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REMEDIO - REgenerating mixed-use MED urban communities congested by traffic through Innovative low carbon mobility sOlutions

Minutes (Action 4.3)

International Conference entitled "Horizontal Condominium as a Living Lab for Urban Renewals"

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1 International Conference Minutes

The REMEDIO International Conference, as the final project event, was held on the 1st October 2019 at the premises of Casa dei Carraresi, in the city of Treviso, Italy. The title of the International Conference was **"Horizontal Condominium as a Living Lab for Urban Renewals"**. The Conference hosted seventeen keynote speakers representing different EU MED countries.

The International Conference had three Sessions:

- Session 1. "Participatory process as winning strategy for urban communities congested by traffic" chaired by Rossella Sanfilippo (Municipality of Treviso) and Francesca Liguori (Regional Agency for Environment Protection in Veneto Region),
- Session 2: "Assessment of urban solutions for congested roads" chaired by Charikleia Meleti (Aristotle University of Thessaloniki) and Tomo Šundov (City of Split),
- Session 3: "Urban renewal focusing on soft mobility solutions" chaired by José Antonio Becerra Villanueva (University of Seville) and Ana Catarina Sabino (Municipality of Loures).

Following the presentation of the International Conference Agenda, the representative of the Municipality of Villorba, Mayor **Marco Serena**, welcomed the participants, thanked all speakers and participants for their contribution and opened the International Conference, underlying the great significance of REMEDIO project for the greater Treviso area. A welcome address on behalf of the Regional Agency for Environment Protection in Veneto Region General Director was read by **Salvatore Patti** (Regional Agency for Environment Protection in Veneto Region).

After the opening and the short welcome speeches, **Salvatore Patti** highlighted the main aspects of the REMEDIO project concept. Salvatore Patti is the Executive of the Regional Air Observatory Service of ARPAV, with premises in Mestre-Venice. Over the last 13 years, he has dedicated his activity in leading the specialist unit in charge of the whole process of air quality monitoring, management and planning on behalf of ARPAV being the Public Agency for Environmental Protection supporting the Veneto Region Administration. Under his leadership, the Regional Air Observatory has been participating and leading INTERREG Projects on air pollution issues, also integrating modelling techniques for source apportionment analysis, air dispersion studies and mitigation measures assessment.

After the description of the main aspects of REMEDIO, the chair gave a brief description of the resume of **Elena Donaggio** (Avanzi S.r.l.), as first speaker of the first Session. She is an Architect, PhD in "Projects and urban policies". She is a senior consultant at 'Avanzi - Sustainability for Shares' in Milan. Between 2015 and 2016, she worked in the staff of the Department of Urban Planning and Agriculture of the Municipality of Milan. She has carried out activities of monitoring and evaluation of urban and territorial development programs. The main research topics she works on are urban regeneration policies, social innovation and participatory processes. The chair welcomed **Elena Donaggio** on the floor for the presentation entitled "Engagement in Urban Mobility Planning". **Elena Donaggio**, firstly referred to the "cycles" of participation. More specifically, she explained that participation has changed over the year since 1970s. We can identify 4 "cycles": (1) The first one is in the 1970s, linked to urban societies movements, which were characterized

by a demand to "do" and had a close relationship with the political system. (2) The second one -in the 1980s- is characterized by the selfish movements, which were focused on the questions about "not doing". (3) The third one -in the 1990s- established "planned participation", precisely in the moment when the link between political parties and society breaks, and participation thus becomes the channel to intercept the needs of the communities. (4) The last cycle, thrived in our days, is expressed through forms of civism, active citizenship that produce public goods motivated by a personal passion. A real mobilization on the part of citizens. Elena Donaggio analytically presented the citizens' co-creation era: conscious citizens, who affirm the right to be protagonists ("social innovators", "city makers"). At the center of the "direct social action", citizens are involved from common asset management, to the reactivation of disused spaces and buildings, to the re-appropriation of public spaces. Then she described the tactical urban planning, which derived from the international movement of tactical urbanism, and has caused a profound change in the way that communities think about development and the implementation of projects. Tactics start from the bottom, initiated by citizens, committees, activists, but are increasingly used also by planners and public administrators to test new approaches and get visible results quickly. At this point, Elena Donnagio explained that mobility and transport is a sector that can benefit by these tactics to the transition to sustainable mobility and transport. The last section of her presentation included citizens' co-creation cases/pilots and experiences from cities such as New York and San Francisco (U.S.A) and Milan (Italy).

