



European Union
European Regional
Development Fund

Action Plan implementation

Abruzzo Region

Irene Sigismondi, on behalf of **Abruzzo Region Working Group**

Abruzzo Region Action Plan



Abruzzo Region Action Plan

1. Planning and programming in the sector

- Capacity building – Visum software training

2. Intelligeng mobility development

- *Sub-action 1:* Renewal of the Fleet with Local Transport Low Impact Fleet
- *Sub-action 2:* internal zones transport services - Rural areas dedicated mobility

3. Sustainable mobility development

- Cycle mobility diffusion both as infrastructure and as incentives to intermodality

Update on the implementation of the plan

Action no. 1 – Visum Software data base population with all routes and bus stops - training planned but there is lack of personnel in the competent office

Action no. 2 – Intelligent Mobility

sub-action 1: low impact fleet – intersection with national Recovery Plan funds and new 2021-27 ERDF planning

sub-action 2: identified 5 rural areas, with dedicated transport services for minors and elderly people (e.g. Basso Sangro – Tigno)

Action no. 3 – Sustainable Mobility

-formal implementation with Deliberation from the Regional Executive Organ DGR no. 810 of 16/12/2020 and DGR no. 824 of 22/12/2020

-Cycle route in progress, ongoing measures regarding new Urban cyclo-routes funded by national Recovery Funds

Example – *intelligent mobility*



In planning, as for route buses, a total of € 84.286.332 (National Sustainable Mobility Strategic Plan and Ministry Decree no. 223 of 29 may 2020) replace approx. of 420 buses and new 61 «green» buses yet to come for a reduced environmental impact: electric, methan and hydrogen. Also 5 electrical trains with medium/high capacity (O.P. Infrastructure 2014-2020 MIT).

Long-term impacts of the Optitrans Project

- **Capacity building in the Regional Transport Department** (exchange of experiences, study visits and good practices long term effect on staff)
- **Strong validation of the schemes for policy instruments funding with ERDF and Recovery Funds** (timely «exploitation» of the Interreg EUROPE knowledge base to implement ready-to-use solutions to be funded during next programming years)
- **Implementing a stronger interconnection and exchange between Regional Stakeholders represented by Polo Inoltra Consortium** (positive public – private debate as a resource for the correct vision of the sustainable mobility framework in the peculiar position of Abruzzo Region)



OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

Thank you!

Questions welcome





OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

OptiTrans Project- Implementation, challenges during the COVID outbreak and future actions/ trends-

Ananta ARDELEAN

Communication expert
ananta.fabian@zmbm.ro

04.11.2021

I. IMPLEMENTATION OF THE PROJECT

Exchanges of experience ⇒

⇒ Drafting the Local Action Plan ⇒

⇒ Developing an IT tool to monitor our public service contract for passenger transport
(a requirement by law for the Association)

Exchanges of experience

- **Tartu, 2017** – the second international meeting of the project partners, after the kick – off meeting in Erfurt in the same year



What we learned from visiting Tartu and from their progress report – “New busses in city bus lines” – a project intending to offer better public transport services and thus increase the number of users of the public transport system in Tartu City.

Using these experiences as a good practice, the first of the four actions in our Local Action Plan is called:

Replacement of the fleet in the Metropolitan Area (energy efficiency of public transport) for the development of the eco - friendly transport system.

- ⇒ Baia Sprie City - 9 solo busses, 12 metres hybrid;
- ⇒ Tăuții Magherăuș City - 4 solo busses, 12 metres hybrid.

All busses will be equipped with the technology that allows the traveller to see the next destination; the other routes of the transport will be also displayed; the busses will have facilities for people with reduced mobility.

For both projects in both cities, the contracts are signed and the busses will be delivered during the summer of 2022.

The home » News of the day » Society » PUB TRANSPORT ...

News of the day Society

PUBLIC TRANSPORT - Baia Sprie buys 9 hybrid buses and a service for them with an estimated price of 13 million lei

July 26, 2020

3007 0



OPEN AUCTION. The public administration of Baia Sprie has introduced in an open tender the acquisition of 9 low-floor hybrid buses, 12 meters long and Euro 6 engine, for the renewal of the means of passenger transport fleet in the city.

Also, the procurement contract, for which the City Hall estimates that it will pay a maximum of 13 million

EQUIPMENT - Public transport of people with hybrid buses in Tăuții Măgherauș

Date: September 03, 2021 in: Administration (1) Comment



Good news for the inhabitants of Tăuții Măgherauș. They will have public transport of people to European standards together with the four hybrid buses that will arrive in the small town near Baia Mare.

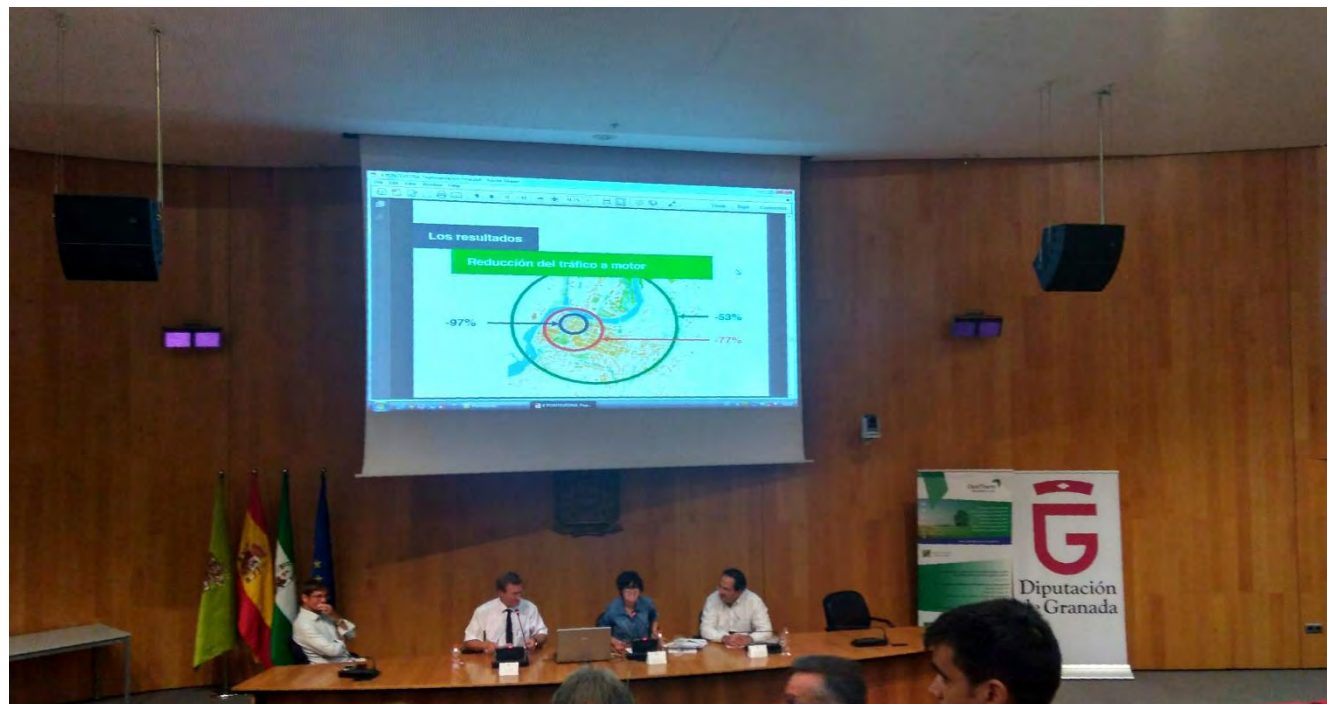
„Together with the representatives of SC MHS TRUCK & BUS SRL, Raluca Spătar and Ionuț Motoroiu, we signed the Administrative Supply Order for 4 MAN brand hybrid buses. Within 240 days, the inhabitants of Tăuții-Măgherauș will benefit from public passenger transport provided with means of transport equipped with the latest technology !!”, said the mayor Dumitru Marinescu.



- Granada, 2017 – we saw the new metro and metro station before the citizens of Granada. The metro line started working the next day after our visit.



What we also learned from our Spanish partner was about the **PONTEVEDRA OK Peatonalization Project** - the project presents itself in the following way: *“At first definition stages, the people were the most important of all the elements that influence mobility, thus the great urban reform of Pontevedra began: pedestrianization, pedestrian circuits, wider lanes, lifeguards, widths reduced for cars, etc”.*



Result of the trip to Granada and our partner's good practice project – the second of our priority actions in our Local Action Plan

Increasing urban mobility by expanding and creating dedicated public transport lanes in Baia Mare City

The project aims at promoting alternative mobility by expanding the existing public transport lanes, building dedicated bus lanes and also creating new pedestrian and bicycle tracks.

The implementation of the project was stalled because of the COVID lockdown for the most part of 2020, thus the project is behind schedule. **For the moment, none of the infrastructure activities have begun, but the contracts with the service providers have been signed.** The City Hall estimated that construction works will begin in the spring of 2022, after the snow passes.

- **Erfurt, 2019** – meeting with VMT representatives - the VMT Association is handling the management and administration of public transport service



The VMT example lead to the third priority action in our Local Action Plan

Developing and implementing an IT tool for monitoring the Public Service Contract for road passenger transport in Baia Mare Metropolitan Area

By Law, the Association is monitoring the implementation of the contract based on a set of indicators, financial and technical, in order to insure the efficiency and effectiveness of the public transport company, so an instrument for monitoring is needed to facilitate information exchange between Association, the Public transport company and localities, as shareholders based on the delegation contract. Also, this instrument needs to integrate transport programmes, timetable and tariffs for the localities where public transport is provided.

The development of the IT tool was funded as a Pilot Action through the OptiTrans project. The tool is currently in the final testing phase. After this phase, the stakeholders will be called to a meeting at the Association where we will present the tool, its functions and how it is used.

Once the stakeholders become familiar with it, the tool will be launched online and will replace the current offline procedure.

Logare Transport public Zona Metropolitană

Pentru a crea un cont nou trebuie să introduci datele tale. Ulterior noi îți vom trimite un link de confirmare și o parolă inițială care poate fi modificată după logare din profilul tău.



ÎNREGISTRARE

Logare



ananta.fabian@zmbm.ro





[Am uitat parola!](#)

LOGARE



<https://www.interreg-europe.eu/optitrans/>

Copyright © 2021 Zona Metropolitană Baia Mare

OptiTrans

optitrans.zmbm.ro/app/planificare_rute

Aplicații

Bookmarks

ZMBM

FZMAUR

Legea educatiei

SPIRE

FSPAC

zmbm.ro

HORECA

Incetare mandat ad...

Contencios URBIS

ANAF

Interreg Europe

Guvernanta corpor...

Autoritate tutelara

Abon. agenti econo...

Lista de lectură

Giurgi Ioan

PRELUCRARE DOCUMENTE

REGISTRU LUNA CURENTĂ

CHART

TRASEE ȘI ORAR

ADMINISTRARE

OptiTrans Interreg Europe

27.10.2021 09:40:30

Giurgi Ioan
Zona Metropolitană

Instrument IT de monitorizare a Contractului de Servicii Publice de Transport Călători

Adăugare Stații

Planificare rute

Stabilire Orar

Adăugare rută nouă

Selectare rută pentru editare

☐ Afişare rute inactice

☒ a2

☒ LINIA 3

☒ teest9

☒ test a31

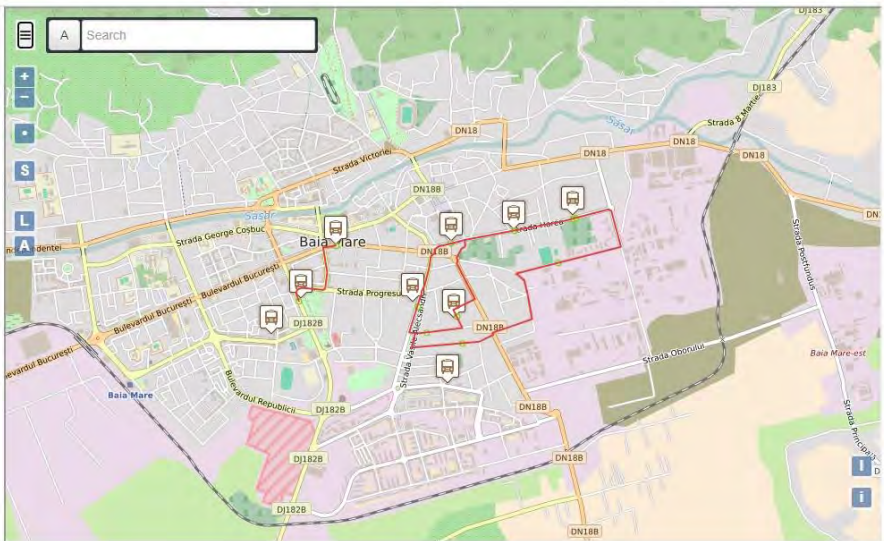
Editare Inactivare

☒ Editare Inactivare

☒ Editare Inactivare

☒ Editare Inactivare

A Search



Mesaje primite - io...

Scrit mesajut Re: O...

