

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

### **Minutes (Action 4.3)**

**Thematic seminar with invited speakers from CATMED community “Non-motorised Transport and Transport Energy efficiency as challenges for road traffic congestion and air quality improvements in the Mediterranean Cities”.**

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**Dissemination Level:** Public

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## 1 Thematic Seminar Minutes

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The first REMEDIO Thematic Seminar was held on the 18<sup>th</sup> of May 2017 at the premises of the Superior Technical School of Engineering of Seville, in Seville.

The topic of first Thematic Seminar was: “**Non-motorised Transport and Transport Energy efficiency as challenges for road traffic congestion and air quality improvements in the Mediterranean Cities**” and hosted three invited key-note speakers representing the CATMED community and one invited speaker representing the University of Seville.

29 participants followed the Thematic Seminar that was chaired by **Charikleia Meleti** and **Anastasia Poupkou (AUTH)**.

Following the presentation of the Thematic Seminar Agenda (Annex 1), **Ricardo Chacartegu (USE)** welcomed the participants and opened the Thematic Seminar session.

After the short welcome speech, **Salvatore Patti (ARPAV)**, representing the REMEDIO Leader Partner, made an **overview** on the project’s focus, its specific objectives, project activities and their interrelation. He underlined the transnational project relevance in developing **a common approach for participatory governance** that will actively engage institutions, stakeholders and citizens so as to **improve multi-modal and low carbon mobility and environmental quality** allowing sustainable development of Mediterranean cities (Annex 2).

In continuation, **Alfonso Palacios Carrasco**, Project Manager of the Urban Environment Observatory - Malaga City Council (**OMAU**), addressed the topic of **sustainable mobility** that emerged in the city of **Malaga** since the inception phase of the **CATMED project** (Annex 3). **Alfonso Palacios Carrasco** underlined the difference in the configuration of cities that lead to different environmental impacts. Denser in terms of urban configuration European cities may consume less energy for transportation reasons in relation to other dispersed cities (e.g. American, Australian) since the need for private or mobile transportation can be more reduced. Based on the examination and measurements of the unique characteristics of **Malaga**, **OMAU** has introduced strategic documents, one of the most significant ones being the **Strategic Urban Mobility Plan of Malaga**. It has been estimated that 47% of the polluting emissions in **Malaga** derives from the transportation sector, raising thus urban mobility planning a significant issue towards a healthier urban environment. Acting towards this direction, the city of **Malaga** sought for increased **inter-modality** among different transportation modes, such as public transport, bicycles and pedestrians. The roadmap to reach the objective of minimizing polluting emissions is through the optimization of inter-modality and the creation of hubs as key elements for the user to not perceive a lack of continuity in a multistage journey which could discourage the use of sustainable transport. Activities proposed and practices implemented in the field of cycling and pedestrian mobility have also been presented. Last but not least, **electro-mobility** and its benefits have been presented. Malaga has implemented several electro-mobility initiatives, mainly deriving from its participation in **funded EU programmes**, towards the maximization of the use of electric private vehicles. These initiatives have been presented.

The following presentation, held by **Francisco Cardenas**, Head of planning at the **Urban Ecology Agency of Barcelona**, gave insights for **a new model for mobility and public space**, applied in **Barcelona** and based on the concept of **superblocks** (Annex 4). **Francisco Cardenas** presented the superblocks as an urban cell that provides the basis for the **new functional urban model** that can be applied at any city and urban fabric, allowing population to use the public space of inner roads and limiting the mobility of private vehicles within the boundaries of the superblock. A city transformed into superblocks will **improve mobility** of pedestrians

and bicyclists (10% and 67% respectively) whereas the **use of public transportation** will also be improved per 3,5% in relation to the current situation. At the same time the **use of private cars** will be reduced as per 21%. The **uses** within the superblock will be mixed. The concept of the superblock is to **give high value** to the citizens and enable them to **enjoy everything the city offers**. The **implementation phases** were analytically presented, built around two phases:

1. Changing of mobility patterns

2. Transformation of public spaces. The special features and the positive impacts from the implementation of this concept in several neighborhoods in **Barcelona**, in terms of **air quality, open spaces, spaces for vehicles**, were presented supported by quantitative data. Finally, the evaluation and urban certification system developed for the city of **Barcelona** was presented. At the final part of his presentation, **Francisco Cardenas demonstrated a video** uploaded and available by the Vox Media that illustrated **the practical implementation** of the concept of superblock and how **Barcelona** is taking back streets from the cars. (<https://www.vox.com/2016/8/4/12342806/barcelona-superblocks>).