After the chair gave a brief description of the resume of **Ana Catarina Sabino** (Municipality of Loures). She is an environmental engineer with a Master in Sanitary Engineering. She is collaborator of the Loures Municipality in the Environmental Sustainability Unit. The chair invited **Ana Catarina Sabino** for the presentation entitled "Engagement for Sustainable Urban Mobility in the Municipality of Loures". **Ana Catarina Sabino** analytically described the street requalification in Moscavide pilot area of Loures. Firstly, she focused on the promotion of engagement on different levels. **Ana Catarina Sabino** presented the action adopted in order to create local connections in Loures, which included (i) bike lanes, (ii) connections between different types of public transport, (iii) share info about different types of options for mobility. After that, the transportation card (NAVEGANTE) was presented as the action adopted in order to create Macro connections. **Ana Catarina Sabino** concluded with the lessons learned during REMEDIO implementation and the future steps that Loures is planning to make.

The following presentation was held by **Tomo Šundov** (City of Split). He works for the City of Split in the Sector for International and EU funds and Department of Smart City and Digitalization. He has been project coordinator of REMEDIO on behalf of City of Split. The chair invited for his presentation entitled "Participatory Planning to Reduce Traffic Congestion in the City of Split". **Tomo Šundov** gave a description of the city of Split, the main cultural events, fairs and exhibitions, which attract many visitors/tourists to the city, and thus, Split has become the transportation hub of Dalmatia region. **Tomo Šundov** presented the pilot activity implemented in Split: Integrated public bike sharing system (20 electric and 30 classic bicycles on 8 locations). He analytically described the participatory governance model implementation, the main findings of the mobility survey (which aimed to record the main modes of transport that locals use and their attitudes towards the use of pubic bicycles), and the meetings and workshops with stakeholders. **Tomo Šundov** concluded with the future plans on the expansion of the public bike sharing system.

The next presentation was held by **Stella Zountsa** (Major Development Agency Thessaloniki S.A. (former Metropolitan Development Agency of Thessaloniki S.A.)). She has MSc degrees in International Studies and in Crisis and Security Management. She is a PhD candidate on the thematic of European Regional Policy and

she has been project Manager of REMEDIO project of the Major Development Agency Thessaloniki S.A. in the Department of Co-Funded Programmes and International Cooperation. The chair invited Stella Zountsa for the presentation entitled "Participatory Governance to Accelerate Integrated Multi-modal and Low Carbon Mobility Solutions in Thessaloniki". Stella Zountsa started her presentation by describing the REMEDIO approach for the implementation of the participatory governance in order to accelerate integrated multi-modal and low carbon mobility solutions in Thessaloniki pilot area. She presented briefly the main characteristics of the pilot area. She explained the high-participatory approach adopted by the Major Development Agency Thessaloniki S.A. in order to enable the community to propose itself the best solutions and suggest their perspective/view towards a less carbon footprint lifestyle. After that, she presented the main findings of a survey based on questionnaires addressed to residents, employees in local businesses and commuters. After that, the preliminary proposals for the redesign process of the Thessaloniki pilot area were described. Stella Zountsa explained the process for defining the final solution: (i) workshops with relevant stakeholders to analyze the technical characteristics of the redesigning proposal, (ii) online public consultation to record the opinions and comments of stakeholders on the alternative proposals for the axis redesign, (iii) participatory workshops with social actors for the redesigning proposal that emerged, (iv) technical meetings with authorized bodies to elaborate with them the final characteristics of the proposal, (v) awareness raising campaigns.