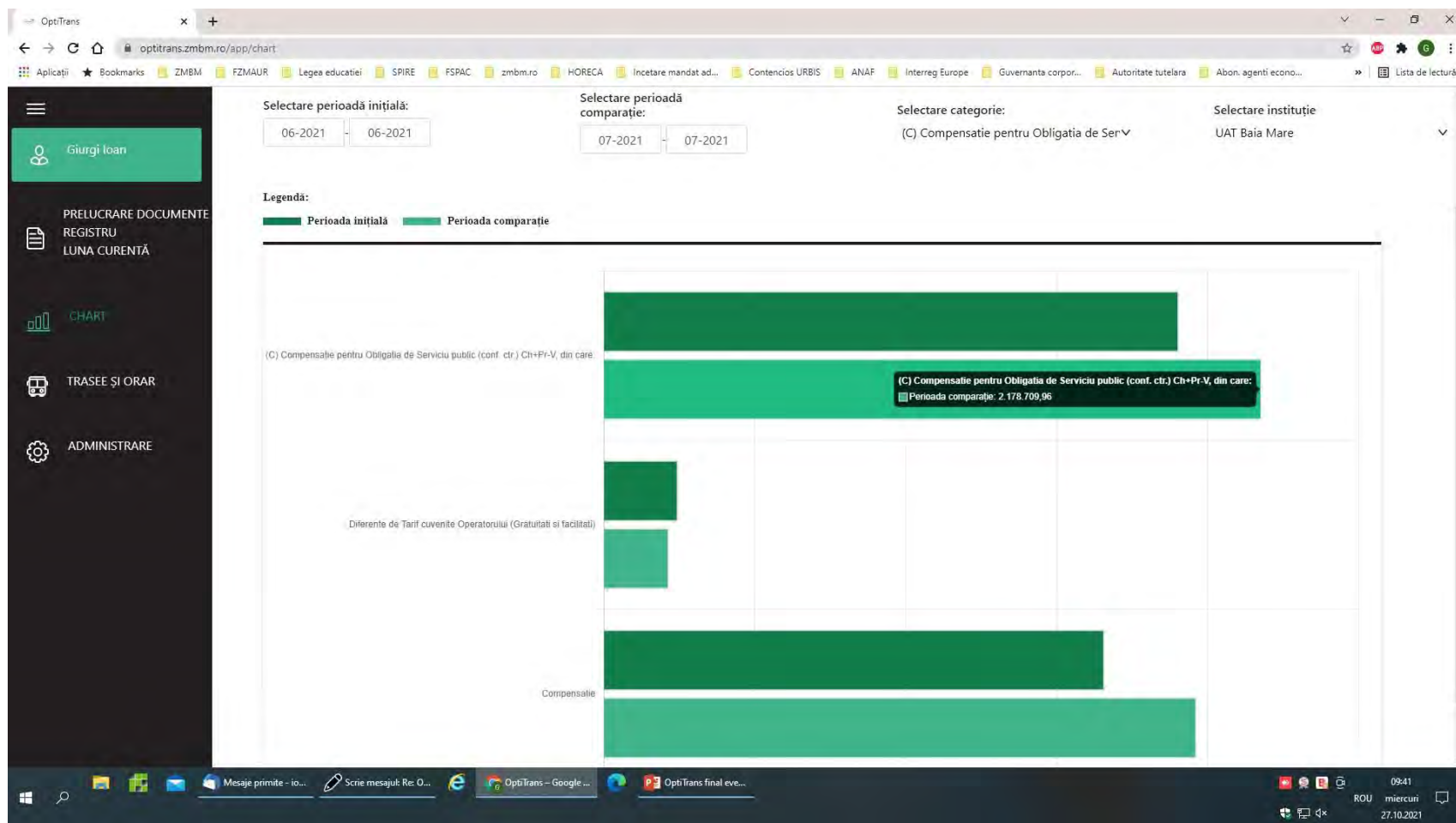
OptiTrans - Google ...

OptiTrans final eve...

09:40

ROU miercuri

27.10.2021



- Tartu, 2018 – at the headquarter of the transport operator SEBE AS
 - As our transport operator also does, SEBE AS makes its own maintenance for its busses



- Electric charging station for busses – this picture was important because on the trip there was a representative of Baia Mare City Hall, and one of the projects they were thinking of implementing was installing electric charging stations for cars – as they did three years later.



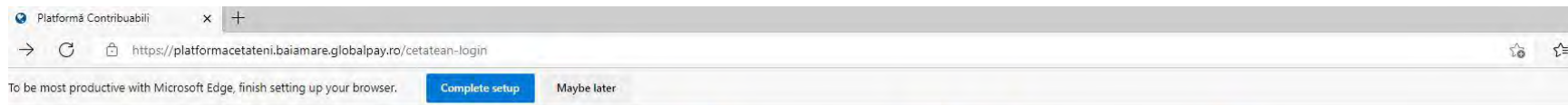
In Tartu and on the Tallinn – Tartu trip and back, we used bus tickets bought either from a ticket machine in the bus station, or online on a dedicated platform at <http://tartu.peatus.ee> – the platform offers information about the transport lines and timetables, and users can select the route that is the most convenient for them.

This experience lead to our forth and last priority action in the Local Action Plan

Creating a web portal to promote metropolitan public transport and to facilitate the interaction with users.

The web portal was developed through a joint project of Baia Mare City Hall as lead partner and the Baia Mare Metropolitan Area Association as partner. It is in the final testing phase and will become functional in the following months.

The portal will show route planners, timetable and frequency of the transport means. It will also show ticket prices and subscriptions, available facilities for users and a special page will have user polls and questionnaires on the quality of the service.





PRIMĂRIA BAI A MARE

Platformă Online de Comunicare cu Contribuabilii

Utilizator
Cnp/Cui
Fără autentificare

Conectare

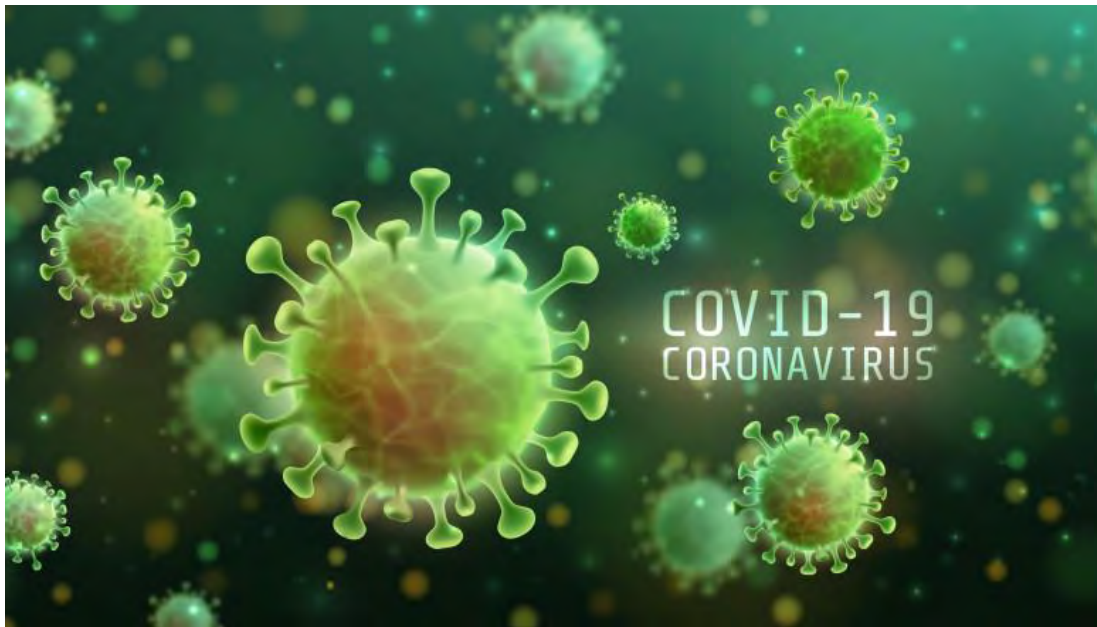
 **9641**

 **Informare privind obținerea datelor de acces**

Această pagină web este cofinanțată din Fondul Social European prin Programul Operațional Capacitate Administrativă 2014-2020 www.poca.ro
 Pentru informații detaliate despre celelalte programe cofinanțate de Uniunea Europeană, vă invităm să vizitați www.fonduri-ue.ro
 Conținutul acestei pagini web nu reprezintă în mod obligatoriu poziția oficială a Uniunii Europene. Întreaga responsabilitate asupra corectitudinii și coerenței informațiilor prezentate revine inițiatorilor paginii web.

II. CHALLENGES DURING THE COVID OUTBREAK

The impact of the COVID – 19 outbreak on the public transport system in Baia Mare Metropolitan Area

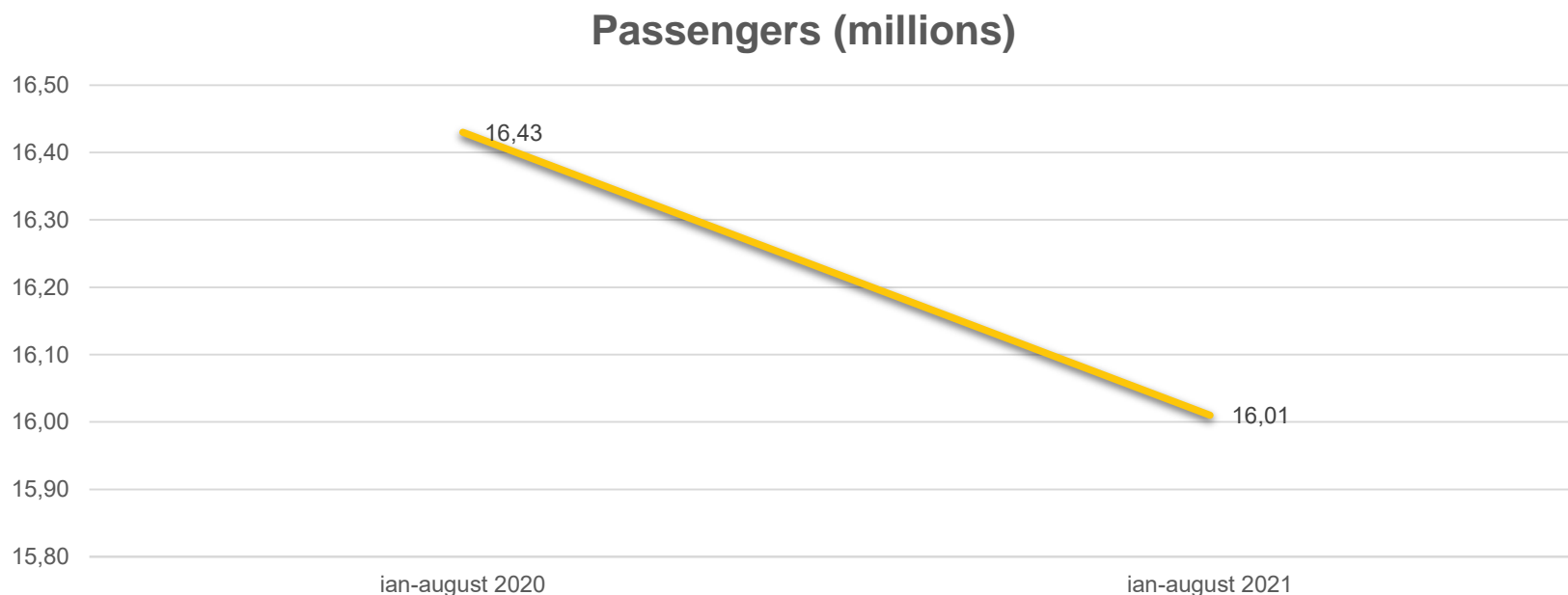


Source: GettyImages

Public transport users in the Baia Mare Metropolitan Area

There is a decrease in the number of users for Jan – Aug 2021 versus Jan – Aug 2020 – 0,42 million users, meaning a percentage of 2,56%.

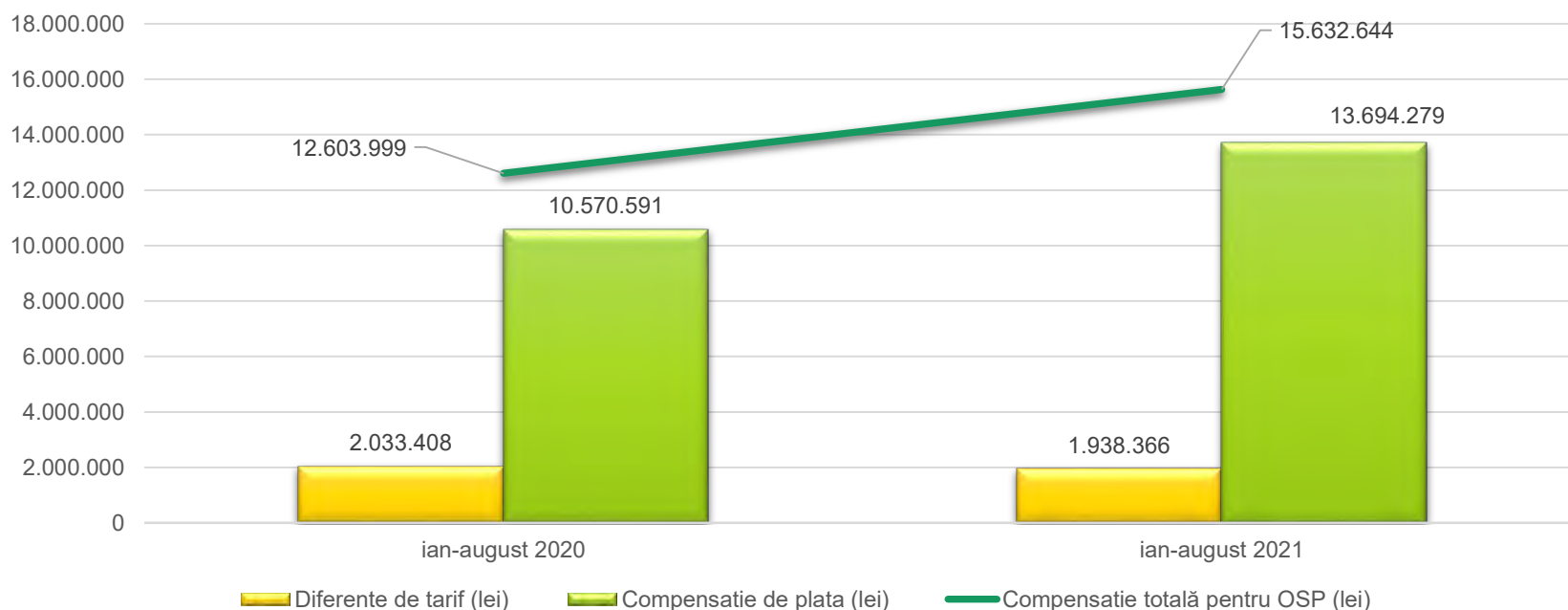
The reason for this decrease was the suggestion of the government to avoid crowded places in order to reduce the COVID cases - this led to people orienting to personal cars for travel, or other types of transport – velo and pedestrian.



The public transport operator generated less revenue by 4,67% from the tariff differences subsidized by local authorities (for public transport facilities) during the reference period Jan – Aug 2021 vs Jan – Aug 2020 because users oriented towards other means of transport because of the COVID outbreak. This also led to an increase in the compensation paid by local authorities to the public transport operator for its services by 29,55%.

Overall, the compensation (tariff differences + payment compensation) rose by 24,03% in the analysed period, being determined by the decrease in the transport operator's revenue from tickets and subscriptions, as well as returning to the transport program used before the pandemic – meaning more trips than in 2020.

