



Dear Reader,

Many of Europe's urban areas are facing a series of environmental challenges resulting mainly in congestion and air pollution: sustainable urban mobility can be the starting point for more environmental friendly measures, also in combination to ICT based solutions.

In this framework, TRAM project was designed to strengthen the urban dimension of regional and local policymaking, this way contributing to the implementation of EU Transport White Paper, Urban Agenda and the EU 2020 strategy through facilitating the shift to low-carbon economy.

TRAM stands for ‘Towards new **R**egional **A**ction plans for sustainable urban **M**obility’. The project contributes to the development of a competitive, resource efficient and low-carbon-oriented European transport system by improving the effectiveness of regional and local policies on urban mobility of EU 5 partners that benefit from cooperation through the exchange of experiences and common identification of adaptable measures to be included in their urban mobility policies.

From April 2016, 5 project partners (3 ERDF managing authorities and 2 other public entities) are actively involved in the analysis of common objectives and priorities on urban sustainable mobility systems in the context of their policy instruments (ERDF O.P., R.O.P. and regional funds) in order to develop an interregional learning process aimed at improving the identified policy instruments through planning new projects, implementing changes in the management and in the strategic focus, as well as enhancing of regional and local administrators’ capacities to adopt innovative urban mobility solutions.

At local level, 5 selected groups of relevant stakeholders have been involved in the learning process, including 5 study visits and 3 interregional thematic workshops focused on 3 improvement areas of urban mobility policies (i.e.: transport policies; intelligent transportation solutions for urban areas; low emission and green transport), that will be continue during the project.

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The interregional learning process leads to the drafting and adoption of 5 Action Plans which embed, after peer review analyses carried out with the support of an interregional team of regional experts (ITRE), the lessons learnt into measures to improve partners' policy instruments.

The analysis on the evaluation of the effects of past policies/policy instruments and their rethinking has already started. Project partners have been engaged in the learning process and are ready to take actions to induce a new ways of thinking and policy change at each regional/local level.

Marche Region, Italy

Lead Partner of TRAM project

Steering Committee meetings

The **kick-off meeting** took place in Ancona on 7 October together with a press conference. Opportunities to develop sustainable urban mobility policies in European regions and cities towards a competitive, resource efficient and low-carbon-oriented transport scheme were placed in the center of discussions as well as some lessons learnt and winning approaches applied by project partners.



Experiences on 5 successful interventions were presented during the kick-off meeting:

1. ATTAC project: ATtractive urban public Transport for Accessible Cities focused on sustainable regional and urban Mobility Planning and mobility management – *by the Lead Partner Marche Region*
2. Cycling Plan of Andalusia is an integrated and consisting model that has a strong impact on urban mobility – *by the Public Works Agency of the Andalusia Regional Government*
3. Multi-level governance in transport issues, Case HÄMTA and its measurable goals – *by Blekinge Region*
4. Green Arrow Project: A flagship project for improved sustainability and attractiveness of local public transportation services in Miskolc – *by the Municipality of Miskolc City of County Rank*
5. Development of local public transportation services in Oradea in terms of tram network investments, improvements in pedestrian mobility, cycling facilities, district heating system with lower emissions – *by North-West Regional Development Agency.*

A top skilled moderator helped to speed up the learning process, starting with the common identification and understanding of partners' needs for policies alignment aimed at achieving further reduction of inefficiencies and gaps, improving environmental sustainability, quality of services and, in the end, citizens' quality of life. The kick-off meeting was designed to serve as a part

of a learning process by including much room for exchanging knowledge and experiences, instigating different forms of interaction between PPs, stakeholders and urban mobility experts.

During the **first Steering Committee** held in Ancona on 6 October, partners discussed about the project goals and objectives, policy instruments to be improved by the action plans, work plan for the two phases of the project: i.e. exchange of experiences, mutual learning and regional/local action plan development (phase 1) followed by the monitoring of action plan implementation and results (phase 2). Partners defined the work structure, dealt with project management issues, financial requirements and the communication & dissemination strategy. This was a very important meeting, allowing partners to get to know each other and became aware of the common roles and responsibilities.

The **second Steering Committee** meeting held in Karlskrona (SE) on the 7th of March 2017 with the active participation of the official representatives of the partner organizations and was focused to the project progress and upcoming work plan.

First Stakeholder Group meetings - Insights to 3 regions

The **North-West Regional Development Agency from Romania has held its first SG meeting** in Cluj on 15 November, involving 21 participants representing public administration, public transport companies, NGOs and other relevant organizations. The main goals of the meeting were to present the TRAM project and the activity plan, the role of the SG within the project and to discuss the difficulties and challenges that local authorities and other involved organizations face when trying to implement smart solutions for increasing urban mobility in the region.

From 23 to 25 of November 2016, the Romanian project partner attended the conference organized in Galati – located in the southern part of Romania – entitled the **Forum on Sustainable Urban Mobility**, with several high level representatives of the Ministry of Transport, Management Authority of the ROP, EBRD, as well as experts and officers dealing with urban mobility from several municipalities. The event was also a good opportunity to meet stakeholders from national level and inform them about the TRAM initiative.