The first presentation after the coffee break was held by **Barbara Poggio**, representing the **Genoa Municipality**, who addressed the topic of **air quality** and the way it was tackled in **Genoa**, through the **implementation of the Green Apple pilot project in the framework of the CATMED project** (Annex 5). **Barbara Poggio** presented briefly the CATMED project and its key methodological steps and quickly passed into the presentation of the selected **Green Apple area in Genoa** to experiment within the project and measure sustainability; the area of **Voltri**. The study of this area provided the opportunity for initially experimenting with the methodology that was to be adopted for creating the planned contents and the regulation of the new Municipal Master plan. This constituted a preliminary step towards city planning that was innovative for Genoa and attentive to the sustainability of its choice. **Barbara Poggio** presented that one of the biggest problems affecting the study area and its inhabitants was the huge congested traffic in the road Aurelia, the only existing infrastructure which connected the area to the city center. The traffic made difficult and very long the public transport (buses) and this increased the sense of distance and separation with the city center. Several measures were discussed to tackle the problems. The methodology to implement these measures and mainly to involve **all the interested stakeholders through the implementation of Metropolitan Groups meetings**, as part of the **CATMED methodology**, was presented. According to the methodology, five **Metropolitan Groups** were formed: 1.Territorial and Urban Planning Management 2.Mobility and Transport 3.Resources management and ecological footprint 4.Economic and Social Cohesion 5.Mediterranean Green Apples' governance/local challenges identification. The different topics discussed during the **Second Metropolitan Group** meetings (i.e. public spaces layout; public transport promotion; mobility; accessibility; alternative nodes of transportation; parking; reducing CO<sub>2</sub> emissions) were analytically presented. Finally, **Barbara Poggio** talked briefly about the **weak and strong points** from the implementation of the **Metropolitan Groups** and presented points that still need to be improved.

In the last part of the Thematic Seminar a project for **freight logistics in the Port of Seville, TECNOPORT 2025**, was presented by **José Antonio Delgado (USE)** (Annex 6). The **Port of Seville**, being the only inland port in Spain, is a very important point in the Madrid-Seville-Canary Island corridor and has very special features because an intermodal transport is used comprised by three transport ways, truck, train and ship to freight transport. **TECNOPORT** was born to **optimize this transport method** through the application of technology. **José Antonio Delgado** analytically presented the three systems to support the port activity planning and the data monitoring: CUTS, as the tracking system, FPS, the ferro-port system aiming to improve the safety through innovation and automation and eRIO, the electronic river information and optimization system allowing river monitoring, field action, feed of a data base, traffic planning and monitoring, electronic nautical chart, navigator support and complementary signaling. The abovementioned systems work integrated with

several enabling technologies: a Communication network, a Sensor network, that allows periodic data and alarms sending and a Service integration platform (FIWARE to be used within REMEDIO), which were also presented. Finally **José Antonio Delgado** listed the main **TECNOPORT innovations**: complete tracking in Madrid-Seville-Canary Island corridor, improved safety through automation and an integrating platform of all services and applications.

Following the presentations, there has been an **open discussion** among the participants of the seminar. **The main points arisen and remarks made during this last session are the following:**

1. Technological developments of the TECNOPORT project, following the **José Antonio Delgado's** presentation:

- Clarifications about the **application of the TECNOPORT systems and integrating platform**.

**José Antonio Delgado** answered to several technical questions about the implementation of the TECNOPORT systems, applications and platform (e.g. the sensor network) so as the advantages to be identified that could be useful also for REMEDIO (e.g. for the implementation of the mobility solutions addressed within REMEDIO or for the platform to support the REMEDIO integrated modeling tool).