Evolution of the public service compensation (RON)



III. FUTURE ACTIONS

- Monitoring Baia Sprie and Tăuții Măgherauș Cities's projects to ensure the activities of the first priority action are completed - all the busses are delivered, the public transport operator starts using them, the transport program for the two cities as well as the facilities of the new busses are shown on the transport web portal – the first priority action;
- Monitoring Baia Mare City's project to ensure that the activities of the second priority action are completed – the public transport operator will start operating on the dedicated lane expected to be built by 2023;
- Monitoring the public passenger contract through the newly developed IT tool – third priority action/ pilot action; all the offline procedure will be moved online;
- Making the public transport web portal operational and online – the fourth of the priority actions;
- Linking together the IT tool and the web portal;
- Maybe apply on more Interreg projects?

III. FUTURE TRENDS IN PUBLIC TRANSPORT AT METROPOLITAN LEVEL

Public transport is still affected by the restrictions imposed by the government to reduce the pandemic. Together with the data already analysed for Jan – Aug 2021, we can conclude that in the near future, at least until the travel restrictions relax, public transport will still go downwards.

We notice that presently citizens resort to other means for travelling: bikes, electric bikes, scooters and other types of individual means of transport – as the government suggested. Still, schoolers and elderly people use the bus. If the pandemic restrictions do not loosen up in the next year, it is possible that young adults won't go back to using the bus, but keep using individual means of travel, and busses will mostly be used by the categories of users for which public transport is subsidized by the local authorities.

This will lead to an increase of the public compensation – because the revenue of the operator will drop by not selling tickets and subscriptions. A solution for not raising the compensation is reducing the number of bus trips.



OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

Thank you!





European Union
European Regional
Development Fund

Public transport system and sustainable mobility in Tartu

Jaanus Tamm
Tartu City Government

Carbon free public transport

100% fossil free public transport from 1st of January 2020

Increase of passengers – 10%





City-wide bike-sharing

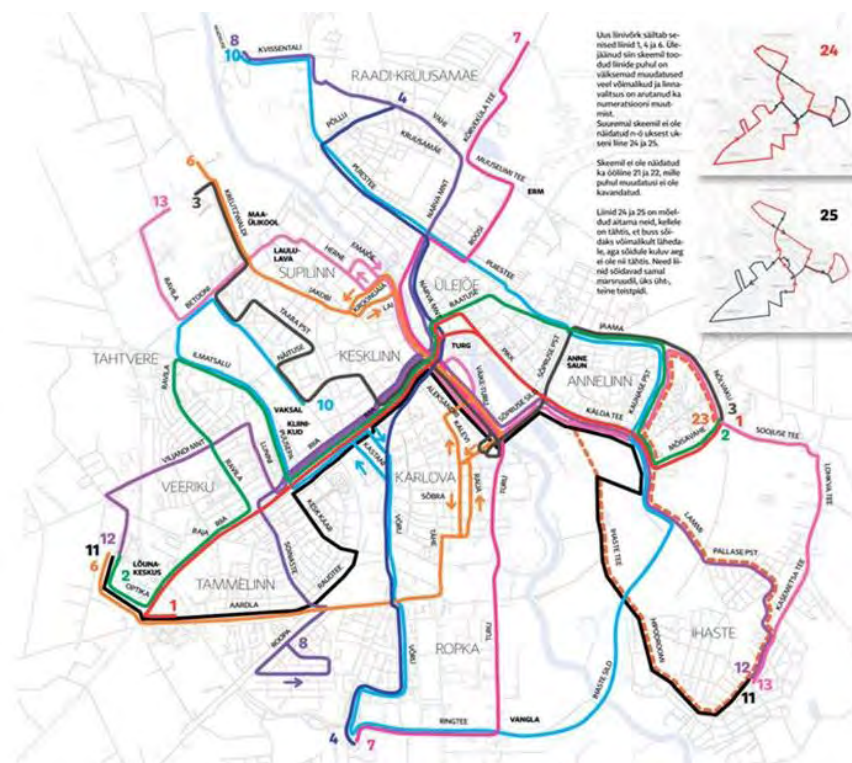
Green electricity in bike-share
More than 90 stations and 750 bicycles



**More than 2 200 000 rides and 6 000 000 km
from 1st of July of 2019**

New bus line system, July 2019

Data driven planning - efficiency





Tartu Energy and Climate Action Plan 2030

- ☐ Climate neutrality by 2050
- ☐ Participation in EU Mission Climate Neutral Cities by 2030
- ☐ Hydrogen

2024:

Mobility centers on the city border
City and county public transport harmonized
Common ticketing system
Fast and secure cross-border public transport connections
The bicycle path network of the city center has been built

2028:

- The city's bicycle path network has been completed





Bicycle library

Start : January 2021

Name : Velorent

Bicycles : 20 cargo-bicycles

Average lending period: 10-14 days

Trips : 0,6 – 24 km

Main users : families

New booking system (Nov 2021)

New maintenance and lending point
(Nov 2021)

Operated by the Linnatransport



Kastirataste demopäev

FRI FEB 19 2021 AT 04:00 PM TO 06:00 PM
Küün, Tartu, 51003 Tartu Maakond, Eesti | Tartu

Tartu Smart Bike Share

t: Kastirataste demopäev
19. veebruaril kell 14-18
Küüni tänaval

Ootame kõiki huvitatuid 19. veebruaril kell 14-18 Küüni tänavale (P-kiosk) vahetus ühikute uuendamise ja kastiratastega proovide tegemiseks!
Demopäeval tutvustatakse kolme erinevat elektrilist kastiratast:
7-kojane on mõeldud ainult kutsuveoks;
7-kojane ratast sobivad ka inimeste transpordiks.
Üritus on kõigile tasuta.
Rattad on pärit Hollandist, kus kastirataste kasutamisel on pikajärgne traditsioonid.
Tartu velorent on ainus jalgrataste laenuus, mis tutvustab ja pakub nii erakohalist kui ka ettevõttele keskkonnasõbralikke liikumise- ja logistikavõimalusi.
Tartu velorenti haldab Tartu Linnatransport.
Täpsemalt saad lugeda teadusehelt? www.tartu.ee/velorent
Velorent on kaetud eelprojekti Cyclöör+ raames Euroopa Kõrvaldamise programmi toel.

Event Venue & Nearby Stays
@ Küün, Tartu, 51003 Tartu Maakond, Eesti, Eestisa

Autonomous bus-line

MUUSEUMIBUSS

02.09 - 07.11

kolmapäevast pühapäevani



TARTU LINNAMUSEUM

ERM

VÄLJUMISED K-P / DEPARTURES Wed-Sun

10:00	10:30	11:00	11:30	12:00	12:30	13:00
	15:00	15:30	16:00	16:30	17:00	

LINNAMUSEUM

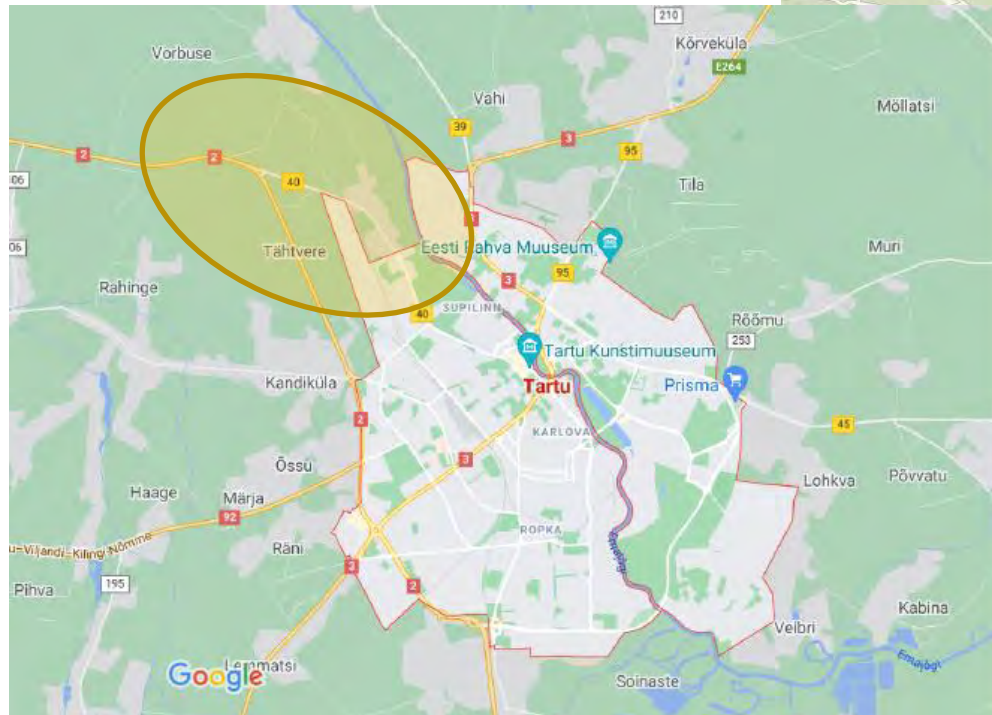
VÄLJUMISED K-P / DEPARTURES Wed-Sun

10:15	10:45	11:15	11:45	12:15	12:45	13:15
	15:15	15:45	16:15	16:45	17:15	



From August to November 2021
In real traffic situation

Demand based public transport – pilot from Nov 2021



First Estonian Full Value Chain project

- Hydrogen

Application for support in
October 2021

- 3 hydrogen buses
- First public HRS in Estonia
- First (large scale) green hydrogen production in Estonia
- 35 000 kg h₂ / y
- ~25 000 for public transport
- Pilot will start in 2023 and last 7 years





OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

Thank you!