The **first Stakeholder Group Meeting organized by the Marche Region** was held on 19th January 2017 and it was hosted by Lead partner Marche Region - European Policies Department, Managing Authority for ERDF and ESF. The meeting was targeted only to selected regional stakeholders and

many representatives of local public and private entities, together with Universities and social parties. The meeting was aimed at presenting the content and the objectives of TRAM and the activity plan designed for the improvement of partners' policy instruments addressed to local policies on sustainable urban mobility, thanks to the active contribution expected by the local stakeholders being involved in an interregional learning process aimed to design a tailored Action Plan.

During the meeting all participants were actively involved in an in-depth discussion aimed at sharing knowledge about regional challenges and potentially replicable/adaptable practices in the field of local public



transportation and, in particular, ITS for urban areas. At the end of the meeting, all representatives signed a Memorandum of Understanding, a formal agreement for the establishment of the Stakeholder Group.

On 15 February, 2017 the **first Stakeholder Group Meeting organized by The Public Works Agency of the Andalusia Regional Government** took place. Experts from public administrations, universities and consultants joined forces in order to exchange experiences and good practices on sustainable urban mobility for the implementation of TRAM. Attendant experts presented some of their solutions, especially on low emission and public transport policies which proved to be effective in terms of reducing CO2 and air pollution. The responsible for the bike office of Sevilla Municipality explained the main key enablers for the urban cyclist Web, as one of the most successful good practices in Andalusia in recent years, that provided inspiration to the development of the Andalusia Bicycle Plan (PAB), too. The meeting was a good opportunity to define measures promoting the use of bicycle focused on schools and health centers. Sevilla and Málaga trams and underground were subjects for discussion, as well as the train system in Bahía de Cádiz metropolitan area and Granada underground that will be in operation in a short time.



First Interregional Thematic Workshop and Study Visit in Blekinge

To fuel the learning process, Region Blekinge hosted the **first Interregional Thematic Workshop 'Best practices in low emission and green transport'** on 8 March 2017, in Karlskrona. Through thematic presentations by experts from Sweden, Italy, Hungary, Spain and Romania, panel



discussions and group works led by 5 members of TRAM's ITRE (interregional team of regional experts), project partners of TRAM project and regional stakeholder group members were actively involved in the learning process and in the identification of the good practices in the area of low emission and green transport in an effective manner that can be applied in local and regional policies.

The 1st project study visit, organized on the 9 of March 2017, offered the participants an insight into three exemplary good practice cases in Blekinge through direct interaction with relevant actors:

1. The biogas plant in Mörrum opened in 2013 and is the first in Scandinavia to use dry fermentation in converting food waste to biogas for vehicles. The volume equivalent to 2.6 million liters of petrol powers the waste management company vehicles, but is also distributed to other companies and private individuals through several stations in the region.
2. The NetPort Energy Cluster in Karlshamn is a triple-helix network composed of 29 members and 6 further partner organizations representing the energy business companies, research institutions and local/regional administration from Blekinge. The purpose of the cluster is, in cooperation with NetPort Science Park, to create an innovative environment for energy solutions where ideas will be developed into sustainable products or services.
3. A dedicated team at the Department for Strategic Sustainable Development at Blekinge Institute of Technology focuses on research and demonstration work to achieve an accelerated transformation of energy and transport systems towards sustainability. The implemented projects include a decision support for procurement of electric buses in public transport and setting in motion a sustainable regional test fleet and charging infrastructure for electric vehicles.

Study visit at BTH University

How should the various parts of Europe create conditions for a sustainable transport structure in urban and rural areas?

Karlskrona. The Italians and the Spanish, the Hungarians and the Romanians visited the biogas plant in Mörrum in the morning, acquainted then with Netports energy cluster in Karlshamn. In the afternoon, they attended an interactive seminar at the BTH University in order to learn more about the Green Charge project.

- It's all about finding the best examples to be inspired by, and sometimes perhaps even copy straight off, says Simone Franceshini, expert of Marche Region.

- This is a five year project. The first three years are mostly about learning from each other, and the last two is dedicated to implement ideas into practice, says Wiktor Szydarowski from Region Blekinge, representing the Swedish partner.

- It started in a small scale, the company GGI got in touch with us at the university, and we formed a core group with Miljöfordon Syd. We focused on municipalities, because they could finance the infrastructure with charging poles and electric cars were too expensive for individuals five years ago. The first municipality we processed was Karlskrona, and then it has grown gradually. The goal was ten municipalities, but the snowball was rolling well and it became 25 participants. Researchers often tend to stand aside. This was a form of action research. But now we have taken a step back and will go on operating as an independent venture led by Miljöfordon South. – says Henrik Ny, BTH researcher, talking about the Green Charge Project which involved 25 municipalities in southeast Sweden to invest in electric vehicles and charging poles.

Participants as well discussed how the conditions for running a similar project look in different countries.

- We have the advantage of being a small university with short decision making ways. There is no wall of secretaries, you can call the principal and ask to get to discuss a new idea over lunch, says Henrik Ny.

- So it is not in Hungary where we usually have larger universities, says one of the participants.

- Not in my homeland Poland, either, says Wiktor Szydarowski and praises the Swedish coffee culture that favors spontaneous meetings and exchange of ideas over a cup of coffee.

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