2. New models of mobility, following **Alfonso Palacios Carrasco's** presentation:

- Need to introduce a **business model** regarding the car-sharing.

**Alfonso Palacios Carrasco** commented that there is a need to introduce a business model regarding car sharing services and promote the shortest itinerary between places or from one place to the parking areas. In charge of this service are private companies who have introduced and run this model in Malaga (e.g. Mitsubishi, Hitachi etc).

3. Superblocks concept, following **Francisco Cardenas's** presentation:

- **Applicability of the superblocks model** in any city e.g. in Seville and existing constraints.  
**Francisco Cardenas** underlined that the superblocks model can be adopted by any city, no matter which is the existing urban fabric. Of course, **Barcelona** seems to be very orthogonal and this is not the case in other cities. However, La Coruna and other cities apply this model. Referring to Seville, the city council has already launched a tender and the Ecology Agency of Barcelona proposed the superblocks model. One of the main characteristics of the model is its **flexibility**, which makes it adaptable in any Mediterranean city.
- **Involvement of the citizens and different groups** prior to the implementation of the superblocks.  
**Francisco Cardenas** agreed that the public, the students and other different groups are involved in the superblocks concept. The city council approved proposal and the people's agreement are necessary. During the implementation phase, a lot of meetings are held, including different target groups which agree on legal decisions, economic tools, and participatory tools. In addition, there are a lot of volunteers. At the moment, in **Barcelona**, the Municipality is implementing a superblock and the students of the university have been working on this project. Approximately fifty meetings are usually needed, in order to make the project for each superblock to succeed, and they are held in the middle of the street, so that everyone is **aware** and part of this continuous process. During these meetings, people are being asked to express their ideas on their special needs to be satisfied from the superblock, e.g. a common recreation area in the middle of the superblock, a square etc. This is a very **intensive process** and the heart of the realization of the superblock.
- **Francesca Liguori (APRAV)** noticed that in fact the superblock can be considered as a **new management tool** since it also foresees the organization of waste collection, city agriculture points,

recreation activities etc. Around 10,000 inhabitants might live and enjoy the **benefits** of being part of a superblock.

4. Metropolitan Groups meetings and participatory process, following **Barbara Poggio's** presentation:
  - On-going organization and implementation of Metropolitan Groups meetings, as a **participatory process** that has been initiated in Genoa during the **CATMED project**.

**Barbara Poggio** admitted that at the moment the participatory process through the form of Metropolitan Groups meetings it is not “alive” in the city of **Genoa**. However, after the CATMED project, **the participatory process** was used for the design of the Master plan. It was underlined that in every EU project, the participatory process may **add value** to the deliverables and help towards the implementation of the results. In Genoa, even if the process is not on going at the moment, since the methodology exists and has been practiced, it is very easy to **recall** it and implement Metropolitan Groups meetings every time it is needed, mainly when **city transformations** are discussed, according to **Barbara Poggio**. The benefit is that people stay **interconnected** and it is easier and faster to mobilize them. The same approach has been used to other parts of the city, apart from the **CATMED pilot area**. So this methodology is applicable for multiple cases and the city is prepared when problems arise between the local authority and the citizens. Finally, answering **Francesca Liguori (APRAV)** question on whether there are **volunteers** to participate in the Metropolitan Groups, **Barbara Poggio** answered that, for the process initiated during CATMED implementation, the President of the district participated as a **politician** but also as a person very close to the residents and this helped to avoid conflicts.

The invited speakers encouraged the project partners to contact them for further clarifications on the presentations and the concepts discussed during the Thematic Seminar. The Thematic Seminar ended at 14.00hrs.