Jaanus Tamm
Tartu City Government
jaanus.tamm@tartu.ee



OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

GRANADA

GRANADA ACTIVITIES 2020-2021

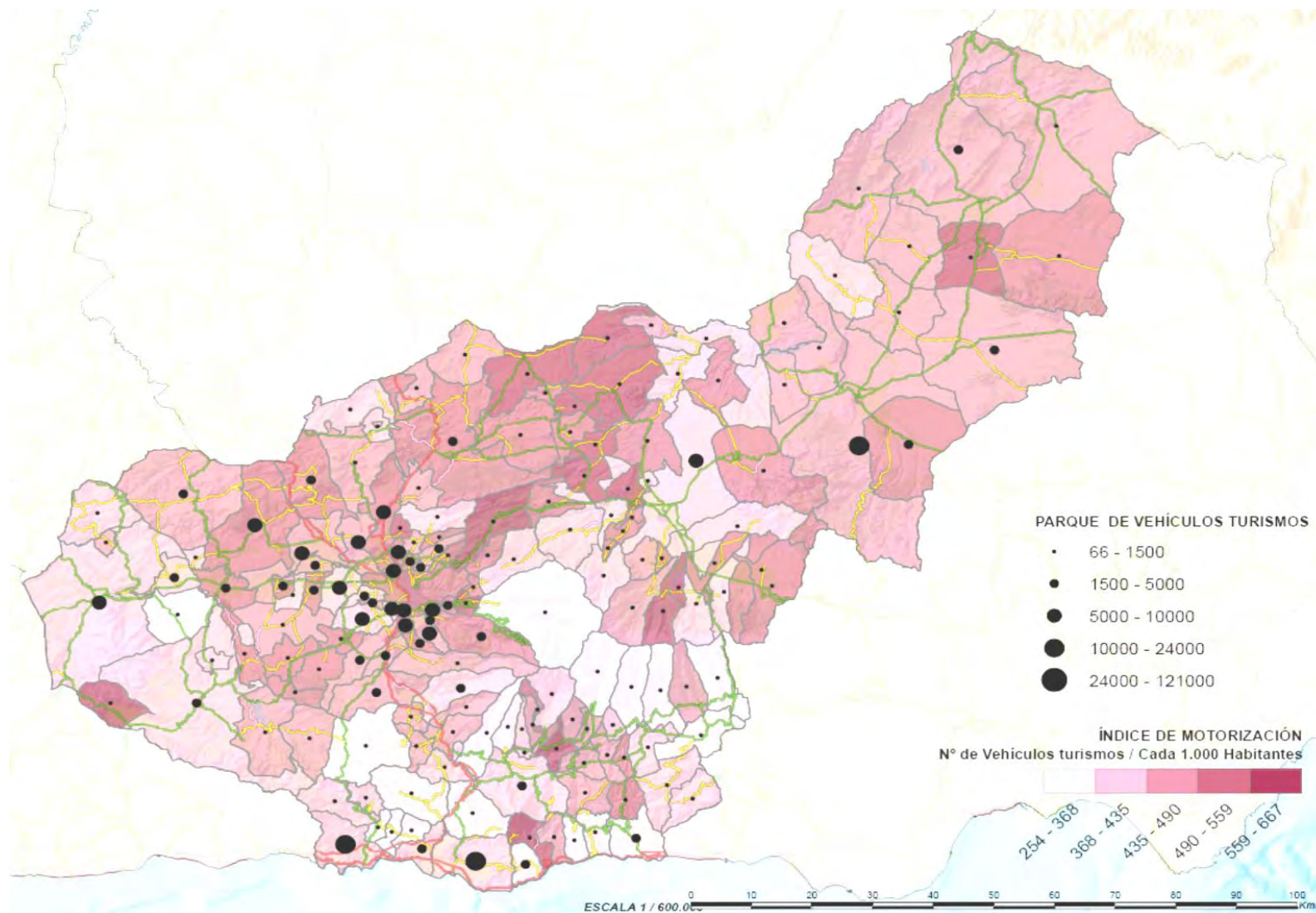
4th November 2021

**Gonzalo Esteban López. Granada Energy Office
(Provincial Government of Granada)**

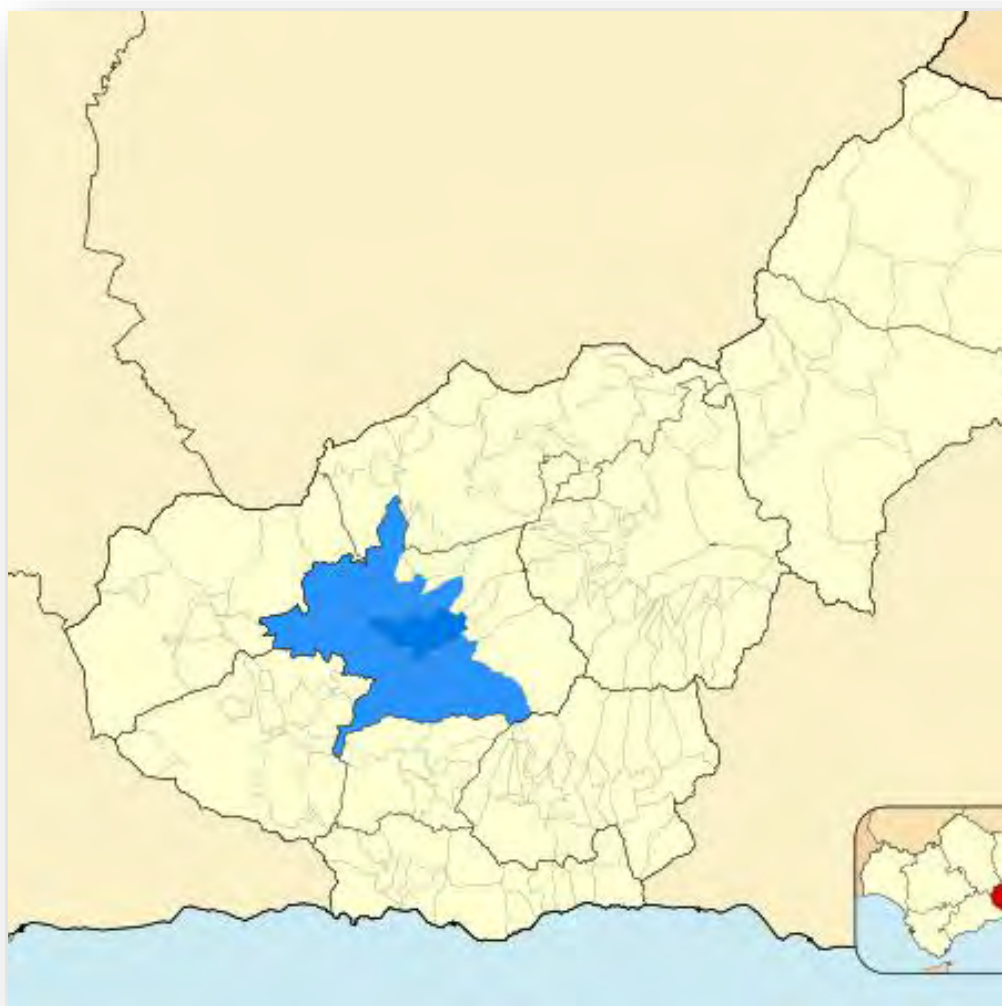
Technician of OPTITRANS project

gestebanlopez@dipgra.es

BASELINE STUDY



Granada BASELINE. METROPOLITAN



Diputación
de Granada
Avanzamos juntos

@ Sede Electrónica Transparencia B.O.P.

Diputación Delegaciones Servicios Municipios

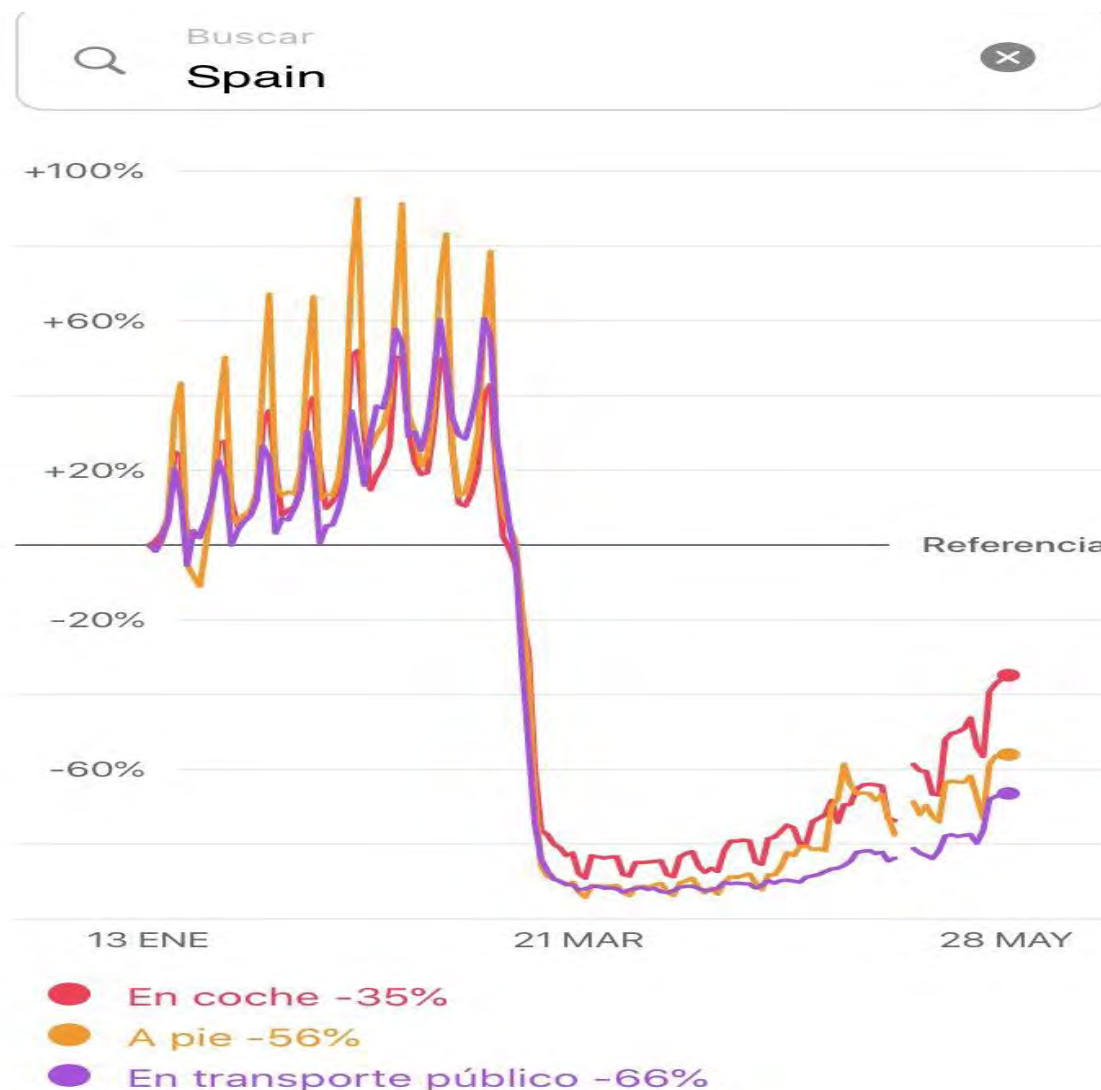
► **Diputación lanza Granada Metrópoli para dar soluciones a los retos del área metropolitana**

Las estrategias financiadas por el FEDER se marcan objetivos como mejorar la movilidad urbana a reducir 428 toneladas de CO2 al año con edificios eficientes

26 de Octubre de 2021

La Diputación Provincial ha presentado hoy 'Granada Metrópoli', "un gran proyecto con vocación de futuro que vertebrará, que une, para dar soluciones a los retos del área metropolitana", ha destacado el presidente, José Entrena. La nueva marca -presentada ante colectivos y representantes municipales- reúne el conjunto de medidas de digitalización, eficiencia energética y movilidad, protección medioambiental y patrimonial e igualdad de oportunidades que llevará a cabo la institución hasta 2023. en el marco de dos Estrategias de Desarrollo Urbano Sostenible e Integrado (EDUSI) que gestiona. Basándose en estos cuatro pilares, la Diputación desarrollará en los próximos dos años más de 65 proyectos diferentes que beneficiarán directa o indirectamente a las más de 430.000 personas de los 17 municipios del anillo metropolitano que, junto a Granada capital, forman parte de estas estrategias. Este ambicioso plan, con una inversión histórica de más de 31.2 millones de euros, responde a un trabajo colaborativo de los municipios y la propia ciudadanía con actuaciones orientadas a mejorar la movilidad urbana y reducir la contaminación que el tráfico y el consumo energético provocan. En este último ámbito, se reducirá la emisión de 428 toneladas de CO2 al año con edificios públicos más eficientes. De hecho, se dedicarán 8.186.363 euros a proyectos de sostenibilidad. Dentro de este pilar de Granada Metrópoli se incluyen actuaciones de eficiencia energética en colegios, instalaciones deportivas, centros sociales y otros espacios para la ciudadanía. Además de reducir las emisiones contaminantes mencionadas, ahorrarán más de 1.870.000 kWh al año. También en materia de economía baja en carbono, el proyecto de Diputación contempla medidas para el fomento del uso del transporte público y la reducción del intenso tráfico del anillo metropolitano. Entre ellas, están la mejora de la red de carriles bici, la seguridad vial de puntos clave y el fomento de la intermodalidad.

Progress of the Action Plan



Progress of the Action Plan

ACTIVITIES 2020:

- DECEMBER 2019: Last meeting with local Stakeholders to present final ACTION PLAN to be sent to the EC on the 13th December 2019
- JANUARY 2020: 7M€ Bike Lanes official publication
- JANUARY 2020: Implementation of 90 km/h limit speed in the metropolitan road agreed by different institutions participating in OPTITRANS Project and done by DGT.
- JANUARY 2020: Contract with a company to study new measures in our rural área.
- FEBRUARY 2020: Participatory approach to redesign Bike Lanes
- COVID19 situation: Continuation of redesign of BIKE LANES, start of Metropolitan Strategies on Mobility participatory approach (online), confirmation of new agreements with municipalities participating, inclusión of maintenance costs of bike lanes in new contracts.

Progress of the Action Plan

ACTIVITIES 2020:

- GRANADA TOWNHALL as STAKEHOLDER: PopUp temporary bike lanes in the town hall because of COVID19. Now a succes story as in other cities in the world.
- After first CONFINEMENT of COVID19: Preparation of metropolitan range of new actions and modifications of bike lanes funding to cope up with new participatory approach.





Citizen participation for the promotion of metropolitan bike network

What does your GP consist of?

During January 2020 our 7M€ metropolitan bike lanes projects were published in the official provincial bulleting, and there was a lot of contestation by some local bike associations, while other associations were really happy with the initiative.

Because of that, the Provincial Government heard better the considerations of OptiTrans ACTION Plan, and propmoted a participatory approach in which we did different activities before, during, and after the COVID19 pandemic, both online and offline, and achieved to adjust the design of the bike lanes based on the improvements asked by different bike associations to get more social acceptance.

At the moment the new designs are accepted by the townhalls, and most of the associations, and the design changes have been asked to the funding program.

Progress of the Action Plan

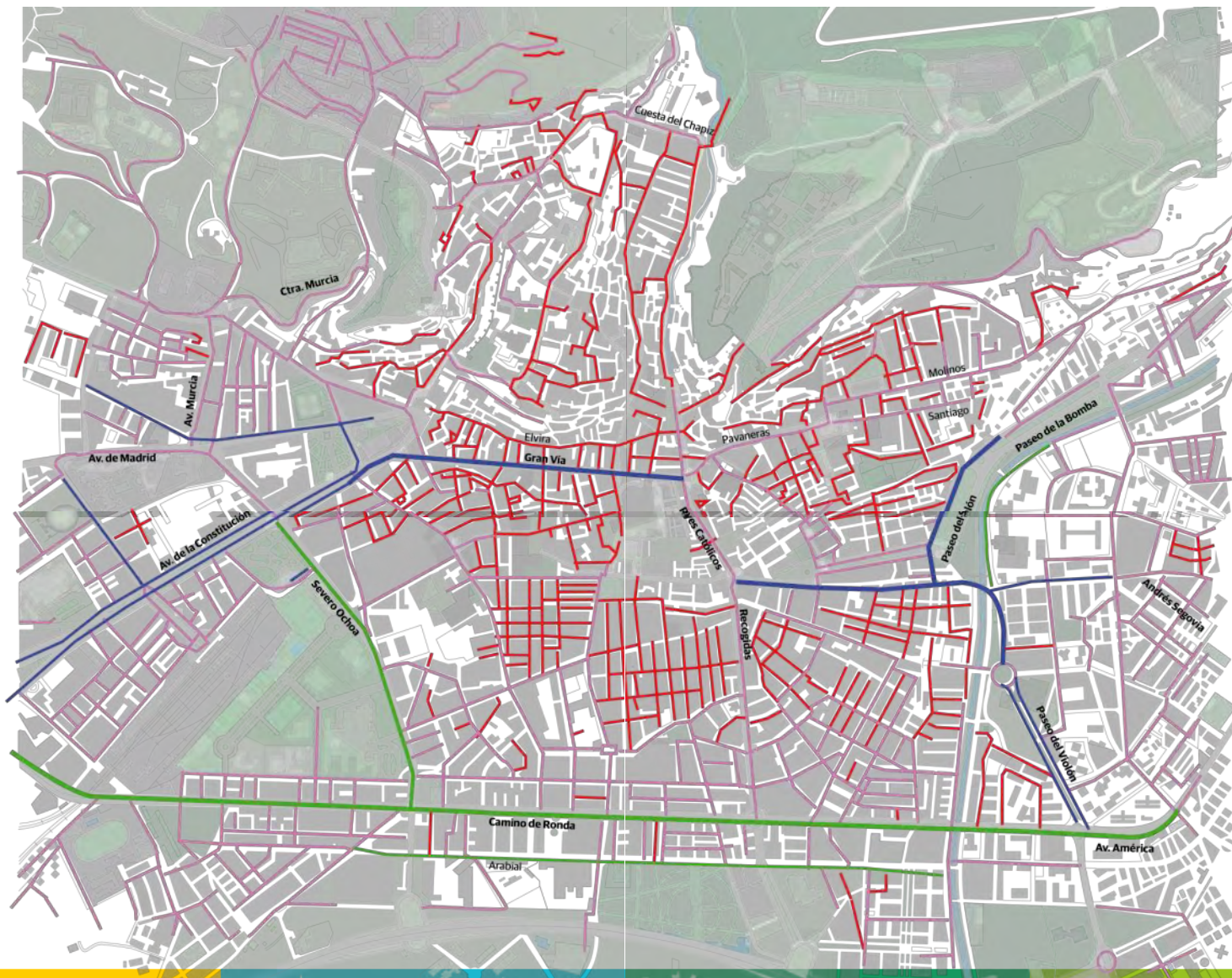
ACTIVITIES 2021:

•**GRANADA TOWNHALL as STAKEHOLDER:** PopUp temporary bike lanes get transformed into pacification lanes after first COVID19 impact in January 2021. the townhall has also approved a specific regulation for Bikes and Scooters in the City that has been supported by the National legislation of the DGT. We are working on a Project to implement it as well in the rest of the Metropolitan area.

•**PROVINCIAL COUNCIL:** The manager of OPTITRANS project has been selected as responsible of the Mobility participatory process of the two European ERDF SUDS approved with a total funding of 25 M€. Thus, during 2020 we have been in charge of the participatory approach related to the investment of 3M€ in the metropolitan area of granada related to Mobility (as well as the previous 7M€ bikelanes), and during 2020 a company has been contracted to support the institution to define the concrete actions to be implemented assessed by OPTITRANS technician.