The last presentation before the coffee break was held by Roberto Bonaventura (Municipality of Treviso) and Paolo Pierobon (Former REMEDIO Project Manager on behalf of Municipality of Treviso). Roberto Bonaventura is an architect with experience in private building, public works, ecology and the environment. With particular interest in the field of estimates for estimates and evaluations real estate, he has carried out planning and works supervision of public, civil and road works. He is currently the Technical Manager of the Environment Sector and the Single Desk of the Municipality of Treviso. Paolo Pierobon was the Chief Engineer of the Municipality of Treviso from 1983 to 1998 and subsequently Manager of the Environment sector until 2018, and he had a forty-year experience, managerial and professional, in engineering, civil, environmental, industrial and information engineering, realizing innumerable plans (pest control, waste, green, traffic, roads and parks, asbestos, antennas, sustainable energy, for the reduction of smog and climate-changing gases) and public works projects and related maintenance (wells, aqueducts, sewers and water purification, roads and bridges, buildings, sports facilities and public lighting). He attended specialized and refresher courses, also in the field of human ecology. He was a speaker at about 50 conferences and some of his work received awards and public recognition. The two speakers addressed the topic of "Horizontal Condominium in the Municipality of Treviso". The speaker started his presentation stating the global character of the elevated CO_2 emissions and the importance of the Sustainable Energy (and Climate) Action Plan of the Covenant of Mayors. He then presented in detail the pilot action of Treviso. He presented some important characteristics (number of cars, estimated CO_2 emissions, etc.) of the arterial road of Treviso (Strada Ovest), on which the bike stations were implemented. After that, Paolo Pierobon presented the "I love Strada Ovest in classe A" campaign. He concluded by presenting an integrated plan of the Strada Ovest which includes sustainable transport solutions such as electric recharging lanes and electric trains as well as energy efficiency solutions of the buildings found in this road and green spaces.

The second Session started after the coffee break. The chair introduced **Dario Gregori** (Unit of Biostatistics, Epidemiology and Public Health, DCTVPH, University of Padova). He is a full Professor and Chair of Biostatistics, School of Medicine at the University of Padova. He is also heading the Unit of Biostatistics, Epidemiology and Public Health in the same University. He is actively involved in research activities, mostly

related to predictive modeling in clinical and epidemiological setting, authoring about 500 peer-reviewed papers. He is member expert in Risk Analysis of the National Council for Food Safety at the Italian Ministry of Health. The first presentation of the second Session, addressed the topic "Air Pollution and Health Effects: Role and Perspectives of Simulation-Based Approaches". Dario Gregori started his presentation with the air pollution problem and the awareness of the communities. He then described different models and approaches for health impact assessment, such as pollution models, health risks and environmental models, giving emphasis to environmental and health statistics. He presented Individual – Population Based Models, which link Pollution and Health Care Records, and associations of air pollution (e.g. PM₁₀, PM_{2.5}) with cardiovascular diseases and children bronchiolitis. Dario Gregori underlined that many different policies and programmes have been put into place to reduce air pollution; examples include vehicle restrictions to reduce traffic, fuel standards for cars, buses and other motorized transport, industrial regulations to limit pollution from factories, and the replacement of inefficient heating stoves with more efficient, cleaner burning stoves. In addition, many studies observed no clear changes in health or air quality associated with abatement measures, while others did observe clear improvements. In any case, the production of higher quality and more uniform evidence would be helpful in informing decisions. He concluded with a "wish list" for: (i) Methods - Further improve in detailing pollution data (also via algorithms); Define methods for handling correlated outcomes and exposures, (ii) Research - Develop algorithms for translational research (from mice to humans, from surrogates to outcomes); Develop validation criteria for simulation of health outcomes impacts of pollutants, (iii) Policy - Easier micro-data linkage for surveillance purposes.