# Annex 1: Seville Meeting Agenda



## Thematic Seminar on Low Carbon Transport & REMEDIO SECOND PARTNERS MEETING Final Agenda

### Venue:

Escuela Técnica Superior de Ingeniería de Sevilla  
Camino de los Descubrimientos, s/n,  
41092 Seville - SPAIN

### Date:

18<sup>th</sup> and 19<sup>th</sup> May 2017

18 <sup>th</sup> May 2017 - morning		
Thematic seminar with invited speakers from CATMED community "Non-motorised Transport and Transport Energy efficiency as challenges for road traffic congestion and air quality improvements in the Mediterranean Cities".		
Time	Topics	Speakers
9:30-9:40	<b>Opening and Welcome Address</b>	USE team
	Chairman of the seminar	Anastasia Poupkou and Charikleia Meleti, Aristotle University of Thessaloniki
9:40-10:00	The REMEDIO project: testing a participatory governance approach for high congested roads in Mediterranean cities	Salvatore Patti, ARPAV, Lead Partner of REMEDIO
10:00-10:30	Bringing together the Mediterranean identity and sustainable mobility	Alfonso Palacios Carrasco, Project Manager of the Urban Environment Observatory - Malaga City Council
10:30-11:00	A new model of mobility and public space in Barcelona, based on Superblocks	Francisco Cárdenas, Urban Ecology Agency of Barcelona
11:00-11:30	<b>Coffee Break</b>	
11:30-12:00	CATMED Genoa: Green Apple and shared solutions for air quality	Barbara Poggio, Genoa Municipality
12:00-12:30	Tecnoport, a project for freight logistics in the port of Seville.	J.A Delgado, University of Seville
12:30-13:00	Questions and open discussion	

18 <sup>th</sup> May 2017 - afternoon REMEDIO PARTNERS MEETING		
Time	Topics	Speakers
14:00-16:00	<b>Session I: Participatory governance for urban mobility solutions and soft</b>	
14:00-14:10	Short presentation of the session and chairman	ARPAV (LP): F. Liguori
14:10-14:40	Treviso	MT: P. Pierobon
14:40-15:00	Loures	ML: F. Noivo
15:00-15:20	Split	CS: I. Bandalo
15:20-15:40	Thessaloniki	MDTA: S. Zountsa (by internet connection)
15:40-16:00	Period for Discussion	
16:00-17:30	<b>Session II: IMT and simulation of low carbon mobility solutions</b>	
16:00-16:20	IMT modules advances: traffic, energy, noise and tailpipe emissions modules. Platform structure and integration	USE: R. Chacartegui, J.A Delgado, Carlos Ortiz
16:20-16:40	Dispersion Module and freight	IST: M. Almeida-Silva J. Ferreira
16:40-17:00	Simulation of low carbon mobility solution in Thessaloniki	AUT: A. Poupkou
17:00-17:20	Validation of the IMT and Simulation of low carbon mobility solution in Treviso	ARPAV: F. Liguori
17:20-17:40	Period for Discussion	

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18:00	Closure of the first day meeting
19:00	Social Programme in city centre

19 <sup>th</sup> May 2017 - morning		
REMEDI PARTNERS MEETING		
Time	Topics	Speakers
9:30-11.00	Session III: Communication	
09:30-09:50	Internal communication: tool and methodologies	M. Almeida-Silva (IST) REMEDI Communication Manager
09:50-10:10	Networking at local scale	
10:10-10:20	Educational activities and environmental awareness empower	
10:20-10:40	REMEDI Experiences for COM&CAP events of Horizontal Projects and Programme	F.Liguori HP contact Person
10:40-11:00	Period for Discussion	
11:00-11:30	Coffee Break	
11:30-13:00	Session IV: Transferring	
11:30-11:40	Participatory governance for urban mobility solutions	AUTH: A. Poupkou
11:40-11:50	Networking activities at transnational level	
11:50-12:10	Period for Discussion	
12:10-13:10	Reprisal of the thematic session outcomes towards the agreements for the next working project period	
13:00 -14:00	Lunch Break	

19 <sup>th</sup> May 2017 - afternoon		
Financial issues and STEERING COMMITTEE MEETING		
Time	Topics	Speakers
14:00-14:30	Session V: Management & financial issues	LP: L. Da Rugna Financial Manager of REMEDI
14:30-15:00	Questions time, proposals and period of discussion	All PPs
15:00-16:30	AgreementS on the mid-term working programme and sharing of the various partners' assignments ("to do list") till next project meeting, as come up during the whole project meeting	SC members of each PP
16:30	Closure of the meeting	