→ Finalization of this work in April 2021, implementing metropolitan bike lanes already started and will be finished within 2021, a common bike lane network under final definition.

GRANADA TOWNHALL POPUP LANES FIXED NETWORK



26th October 2021 LAUNCHED GRANADA METROPOLI



Salón de Actos de la
Diputación de Granada

Martes
26 de octubre de 2021
11:00 horas

www.granadametropoli.eu

Don José Entrena Ávila

Presidente de la Diputación Provincial de Granada

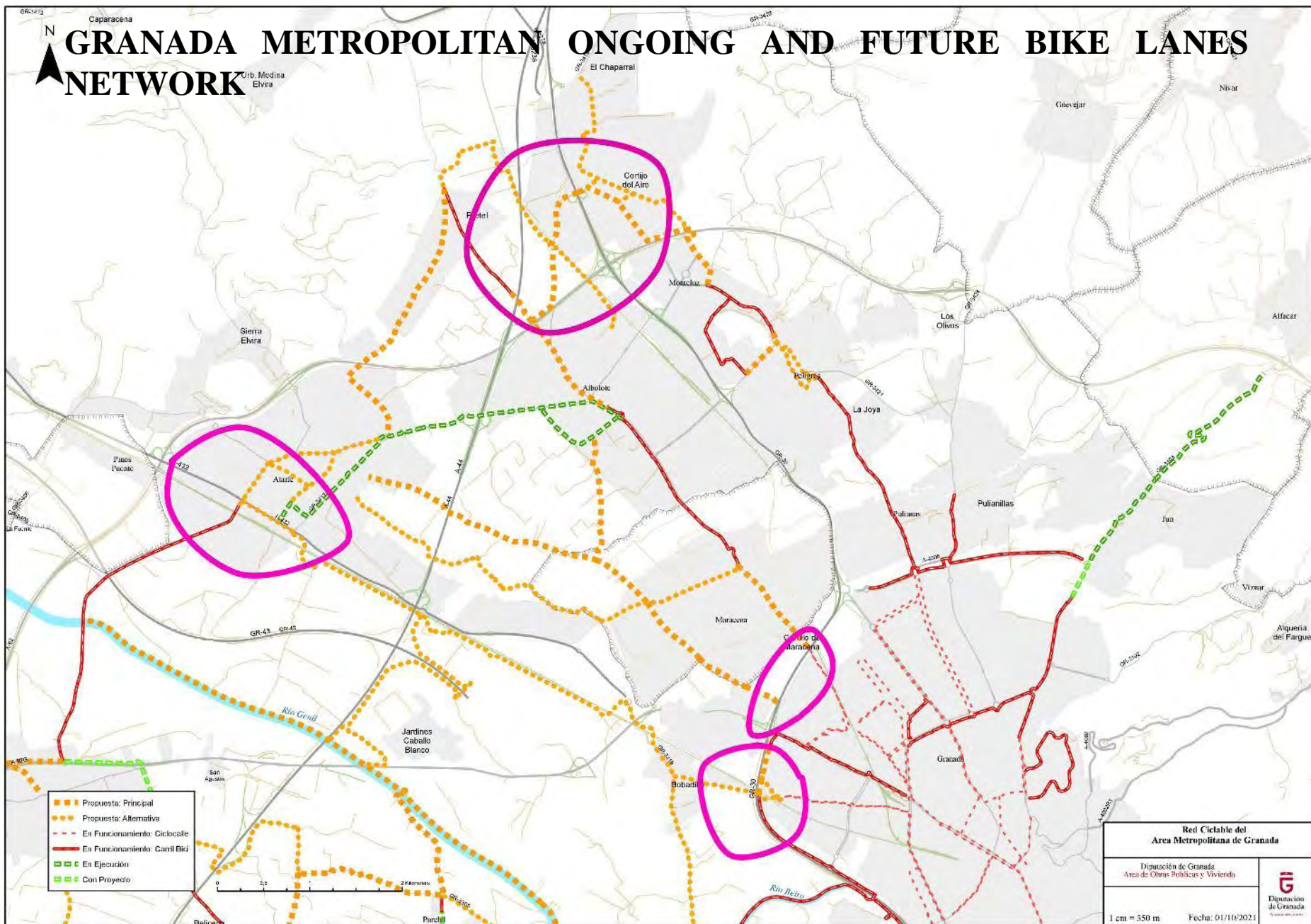
Se complace en invitarle al acto de presentación de

METTŌPOLI
Granada

La marca de Diputación para comunicar las Estrategias de Desarrollo
Urbano Sostenible que la institución gestiona en el área metropolitana



GRANADA METROPOLITAN ONGOING AND FUTURE BIKE LANES NETWORK



GRANADA METROPOLITAN ONGOING AND FUTURE BIKE LANES NETWORK

Legend:

- Propuesta: Principal (Orange dashed line)
- Propuesta: Alternativa (Orange dotted line)
- En Funcionamiento: Ciclocalle (Red dashed line)
- En Funcionamiento: Carriil Bici (Red solid line)
- En Ejecución (Green dashed line)
- Con Proyecto (Green solid line)

Scale: 0 0.5 1 2 Kilometros

Map Title: Red Ciclable del Area Metropolitana de Granada

Disputación de Granada
Area de Obras Públicas y Vivienda

1 cm = 350 m Fecha: 01/10/2021

Disputación de Granada

Progress of the Action Plan

ACTIVITIES 2021:

MARCH 2021: To cope with these new subsidies aimed at sustainable mobility, we contracted a company to assist our municipalities in getting funding for electromobility under MOVES II and MOVES III regional funding calls

APRIL 2021: Finished study of the situation of Rural Public Transport within COVID19 situation in the province of Granada

MAY 2021: We supported metropolitan public consortium to evaluate a possible application to the new EUCF call as a metropolitan area, but finally they didn't present any project proposal.

MAY 2021: Provincial Government wants to promote regional train with «Alianza por el Tren» promotion

JULY 2021: Public procurement of the study of the train «Guadix-Baza-Lorca» on the 8th of July

SEPTEMBER 2021: 7M€ Bike Lanes contract of works (reduced to almost 5M€ investment). Finalization of those works expected by the end of the year

JUNE - OCTOBER 2021: Next phase of metropolitan bike lane network planification participatory approach, collaboration with Granada townhall technicians for the bike network.

Progress of the Action Plan

ACTIVITIES 2021:

- GRANADA CITY: Implemented a contract with a new public transport company and new Hibrid buses at metropolitan level were bought in May
- ANDALUSIAN GOVERNMENT: Contracted 100% Renewable Electricity for Granada Metro in June, and new expanding metro lines are already included in the Andalusian Planification to 2030 (PITMA2030).
- Assistance to municipalities in new Sust. mobility actions (In 2021, Guadix, Alfacar and Chauchina SUMPS developed)
- Finalization of metropolitan studies of sustainable mobility, collaboration with consortium metropolitan SUMP, and preparation of complete metropolitan SUMP
- Provincial Electromobility Plan finished at the end of 2021
- Still, due to COVID19, and the change of political parties, the signature of the ACTION PLAN by different administration has not been posible, even if different of the action plan working lines are done or ongoing.

Progress of the Action Plan

ACTIVITIES 2021:

- Future finished complete bike network with the 3M€ in the Urban Sustainable Strategies at metropolitan level. OPTITRANS considerations are the main ones taken into account. Definition of actions is finished with common METROPOLITAN design recommendations of Bike network, common rules in all metropolitan municipalities, and complete minimum infrastructure.



Salón de Actos de la
Diputación de Granada

Martes
26 de octubre de 2021
11:00 horas

www.grnadametropoli.eu

Don José Entrena Ávila

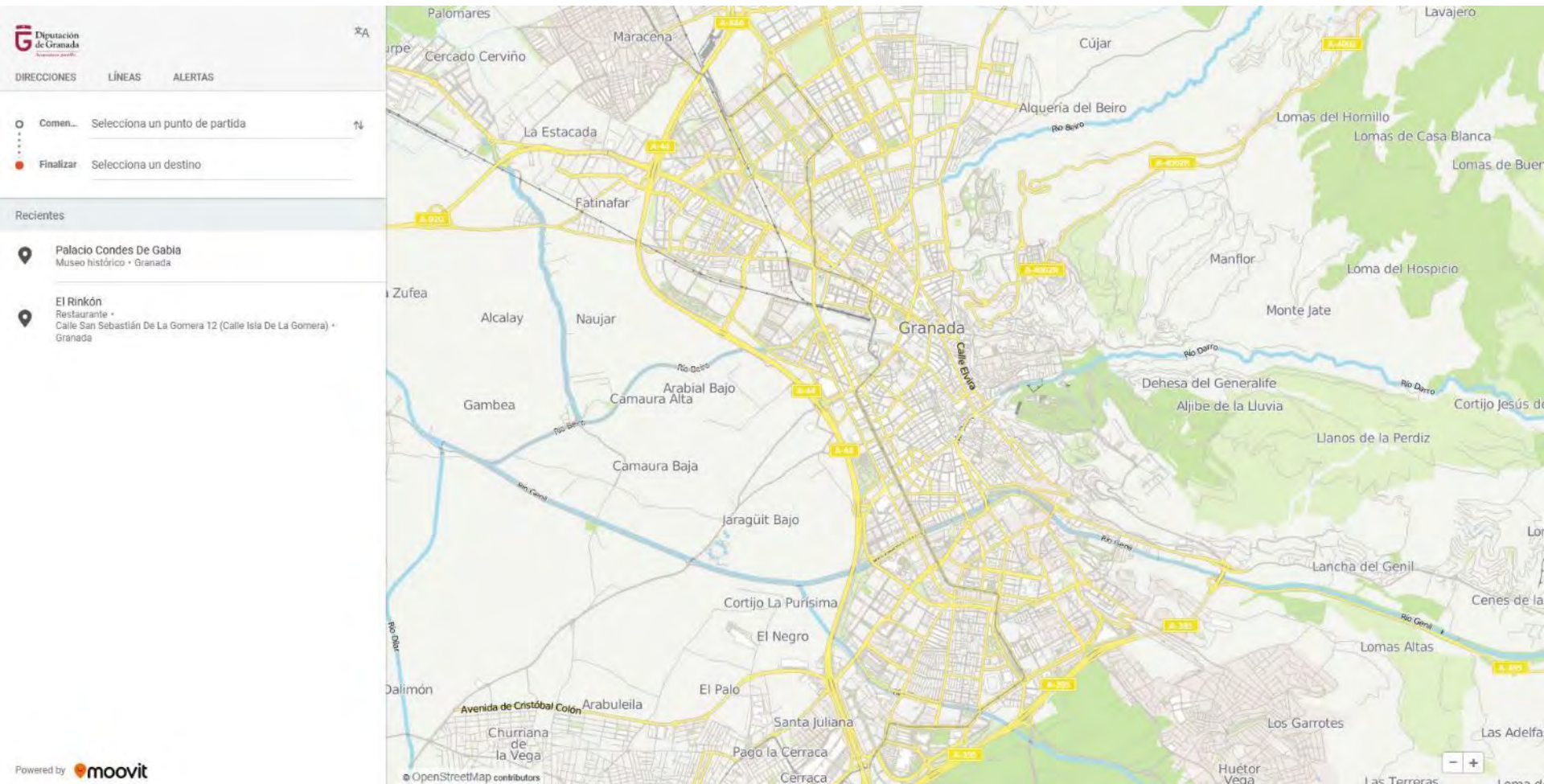
Presidente de la Diputación Provincial de Granada

Se complace en invitarle al acto de presentación de

METROPOLI
Granada

La marca de Diputación para comunicar las Estrategias de Desarrollo Urbano Sostenible que la institución gestiona en el área metropolitana

LAST: Ongoing work on multimodal planning application (Granada busses, Metropolitan busses, and Metro line)



Granada Energy Office – Provincial Council/Government of Granada

GONZALO ESTEBAN LÓPEZ
gestebanlopez@dipgra.es

Oficina Provincial de la Energía de Granada
Diputación de Granada
Edificio CIE – 1ªPlanta

Avda. Andalucía, s/n 18014 - Granada

Tel.: 0034 958 80 58 22

Fax: 0034 958 28 15 53

Web: www.granadaenergia.es



OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

Thank you!

Questions welcome





OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

Final Event

Sotiris Serdenis

 **SMR** External Expert
CONSULTANTS

Region of Thessaly, Greece



**HELLENIC REPUBLIC
REGION OF THESSALY**

4 November 2021 - Final Event

Applied restriction measures in Greece due to Covid-19 pandemic timeline

26/2/2020	First three cases in Greece
10/3/2020	With 89 confirmed cases and no deaths, the government decided to suspend the operation of educational institutions of all levels nationwide
13/3/2020	Close down all cafes, museums, shopping centres, sport facilities and restaurants
16/3/2020	All retail shops were closed and all services in all areas of religious worship of any region or dogmas were suspended
22/3/2020	Greek authorities announced restrictions on all non-essential movement throughout the country (movement outside was permitted only for seven categories of reasons)
4/4/2020	The applied restrictions were extended further
4/5/2020	After a 42-day lockdown, the government began to gradually ease up the restrictions on movement and restart business activities
7/11/2020	New measures and restrictions on movement and business activity were put in place
14/11/2020	Kindergartens and primary schools were closed
14/12/2020	School and restaurants were closed, but click away shopping was allowed
18/1/2021	All measures were put in place again concerning shopping
12/2/2021 - today	Several regional lockdowns were and are applied with a different mixture of measures per region



Region of Thessaly: Action Plan

Action

Online platform for public transport travel planning in Thessaly

- Single public transport on-demand service
- Residents and visitors (tourists)
- Real time information of PT routes and timetables
- Search for routes and stops based on user's Location
- Proposed routes of tourist and cultural interest of the Region of Thessaly by means of PT
- Information about CO₂ emission of the trip in comparison with private car
- Interoperability with PT operators' Intelligent Transport Systems
- Website and smart app
- Online ticketing