The chair welcomed on the floor the next invited speaker, **Susana Marta Almeida** (Instituto Superior Técnico of Lisbon) for the presentation entitled: "LIFE Index-Air: A Decision Support Tool to Reduce the Exposure to Air Pollutants and Improve the Health of Citizens Living in European Cities". **Susana Marta Almeida** has a PhD in Environmental Sciences from the University of Aveiro. Her main research interests are on Environmental monitoring and impact assessment, Indoor Air Quality and Health effects of air pollutants. She is Researcher of the Instituto Superior Técnico. **Susana Marta Almeida** presented a novel policy support tool, based on an integrated exposure-dose-burden of disease assessment. The tool was developed in the framework of the LIFE Index-Air project (<u>www.lifeindexair.net</u>) and will be initially applied for Lisbon and Porto (Portugal), Treviso (Italy), Athens (Greece) and Kuopio (Finland). The tool focuses on the exposure of school children and uses data on Particulate Matter (PM) outdoor concentrations and in selected indoor microenvironments (homes, schools, and transport modes), as well as time-activity information. The computational algorithms include the following Calculation Levels:

- Level 1: Modelling of ambient concentrations based on PM emissions,
- Level 2: Exposure model, for the assessment of individual and population exposure,
- Level 3: Dosimetry models, for the assessment of respiratory deposition and internal doses,
- Level 4: Methodology for calculating the burden of disease,
- Level 5: Built-up of policy making scenarios, where the user may change selected input data (such as, strength of emission sources or children's time activity patterns) and repeat all the computations included in Calculations Levels 1 – 4.

The speaker underlined that through this comprehensive exposure - health impact assessment, the LIFE Index-Air tool allows policy makers and other interested parties to: (i) quantify key parameters with respect to the exposure of citizens to PM pollution and the relevant health risks, and (ii) to assess exposure mitigation strategies, through a quantitative measure of their impact on PM concentration levels, exposures, doses to the human organism, and overall burden of disease.

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Following, the chair introduced Christos Vlachokostas (Aristotle University of Thessaloniki). He addressed the topic "Bridging the Gap between Microenvironmental Urban Quality and Participatory Processes: The CENSE Tool for Mobility Options." Christos Vlachokostas is a Mechanical Engineer, member of the School of Mechanical Engineering of the Aristotle University Thessaloniki (Greece). He holds an MSc in Operations Research. In 2009, he received his PhD, which was awarded with the Environmental Sensitivity Prize "OIKOPOLIS" from the Greek environmental NGO "ECOCITY". He is a group leader in the Laboratory of Heat Transfer and Environmental Engineering, where, since 2003, he has been involved in 21 EU research projects dealing with Environmental Management, Air quality, Depollution, Transportation and Sustainability. He also served as visiting Professor in the International Hellenic University. He has supervised more than 50 Diploma Thesis and 13 Student project works. Christos Vlachokostas is the author of more than 100 scientific publications, including 45 papers in high impact factor journals. He served as the Vice-President of the General Assembly of the Technical Chamber of Greece, as a member of the administrative board of the Institute of Adult Continuing Education, Ministry of National Education & Religious Affairs and as the Treasurer of the Hellenic Association of Mechanical & Electrical Engineers. The speaker commenced by noting that the "urban climate" is characterized by numerous environmental pressures such as air and noise pollution, toxic substances or radiation which give justifiable rise to citizens' worries about possible impacts on public health. The effort to close the loop between health stressors in urban areas is scientifically of major importance and should be brought forward. The approach presented supports this initiative and highlights an integrated exposure assessment for Thessaloniki, Greece. The approach is based on the application of the Combined Environmental Stressors' Exposure (CENSE) tool. CENSE is a tool for environmental integrated management on the grounds of the combined dose and exposure indicators for urban spaces. An urban space may be a closed environment (e.g. the interior of a car) as much as an open-air one (such as the saddle of a bicycle, or even the pavement used by pedestrians). The tool incorporates co-exposure indicators and takes into account the potential relative intake of each chemical stressor by considering the physical activities of each citizen (i.e. standing, walking, fast walking, cycling, fast cycling, car riding or motorcycle riding). The presented approach could be characterised as a little stepping stone to bridge the gap between numerous health stressors and to highlight their possible interactions and combined impact. Undoubtedly, the scientific gap and the inherent epidemiological uncertainties are significant, especially when considering combined or synergetic exposure to the complex environmental pollution mix. However, it is concluded by Christos Vlachokostas that rather than viewing chemical and physical health stressors separately for decision making and environmental sustainability consideration and planning, the possibility of an easy-to-comprehend co-exposure assessment is considered with use of the CENSE application.

