by exchange of best practices and experiences with others partners in the sector of public transport. Additionally, Shetland could be seen as an example for other regions in the use of **electric/hybrid public vehicles.**





## MOG at a pan-European mountain policy conference in Rome

Laura Gascon Herrero from Teruel spoke about services and mobility at the European conference co-organised by Euromontana and the Italian Rural Network on June 6-7<sup>th</sup> in Rome about programming of European funds for lively mountains by 2020. In her presentation, she mentioned the good practice ISEAL extracted from Move on Green, and, this way, made the 80 workshop 2 participants better aware of the project and of the implication of mobility on programming of future policies. Mobility will indeed progress in the future period only if policy makers now working on partnership agreements and concrete programmes fully acknowledge the need for attention to mobility in rural areas. Her presentation can be downloaded from the [conference page](#).

## Ministry for Infrastructure and Agriculture

Brandenburg is a country within the Federal Republic of Germany. The Ministry for Infrastructure is responsible for spatial planning, housing, transport and agriculture. Therefore, it is responsible for organising mobility in all parts of the country.

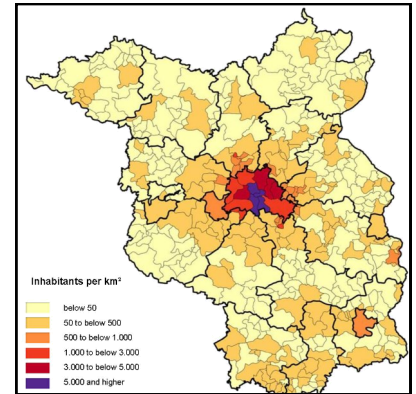
The region is located in the eastern part of Germany, directly on the border to Poland and it has almost 6 million inhabitants with great contrasts.

The ministry looks for the weakest districts as Uckermark. This is a traditionally agricultural region with significant amount of protected areas.

*The Uckermark is marked by a tension between climate change, nature conservation concerns, migration of populations and social dislocation.*

The Ministry has to face the problems below:

- Limited possibilities of pooling the individual wishes regarding mobility
- Growing demand of the elder people, disproportionately high decline of proposals for the youth
- Growing costs for the public transportation of pupils
- Limited financial scope for the local and for the transportation responsible authorities



Contrasts: Density of population



The Uckermark in the Region Berlin/Brandenburg



## Dissemination event in Larissa

In February 22, 2013, a big regional event was organized in the premises of the Region of Thessaly in Larissa city, in the framework of Move On Green project. All major stakeholders from both public and private sectors were present to discuss the issue of sustainable mobility in rural areas, and draft a regional strategy towards 2014 - 2020. Varying from Municipalities and Development Agencies, to Train, Buses and Taxi companies, as well as professional as-



sociations and citizens, all parties agreed in the need to capitalize MOG outputs until the first semester of 2014 at the latest. Through an extended, yet focused discussion, workshops and interviews within the event, and thorough analysis of the present situation and perspectives, unanimous consensus was reached on the next steps. MOG results will be included in the proposal Region of Thessaly will submit in October 2013 to European Commission in the Regions of Innovative Specialization initiative.

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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 |   |  |



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