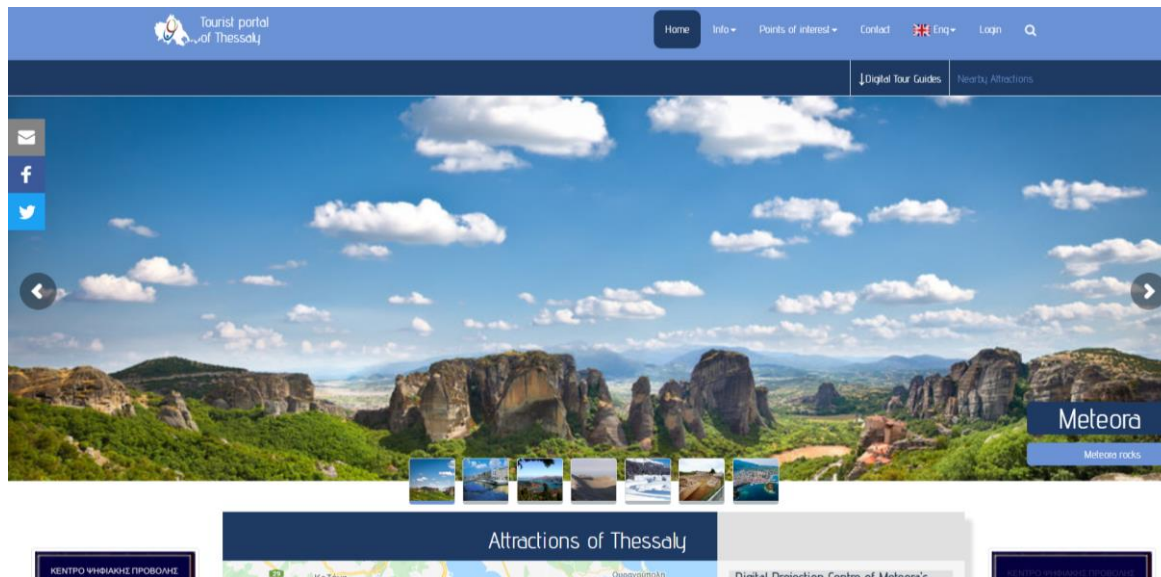


Region of Thessaly: Action Plan

Action

Online platform for public transport travel planning in Thessaly

- Integration with the Tourist Portal of Thessaly (<http://gothessaly.com>)

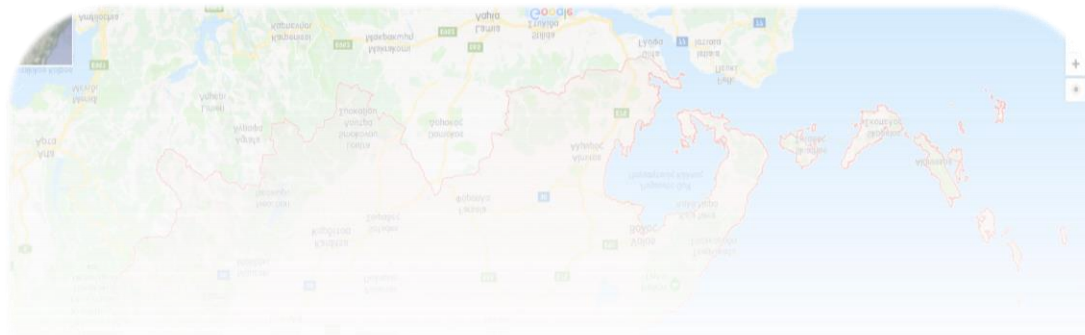
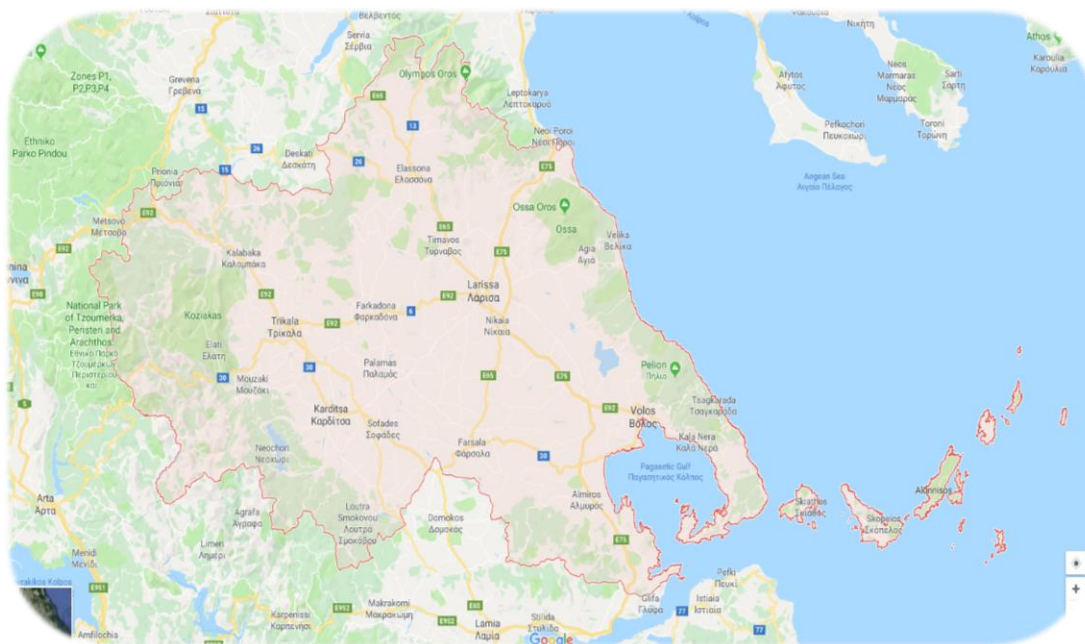


- The proposed plan was not implemented as a side-effect of the Covid-19 pandemic.



Covid-19's pandemic effects

- Covid-19 pandemic affected all aspects of human life.
- Inevitably, transportation was affected as well.
- Health protocols and restrictions measures reduced demand.
- As a respond, public transport providers reduced offer (number trips, trips' frequency, vehicles' capacity)
- Stakeholders stand on a crossroad with difficult decisions to be made.
- Innovative solutions and strategies are required.



However, tomorrow never dies...

- By national law (FEK 142/A/23-7-2020), electromobility is promoted in Greece.
- Although the law concerns in this initial phase individuals and not public transport, it is estimated that in the next months, the necessary legislation will be introduced.
- Several financial and operational facilitations are foreseen.
- The first electric (hybrid) public bus in Greece was acquired by Larissa Urban KTEL and is now operational.





However, tomorrow never dies...

- The National Strategic Plan (completed in 2017) concerning transportation in Greece is now being updated taking into consideration the affects of the pandemic so that new forecasts are developed.
- Greece is obliged to rapidly adopt the European Regulation No 1370/2007.
- New national legislation is under preparation (following national law 4199/2013) promoting the liberalization of intercity buses market (though tenders for assigning lines).
- All public transport providers struggle to regain their share in the market.
- As long as the Covid-19 pandemic is ongoing, these providers have to rapidly adopt new practices and strategies.
- Touchless services are necessary than ever before through out all steps of transportation.

However, tomorrow never dies...

- An innovative pilot action is implemented in the Municipality of Trikala (Region of Thessaly).
- Through Harmony project local authorities deliver medicines to medical stores by using a specially designed and developed drone.
- The potential success of this attempt, could be the basis in the future for the usage of drones in order to provide services to elders, disables persons or other vulnerable groups, reducing their needs for long distance movements.





OptiTrans

Interreg Europe



European Union
European Regional
Development Fund

Thank you!





OptiTrans

Public Transport in Thuringia recent developments

Dr. Klaus Bongartz
Thuringian Ministry for Infrastructure and
Agriculture

Final Event | 4. November 2021





Changes in Policy Instrument

In the new ROP 2021 - 2027 demonstration projects are not funded anymore but a new Priority axis „Reduction of CO2 Emission“ is introduced with the Specific objective „Enhancement of Green Infrastructure in Urban Environment and reduction of environmental pollution“

Demand: Investive Measures for a CO2-reduced urban and regional transport especially public transport

Beneficiaries: Free State of Thuringia, Municipalities, municipal companies, transport companies, enduser



Change in funding period 2021 to 2027

Set up of a funding scheme incl. tenure specifications for the continuation of investments in modern energy efficient tram systems

Enhancing the prior action by the preparation of a Funding scheme for accelerating the digitalization of public transport services

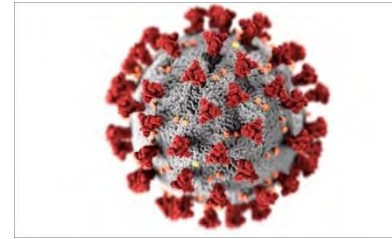


Covid 19 Challenge

Overall, the mobility of Germans decreased significantly in the first lockdown - but those who were still on the road most often opted for the car.

The share of public transport in the traffic mix, on the other hand, collapsed.

The transport companies in Erfurt, Dresden and Leipzig each lost around 30 percent of their passengers in 2020 - during the first lockdown there were in some cases even 70 percent fewer passengers



7 Mrd. € losses by public transport companies in Germany due to Covid-19



Covid 19 Challenge –Getting customers back

September 2021

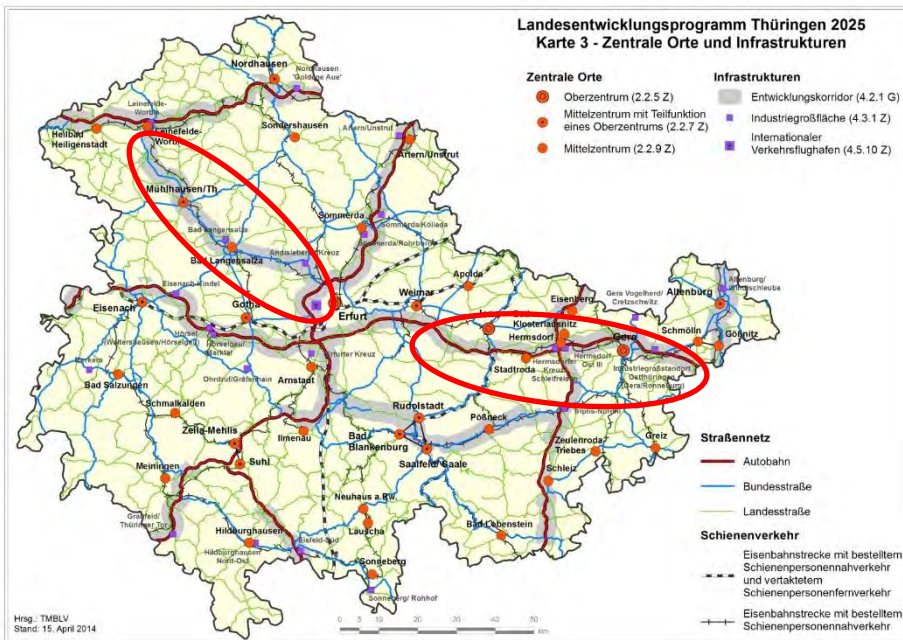
Abo upgrade - travel by bus and train nationwide free of charge for two weeks

Some Thuringian Cities offered free public transport use for shopping trips



Latest Developments

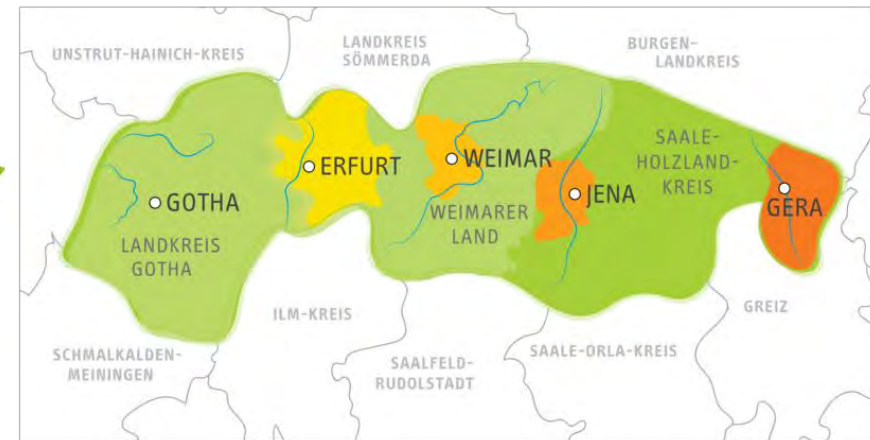
Thuringia will use 30 Mio. € ERDF for the electrification of the of the Central German Railway Connection. To reconstruct the two track System including electrification has highest priority within the Ministry for Infrastructure. (two track system is finalized; planning for electrification has started foreseen finalization 2028)



Latest Developments

Enlargement of the VMT area

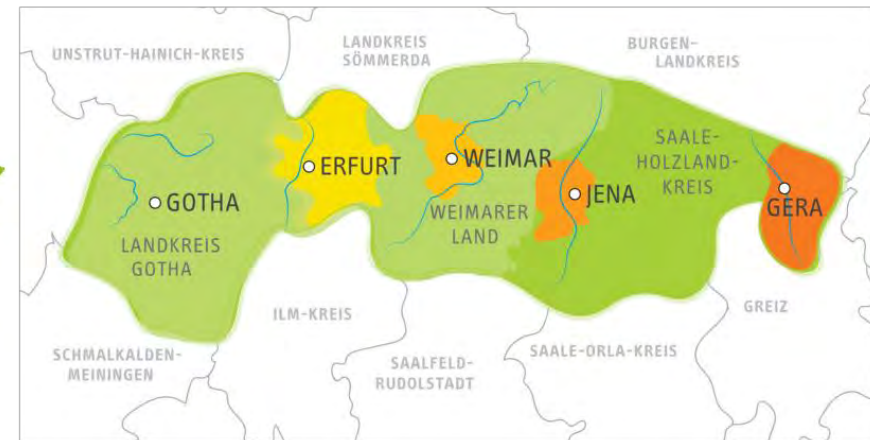
The Central Thuringian Transport Association (VMT) is a union of 13 transport providers aiming to provide regional public transport as an easy, environmental friendly and cheap mobility solution.



Latest Developments

Enlargement of the VMT area

The core of the Transport Association concept is a uniform tariff system that allows passengers to use city and regional buses, trams and regional trains throughout the entire VMT area with just one ticket.





Latest Developments

New efficient trams for the City of Jena

City of Jena has started to renew their tram fleet. Therefore all in all 24 trams „Tramlink of the Stadler Company will be ordered.

The process started in 2016 and first trams will be delivered in 2022.



Trams will play an greater role than before, because two thirds of PT-passengers use them.

Network also has been expended .



Latest Developments

2020 : 3 New Fully Electric Busse incl. charging stations for the City of Jena
2 will follow in 2022

Also further public transport operators in Thuringia are testing fully electrical or hydrogen busses to make their fleets more carbon neutral.