The last speakers before the lunch break were **José Antonio Becerra Villanueva** (University of Seville) and **Anastasia Poupkou** (Aristotle University of Thessaloniki). They jointly addressed the topic "'REMEDIO Integrated Modeling Tool (IMT) and Mobility Solutions Assessment Results". **José Antonio Becerra Villanueva** is an Associate Professor of the Department of Energy Engineering of the University of Seville. **Anastasia Poupkou** is a Physicist. She holds an MSc degree in Environmental Physics and a PhD degree in Atmospheric Physics. Her expertise is mostly on atmospheric modeling and on pollutant emission inventories. She is working as a research associate in the Laboratory of Atmospheric Physics of the Department of Physics of the Aristotle University of Thessaloniki. The Integrated Modeling Tool (IMT) of REMEDIO is a customized and user-friendly modelling tool to assess the performance of low carbon mobility solutions at street level in terms of energy efficiency, noise impact, air pollution, carbon footprint, cost & health effects. IMT is comprised of the following modules:

- Traffic transport module based on the "Simulation of Urban Mobility" (SUMO) traffic model,
- Pollutant emissions, Carbon footprint and Energy modules based on the "Passenger Car and Heavy Duty Emission Model (Light)" (PHEMLight) model,
- Air dispersion module based on the 'Pollutant dispersion in the atmosphere under variable wind conditions' (VADIS) model,
- Noise module based on the "Common Noise Assessment Methods in Europe" (CNOSSOS-EU) methodology,
- Cost and Health modules based on statistical modeling to relate air pollution and meteorology to health events (deaths, hospitalization) and on the estimation of medical costs.

IMT links all the pre-mentioned modules on the computational platform FIWARE. An important feature of the tool is the option for building scenarios in an easy way. It possible for the user to define scenarios and examine their environmental impacts based on eight mobility interventions integrated in IMT (soft actions including for example the addition of a bus lane or the removal of a road lane etc). Of course, the user can always set and simulate his customized mobility scenario. The REMEDIO pilot activities for low-carbon mobility solutions were assessed on the basis of IMT application, measurements and mobility statistical data. In Loures, the structural interventions in the Moscavide Street with emphasis on promoting soft and sustainable mobility solutions resulted, according to measurements, in reduction by 15% of the daily total of the traffic flow and in reduction by about 7 - 8 % of PMx levels. In Split, the new public bike sharing system, thanks to REMEDIO, has been very well accepted by the citizens since the number of bike rentals has increased by a factor of 2.5 from July to September 2019. In Thessaloniki, the redesign of the Eastern Horizontal Road Axis could result in two traffic scenarios assuming for: a) 10% reduction of passenger cars and motorcycles traffic load and b) 20% reduction of passenger cars and motorcycles traffic load with an increase by two of the conventional public buses circulation frequency. The first scenario could result in environmental improvements, which is not always the case for the second scenario. In Treviso, the existing bike sharing system was expanded along the West Road. A mobility scenario was examined according to which the traffic lights along the pilot axis would be replaced by roundabouts. Such an intervention would result in considerable environmental improvements at street level. Using the IMT, an answer was provided to the question: What would be the benefits in citizens health and related costs if the daily pollutants concentrations in Treviso were reduced by 10% because of the implementation of measures to mitigate road congestion? Mortality from respiratory causes could be reduced by about 2%, while the hospitalisation costs for respiratory diseases could be about 0.5% less.

The third Session started after the lunch break. The chair gave the floor to **Panagiotis Papantoniou** (National Technical University of Athens), who made a presentation entitled: "Sustainable Urban Mobility and Safety". **Panagiotis Papantoniou** is a Civil Transportation Engineer, Post-Doctoral Researcher at the Technical University of Munich and adjunct Lecturer at University of West Attica. He has 10 years of research experience in traffic engineering and road safety with emphasis on human factors, has participated in 19 research projects, and has published 17 papers in scientific journals and 55 conference papers. He is also member of several scientific organizations and committees, has received 14 Greek and International scientific awards and he is the General Secretary of the Hellenic Institute of Transportation Engineers. The presentation of **Panagiotis Papantoniou** provided a comprehensive picture on urban road safety today and of the future challenges, with focus on urban safety and mobility, especially of the vulnerable road users. At first, the basic facts on urban road safety have been explained, highlighting the road safety problem in Europe and indicating the different urban road safety patterns in different European countries. The speaker underlined the need for evidence-based decision making, while 4 urban road safety

priorities were presented and analyzed i.e. road user behavior, infrastructure, vehicle technology and road safety management. Taking into account the high complexity of the urban environment that makes road safety choices a very difficult task, several road safety dilemmas were highlighted and meticulously discussed by the speaker. Finally, **Panagiotis Papantoniou** underlined the very important role of Authorities (by setting clear targets for drastic decrease of speed, implementing an efficient enforcement program concerning basic traffic violations, redefining speed limits etc.), indicating that both authorities and citizens should realize the choices to be made (with focus on car traffic restriction) and work together and sincerely to implement them.

The following speaker of the Conference was Enrico Chiarini (Italian Cyclists' Federation). His presentation was entitled: "BIKEPLAN: Rethinking the Network of Roads by Promoting Cycling". Enrico Chiarini graduated from the University of Brescia as a Civil Engineer. He is freelancer in Montichiari in the province of Brescia since 1997 and his experience includes coordination of the Brescia cycling plan in 1998and consultancy and planning with various public administrations on cycling, accessibility and road safety. The last professional experience is the Biciplan of San Donato Milanese in 2019. Since 2000 is Italian Cyclists' Federation member. Currently, he is president of the Italian Cyclists' Federation association of Montichiari, national councilor and head of the Italian Cyclists' Federation Study Center. The Italian Cyclists' Federation Study Center deals with legislation and planning, intermodality, training and technical dissemination. Enrico Chiarini noted that each of us wants a future of happiness, health and well-being, for ourselves and for our children. International scientific data (e.g. IPCC) show that the current market system is not sustainable in relation to the planet's environmental capacity. Current climatic emergencies confirm this and therefore, different choices are needed in the various fields of life. Problems of global scope are considered extraneous to the sphere of individual life. Enrico Chiarini noticed that today more than ever, governmental action must be complemented, corrected and reinforced by bottom-up initiatives. Recent environmental movements cry out to the consciences of the adult world and the institutional world, considered too slow to translate the sharing of choices into operational actions. A generational alliance, a community pact are needed. In the field of transport, pollution and the consumption of resources and space must be substantially reduced. Cities must be not only functional, but also more beautiful and welcoming. Enrico Chiarini gave strong emphasis to the fact that participatory processes are essential to optimize policy choices. The authorities must increasingly equip themselves with preventive socioeconomic analyses to determine the most profitable investments of which to measure the actual results. This approach is particularly useful in important planning and design phases. The limited economic resources and time available require a careful choice of the most significant investments. The institutions should justify both a particular choice and a non-action on the basis of the best result that can be achieved for their community and territory. With regard to cycling, the prerequisite for a paradigm shift is to consider cycling as a means of transport with the same dignity as traditional, but particularly efficient from all points of view. The Plan for Cycling Mobility (BikePlan), it must extend to all the roads of the territory to allow easy and safe walkability for all (children, adults, elderly). This approach makes it possible to determine the roads on which to build or complete cycle infrastructure and those where to aim for space sharing while maintaining a speed limit of 30 km/h. This vision of "city 30" requires less resources and can be realized in a limited time, using all the tools of the "traffic moderation", also in key of "tactical urbanism". In conclusion, it is necessary to think about urban mobility in a different way: from non-places, spaces "without a soul", to spaces of relationships of people to work, move, meet, buy, play, to be happy.