Latest Developments

City of Erfurt in 2021 also has started to renew their tram fleet. Therefore all in all 14 trams „Tramlink of the Stadler Company will be ordered.
First Tram started its operation at 20 May 2021. From June on every month two trams will be delivered.



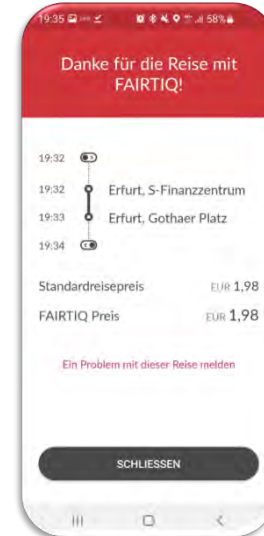
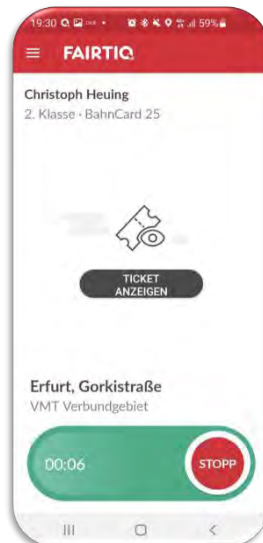


Latest Developments

The transport operator of the Citys of Erfurt and Jena introduced a mobility app .

- includes timetable and ticketing functions - on smartphones
- current departures from nearby stops or plan trips by tram, bus or train
- delays and news with push notifications

Buying tickets for Erfurt, Jena and the Central Thuringia transport association becomes quick and easy





Latest Developments

The City of Jena also has introduced an E-Motorbike sharing system with 150 fully electrical motorbikes which can be rented via app.





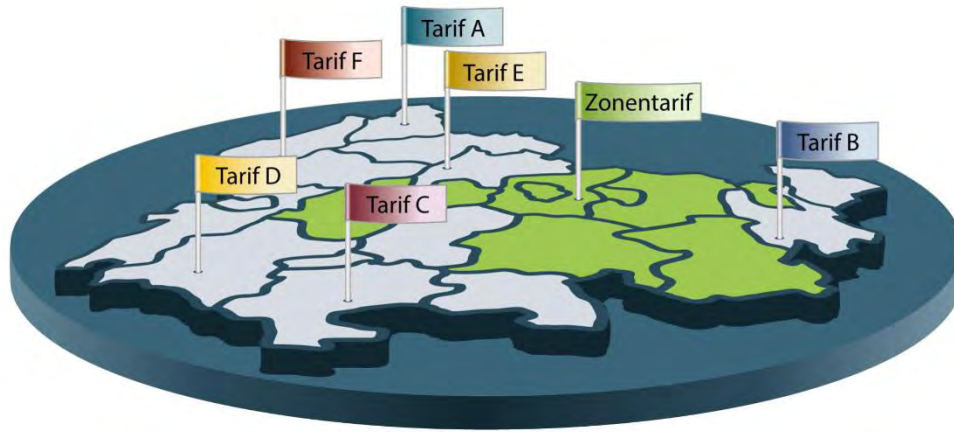
Near Future

Thuringia also is testing a hydrogen train on the rural connection Schwarzatalbahn. The operation is planned for 2025.





Near Future common e-tarif



The patchwork of tariffs in Thuringia is to be replaced by a statewide e-tariff.

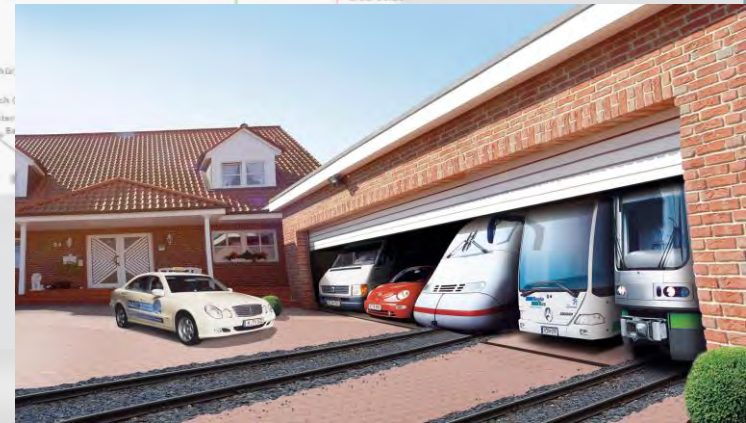
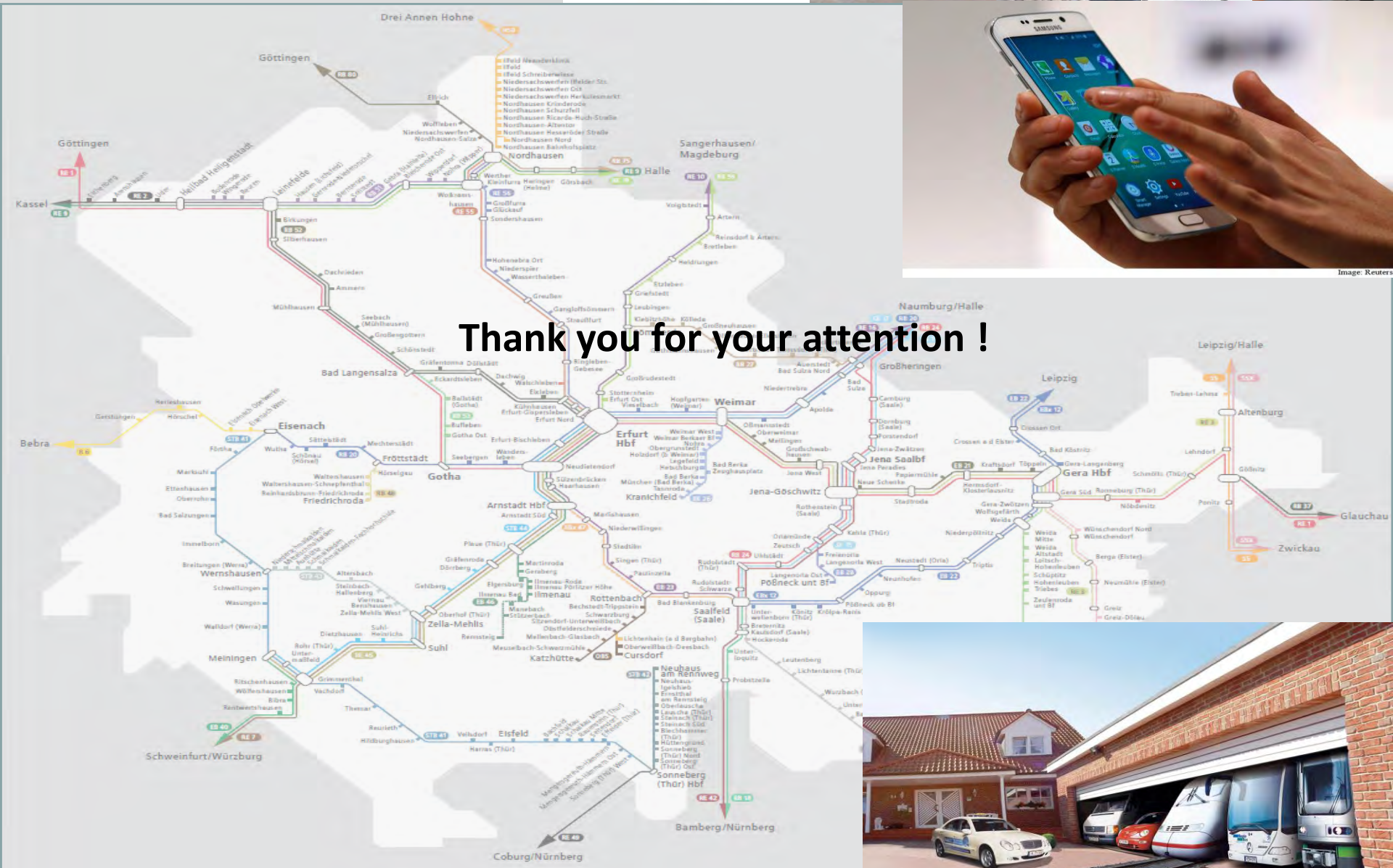
Customers buy one ticket.
The revenue is divided according
to the use of the means of transport
and the regions.





Image: Reuters

Thank you for your attention !





REPUBLIKA HRVATSKA

Ministarstvo regionalnoga razvoja
i fondova Europske unije



Experiences with parking policy planning - City of Zadar –

October 2021.

City of Zadar – parking policy planning

- Mobility Master plan for the functional region of Northern Dalmatia
- The purpose of developing the master plan is to enable efficient and sustainable transport development of the region in accordance with European and national strategies and plans. The master plan of the functional region of Northern Dalmatia is the basic strategic document of long-term traffic development in the mentioned area
- SUMP – currently in implementation
- There are 1,822 parking spaces in Zadar that are under payment in 4 parking zones
- Parking is charged through 42 parking spaces vending machines, authorized outlets, at the checkout parking organizer, by sending an SMS with registering the vehicle depending on the zone

mobilne uređaje. Vremensko ograničenje parkiranja postoji za Zonu 0 u kojoj je vremensko ograničenje parkiranja maksimalno 1 sat i u Zoni 1 u periodu od

15. lipnja do 31. kolovoza i iznosi maksimalno 3 sata. Cijene naplate i vremenska ograničenja parkiranja prema zonama naplate prikazane su u tablici 1.



Grafikon 3. Parkirališna ponuda prema zonama naplate

Tablica 1. Cijene i ograničenja parkiranja prema zonama naplate

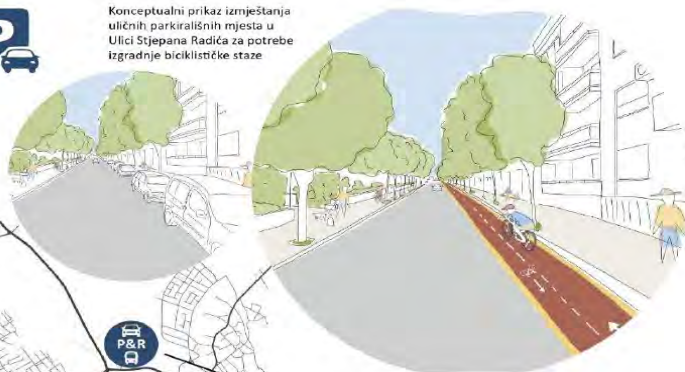
	1.5-14.6. 1.9. - 30.9.		15.6 - 31.8		1.10 - 30.4	
	HRK/SAT	HRK/DAN	HRK/SAT	HRK/DAN	HRK/SAT	HRK/DAN
Zona 0	6,00	N/A	12,00	N/A	0,00	N/A
Zona 1	6,00	84,00	12,00	168,00	6,00	48,00
Zona 2	4,00	56,00	10,00	140,00	4,00	32,00
Zona 3	3,00	42,00	3,00	42,00	3,00	24,00
Zona 4	2,00	28,00	2,00	28,00	2,00	16,00
Autobusni i željeznički kolodvor	4,00	N/A	4,00	N/A	4,00	N/A
Petrčane	0,00	0,00	2,00	28,00	0,00	0,00

Osnovne predložene aktivnosti u svrhu optimizacije sustava parkiranja



** prostorna rješenja prikazana su samo konceptualno, shematski, s ciljem vizualizacije predloženih mjera o potencijalnom smjeru razvoja prometa na području Zadra*

Konceptualni prikaz izmještanja uličnih parkirališnih mjesta u Ulici Stjepana Radića za potrebe izgradnje biciklističke staze



Postepeno proširivanje sustava naplate na šire gradsko područje - sukladno mogućnostima

Uspostava posebne zone parkiranja za područje Poluotoka kao preduvjet implementacije zone ograničenog prometovanja



Izgradnja novih parkirališnih kapaciteta s ciljem izmještanja postojećih uličnih parkirnih mjesta.
Potencijalne lokacije javne garaže:
područje Ravnica
Trg kneza Višeslava
Luka Gaženica