The next speaker was John Mardikis (Dynamic Vision P.C). His presentation was entitled: "Electromobility Progress in the MED Area". John Mardikis is an expert on Communication, Capitalization and Circular

Economy Business models who has rich experience in Greece and abroad, implementing numerous projects. Currently he is working in Dynamic Vision as a Communication Officer of the MED Horizontal Project SYNGGI, on the thematic of Green Growth. He is a Communication Manager in EnerNETMOb project. He is a Project Manager in two major private projects related with the production of electricity from biomass and an olive oil refinery (Crete) and RES from bioliquids (Western Greece). He has worked in Envireco Consulting SA environmental company as General Director, Novartis Pharma, Stem Cells Bank Romania, Cytogenomics, ProCell S.A. He holds degrees in Biology and in Strategic Marketing from the National and Kapodistrian University of Athens and has participated in research teams of the same university on oceanography and ecology. He has participated as shareholder in companies in Greece and abroad and has a vast experience on communication and project management. He is deeply involved in environmental actions related with circular economy, green growth, waste management, recycling and RES plants' development. The speaker analytically described the EnerNETMob, which is a Strategic project of the Interreg-MED Programme that has 3 phases: (i) testing, (ii) pilot, (iii) capitalization. The project eventually will promote policy recommendations and holistic Sustainable Electromobility Plans (SEMPs) that can be adopted by the Member States. Assessment of policies and Regulations/Directives adopted by EU Commission and Parliament is also realized. In 12 countries, certain policies/ objectives/ measures were assessed and will be published in 12 studies in a common template. There is an ongoing work is identifying the following financing strategies with respect to elecromobility: (i) Direct Measures: Grants for purchasing electric vehicles, Grants for installing recharging stations, Purchase of electric vehicles for public transport, (ii) Indirect measures (often at a lower administrative level): Tax relief, Parking free of charge, Free use of recharging points, Free tolls, Exemption of local vehicle tax, Entrance allowed in low-emission zones, Use of bus lanes. HOT lanes. John Mardikis concluded with the next steps that include: (i) more studies on Best Available Techniques (BATs)/ Energy Supply assessment per country, (ii) ICT Platform development/ SEMPs/ Local infrastructure/ Pilots, and (iii) Capitalization of results.

Nuno Canha (Instituto Superior Técnico) made a presentation entitled: "REMEDIO Small Scale Investments and Urban Mobility". **Nuno Canha** holds an MSc in Chemistry from Instituto Superior Técnico of University of Lisbon, Portugal, and completed a PhD degree in Environmental Sciences in Delft University of Technology (Delft, The Netherlands) in 2014. His main research interests are indoor air quality, source apportionment, ventilation rates, atmospheric air quality, exposure to air pollutants. **Nuno Canha** started his presentation explaining the three pillars of REMEDIO project: (1) Governance pillar, (2) Hard pillar, which includes the small scale investments as pilot actions implemented during REMEDIO project, (3) Soft pillar, which includes the Integrated Modelling Tool to evaluate low carbon mobility actions to be implemented in highly congested roads. He then analytically presented the pilot actions in the 4 pilot cities of REMEDIO:

- Loures (Portugal): Renewal of an urban street toward an upgraded pedestrian and cycling profile of the area,
- Split (Croatia): Mixed e-bike sharing network,
- Thessaloniki (Greece): Redesign of the major penetration road axis with a 2nd generation bus lane,
- Treviso (Italy): Bike sharing network serving the pilot road.

The last speaker was **Carlos Sánchez Pacheco** (Malaga City Council) as the GOSUMP Interreg Med Horizontal project Coordinator. His presentation was entitled "Achieving Tailor-made Sustainable Urban Mobility Plans and Solutions in the Mediterranean Area: The MED Urban Transports Community Experience". Carlos Sánchez Pacheco is a Technical Architect by the University School of Technical Architecture in Seville. He holds official Master's Degree in Photovoltaic Solar Energy Systems from the Universidad International de Andalucía and Master in Eco-audits and Business Environmental Planning given by the Institute of Ecological Research. Currently, he is coordinator of European Projects being part of the European Programs Service of the City, participating in different projects related to mobility, energy, sustainability and environmental aspects. He was member of the Commission for the Energy of the City council in Malaga. He collaborates and participates in environmental activities, currently focused on the project Land and Life under the Erasmus + European program, consisting of the regeneration and reforestation of degraded soils, with a pilot that is developing in the desert of Tabernas (Almería). He is actively participating in the Iberian Ecovillage Network since 2016 in subjects related to the water management. Carlos Sánchez Pacheco explained that the MED Urban Transports Community (UTC) is supported and animated by the GOSUMP project. The MED UTC gathers 120 partners (22 local authorities, 18 universities and research centres, 13 regional authorities, 4 port authorities, 4 international networks, 4 private operators, 3 national authorities, 3 business and competitiveness centres and 1 regional intergovernmental forum). He briefly presented the 7 modular projects (MOTIVATE, LOCATIONS, SUMPORT, REMEDIO, MOBILITAS, CAMPSUMP and ENERNETMOB). He gave emphasis on the objectives and outputs of the modular projects.

Following the presentations, there has been a brief **open discussion** among the participants of the Conference. The main points arisen and remarks made during this last part of the Conference are the following:

- Clarifications about the LIFE Index-Air project methodologies and tools and synergies between REMEDIO and LIFE Index-Air project, following Susana Marta Almeida presentation,
- Technical questions and benefits/advances related to the implementation of the REMEDIO methodology and IMT tool, following the presentation of José Antonio Becerra Villanueva and Anastasia Poupkou,
- Reliability of the associations of air pollution and health impacts, especially respiratory and cardiovascular, following Dario Gregori presentation,
- Clarifications on the exposure and dose indicators theory and special emphasis on working hard towards the direction of providing synergies, especially in the participation processes, following Christos Vlachokostas presentation,
- Importance of future efforts for networking, strengthening interactions, putting forward common agendas and raising funding for sustainable mobility activities, following John Mardikis presentation,
- Benefits from promoting a holistic approach that will combine the tools presented in the framework of the Conference.

Salvatore Patti and **Francesca Liguori** closed the International Conference by thanking all the invited speakers for their interesting presentations, the participants for their fruitful thoughts and interaction and the project partners for the collaboration resulting in the successful ending of the REMEDIO project.

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Annex:

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- 9. Susana Marta Almeida Presentation (REMEDIO_International_Conference_Almeida.pdf)
- 10. Christos Vlachokostas Presentation (REMEDIO_International_Conference_Vlachokostas.pdf)
- 11. José Antonio Becerra Villanueva and Anastasia Poupkou Presentation (REMEDIO_International_Conference_Villanueva_Poupkou.pdf)
- 12. Panagiotis Papantoniou Presentation (REMEDIO_International_Conference_Papantoniou.pdf)
- 13. Enrico Chiarini Presentation (REMEDIO_International_Conference_Chiarini.pdf)
- 14. John Mardikis Presentation (REMEDIO_International_Conference_Mardikis.pdf)
- 15. Nuno Canha Presentation (REMEDIO_International_Conference_Canha.pdf and REMEDIO_International_Conference_Canha.vlc)
- 16. Carlos Sánchez Pacheco Presentation (REMEDIO_International_Conference_Pacheco.pdf)
- 17. InternationalConferenceAttendanceList(REMEDIO_International_Conference_Attendance_List.pdf)
- 18. International Conference Photo (REMEDIO_International_Conference_Photo.jpg)