Uspostava Park&Ride sustava na glavnim cestovnim ulazima u grad Zadar

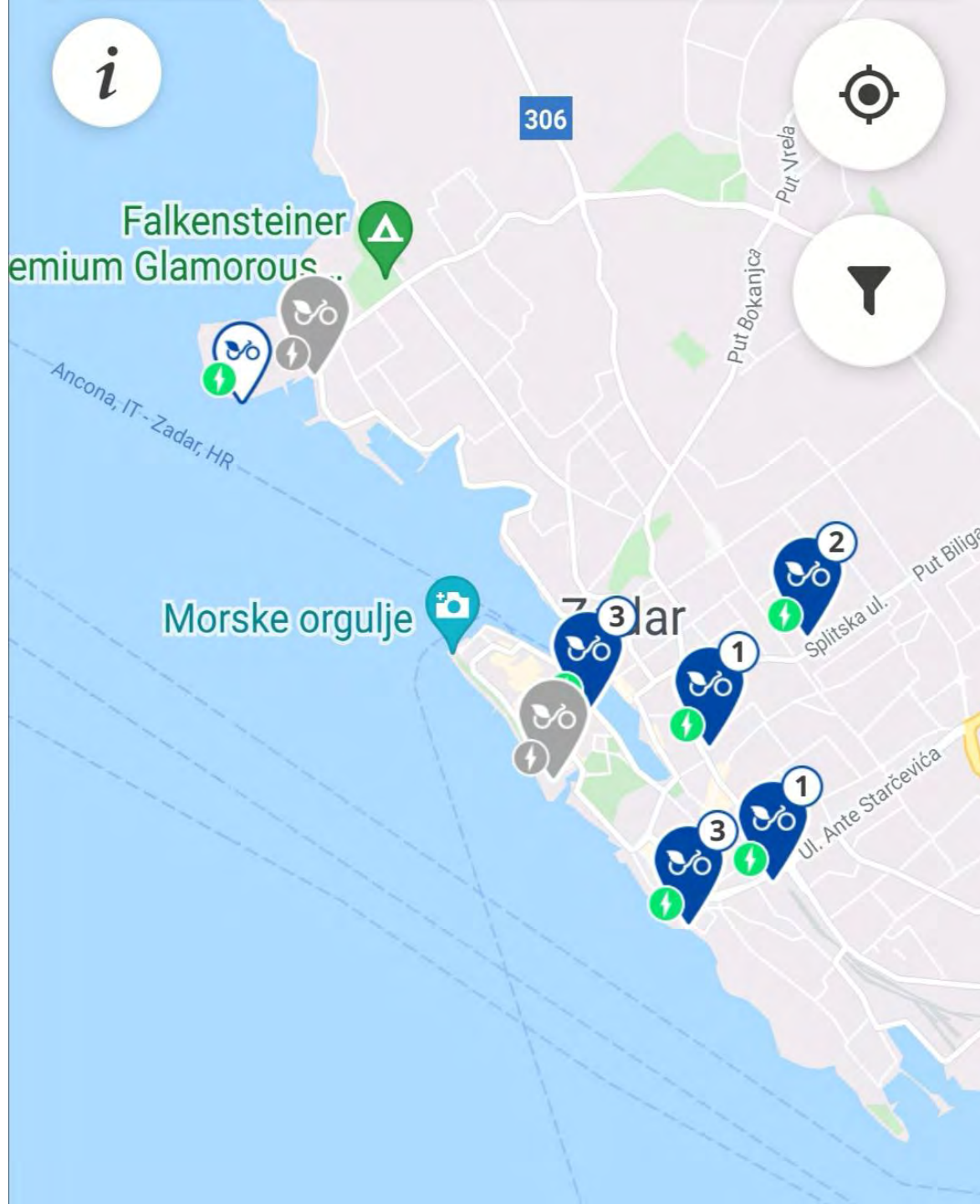


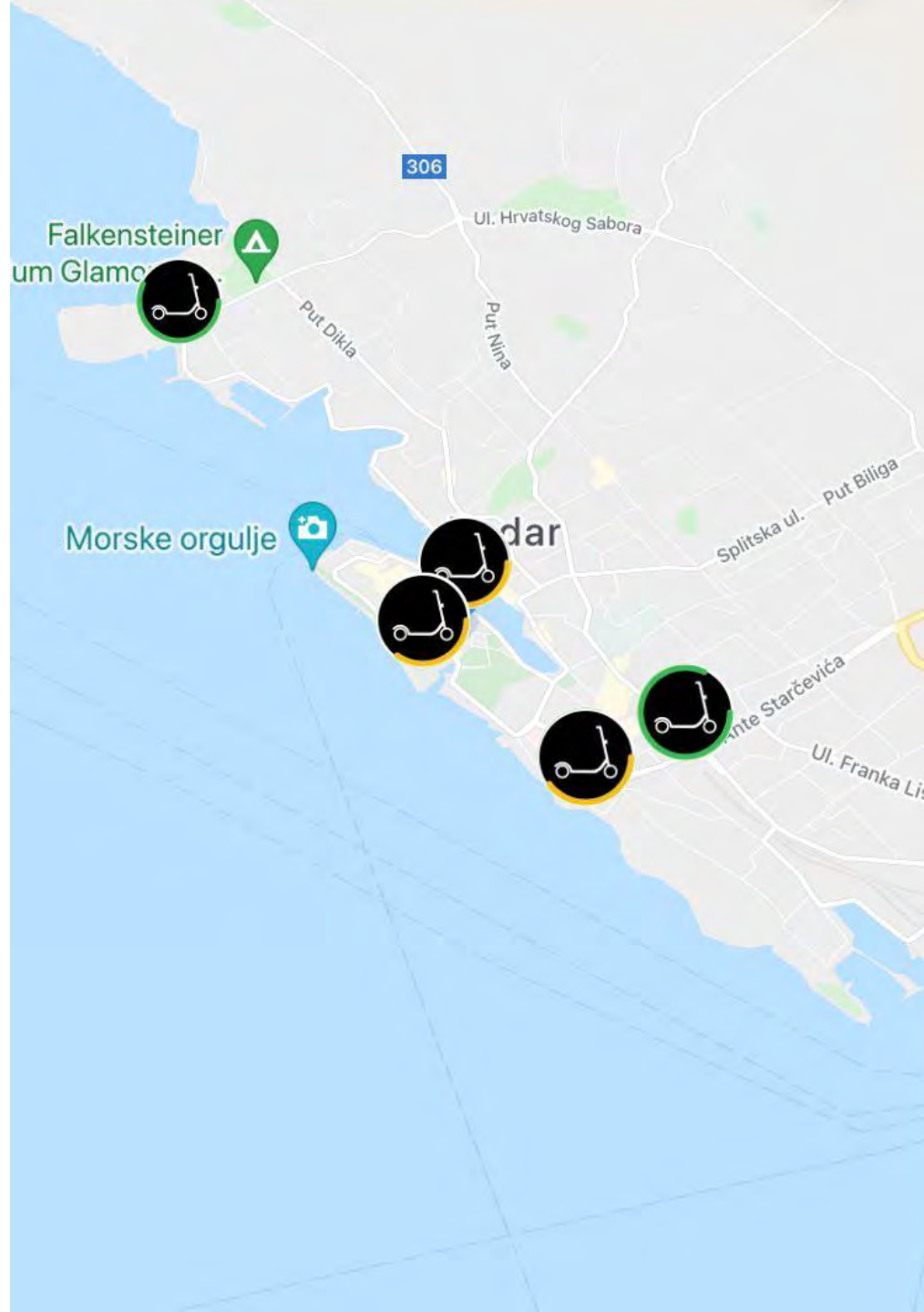
Konceptualni prikaz izmještanja i reorganizacije parkirališnih mjesta u Ulici kralja Dmitra Zvonimira za potrebe izgradnje biciklističke staze



City of Zadar – parking policy planning

- The system of public city bicycles and e-scooters is being expanded
- In 2019, City of Zadar procured the system of public city bicycles in the city of Zadar with a total of 16 classic and 8 electric bicycles
- Total of 7 locations (Bus station, Peninsula near the bridge, Puntamika, Kolovare, New campus, University - near the canteen, Višnjik)
- Preparation for the expansion of the public city bicycle system from an additional 17 classic and 5 electric bicycles to two additional locations that will be set up and implemented in the first quarter of 2022.
- E- scooters system is implemented in Zadar on 6 locations with 100 e-scooters available





ITS



DEVELOPMENT AND IMPLEMENTATION OF ITS AND RECONSTRUCTION OF THE ROAD WITH PRIORITIZATION OF PUBLIC TRANSPORT VEHICLES AND BICYCLE TRAIL IN THE CITY OF ZADAR

- Start of project implementation: 11/21/2019
- Completion of project implementation: 21.11.2021.
- Total project budget: HRK 35,083,931.15
- Amount of EU co-financing: HRK 26,698,048.51
- ITS solutions on major roads will help manage high levels of traffic to reduce congestion and traffic accidents.
- Real-time information will serve the traffic control center and users. Traffic management, control systems and infrastructure include intelligent vehicle monitoring, adaptive traffic control, accident management and a passenger information system to ensure integrated operations.
- The new ITS solution will enable camera coverage of key intersections with the possibility of correcting traffic light signals according to the needs of traffic from one center that has a good overview of the entire traffic situation in the wider area.

Project activities:

- Preparation of ITS project documentation
- Reconstruction of Dr. Franjo Tuđman Street with integrated lanes for public transport and a bicycle path
- Establishment of Phase I of the Intelligent Transport System (ITS) which includes replacement and / or updating of 18 traffic light intersections with the established central ITS management system
- THE PURPOSE of introducing ITS in the urban environment of the City of Zadar is to establish dynamic (adaptive) traffic regulation in function with traffic requirements in order to ensure the best possible mobility in real time.









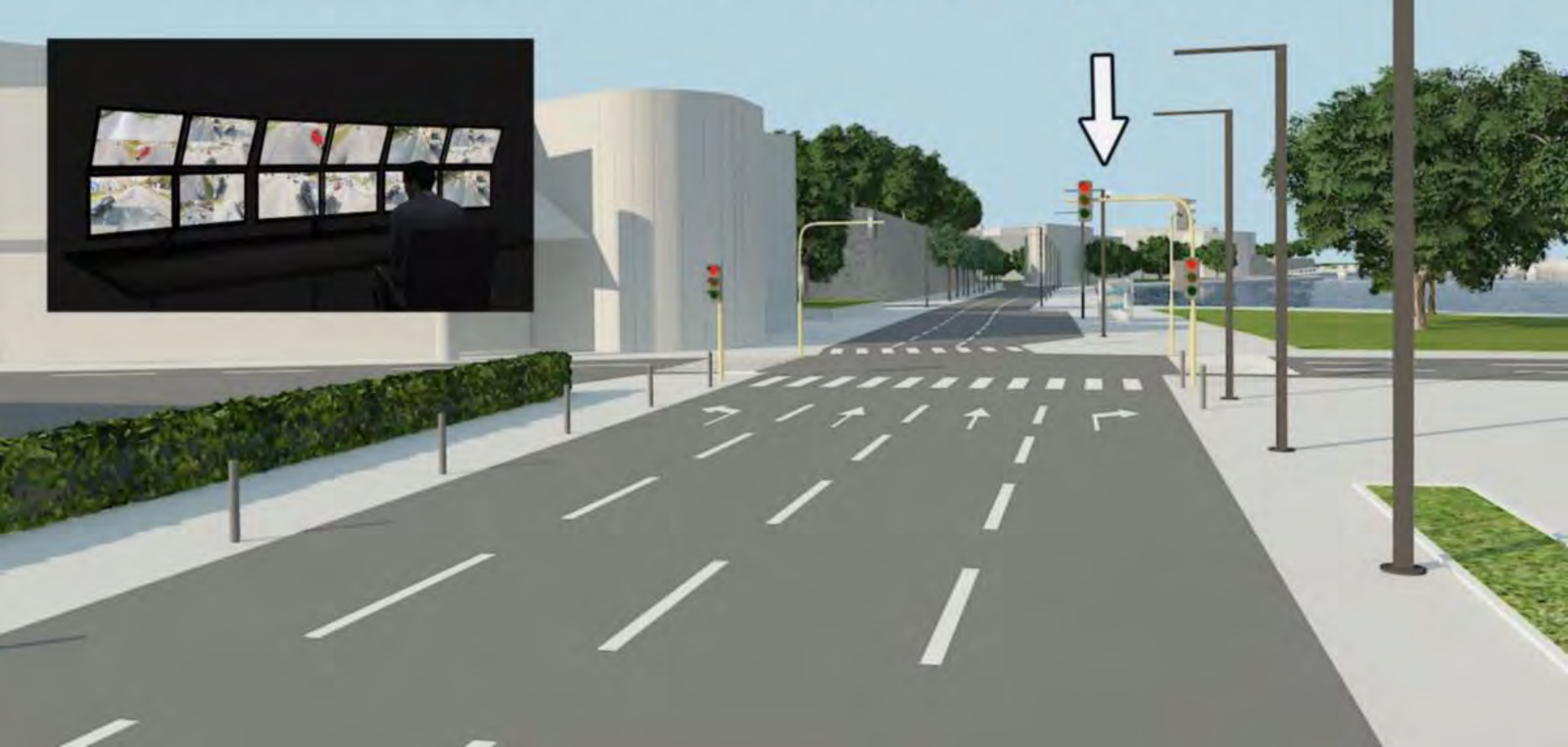
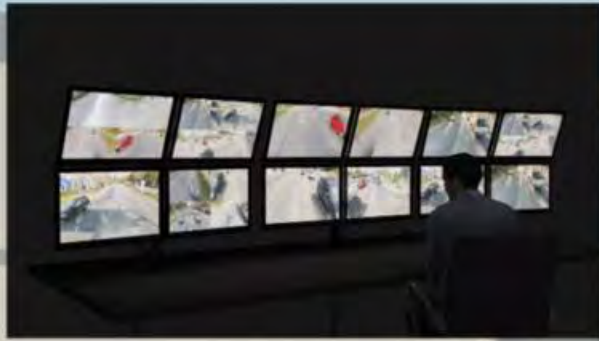
ZUM 4.0



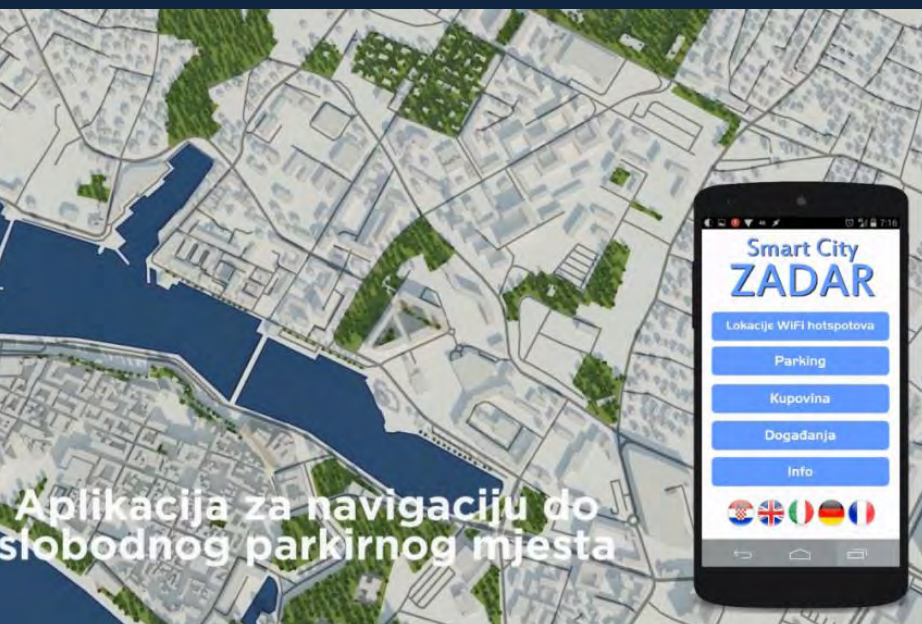
IMPLEMENTATION OF SMART TRAFFIC SOLUTIONS USING NEW TECHNOLOGIES AND ICT - ZADAR URBAN MOBILITY (ZUM 4.0)

- Start of project implementation: 31.12.2019.
- Completion of project implementation: 31.12.2021.
- Total project budget: HRK 14,813,840.30
- EU co-financing amount: HRK 12,160,000.00

Pametni sustav nadzora i upravljanja prometom



The project includes sub-projects in the field of intelligent transport system in the City of Zadar that correlate with each other and use the common basic ICT infrastructure of the City of Zadar (own optical network, WiFi network, server capacity), which is further developed through this project.



- Web portal and mobile application for smartphones (Zadar Smart City Application) for access to unified services

- informing,
- public transport,
- parking,
- possibilities of paying for various services by different payment methods

- Smart parking system

- at least 1000 parking spaces covered by the smart parking system

- Central Information System (CIS)

- central system for monitoring and managing other elements of the project.

- Electronic billing system in public transport



GREATER THINGS ARE STILL TO BE DONE IN THIS
CITY

#eufondovizadar