Project co-financed by the European Regional Development Fund

REMEDIO 2nd Meeting
18th and 19th May 2017
Escuela Técnica Superior de Ingeniería de Sevilla
Camino de los Descubrimientos, s/n,
Sevilla - SPAIN

Communication

Session III

Marina Almeida-Silva

Instituto Superior Técnico

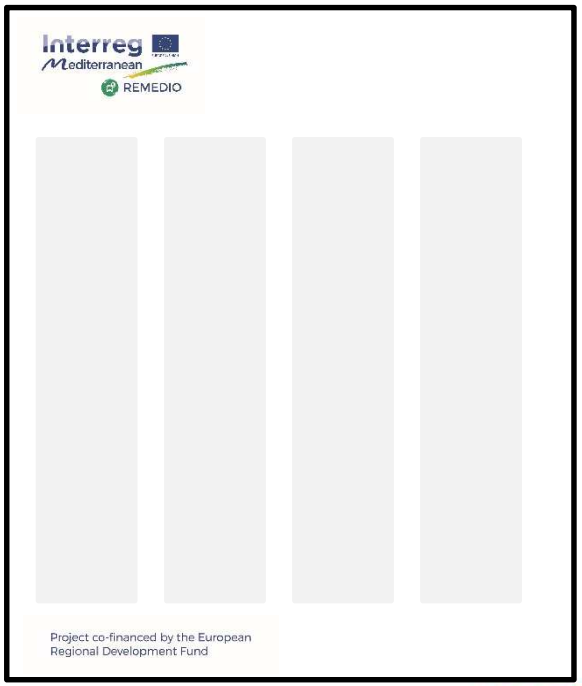
Branding requirements

To comply with Programme **AND** EU branding you need to use on all communication materials:

Project co-financed by the European Regional Development Fund

Logos – How to use project logos?

- Positioning: top and bottom left



- Minimum size

30mm
350 pax

Logos – When to use project logos?

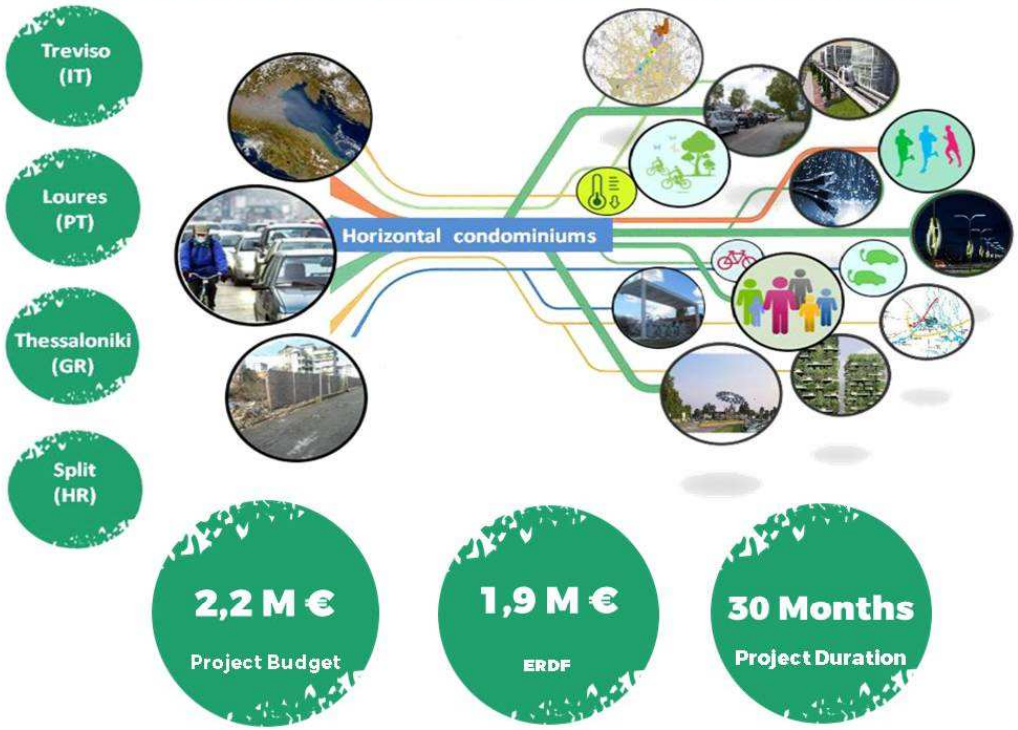
In All Communication Materials!

- Printed publications: reports, promotional handouts;
- Audio-visual: videos, audio podcasts;
- Digital or electronic materials: websites, web tools, videos, podcast, etc.
- Events: PPT presentations, agendas, bags and other conference material, etc.
- Stationary and office materials.

Institutional Websites

- Short description of the project
- Reference to EU co-financing
- Logo + ERDF ref set in visible place
- Link to the project website

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



REMEDIO tests concrete soft mobility actions in Treviso (IT), Thessaloniki (GR), Loures (PT) and Split (HR) proposing for their **mixed-used high congested roads to transform them into "horizontal condominiums"**, forms of participatory governance that actively **engage institutions, stakeholders and citizens** and with which the Municipality can directly interact to **improve multi-modal and low carbon mobility, freight logistic and environmental quality**. Duration of the project: from November 2016 to April 2019

Project partners

Regional Agency for Environment Protection and Prevention of Veneto

Instituto Superior Técnico

Municipality of Loures

City of Split

Metropolitan Development Agency of Thessaloniki, S.A.

Municipality of Treviso

Aristotle University of Thessaloniki

University of Seville

https://remedio.interreg-med.eu

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POSTER

Aristotle University of Thessaloniki

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Social Media

Who wants to be editor of this social media, helping me on its updating?

- Facebook
- LinkedIn
- Twitter

Beneficiary	Name

Communication Flow

Suggestion: avoid the small mailing list and create a outlook group with all project' participants.

- Only **relevant information** (strictly related to the REMEDIO project) is sent to the appropriate project participants
- Subject of the e-mail:
  - The project acronym (REMEDIO) followed by word "ACT" whenever an activity is needed from the recipient(s)
  - The deadline, preceded and followed with a hyphen "[ ]",

Examples of a subject field: **REMEDIO ACT: Propose dates for 2 workshop [7 Sept 2016].**

- Each mail must contain **one topic only**. The topic must be clearly expressed in the subject field. **If it is not practical to separate** multiple topics, then the **different topics in the e-mail must be separated by clear heading**.

COM&CAP events

Foreseen: 8

Date	Localisation	Beneficiary(ies)	Purpose	Notes
October 2017 (Date TBC)	Malaga	MP will be invited. Probably MP will be asked to send some contribution.	COM&CAP event under the direction of MED Programme and HPs	Waiting for more information by HP GO-SUMP. Subject in charge: Malaga City (Go-SUMP leader)
April 2018 Sept 2018 January 2019 April 2019	Localisation in different med aera (Western, Central, Eastern) TBC	Waiting for confirmation that MP will be invited	GO SUMP Expert meeting (Foreseen 4)	MP will be invited. Probably MP will be asked to send some contribution.
April 2019	TBC	MP will be invited. MP will be asked to pariticipate with their contributions.	SUMP conference	MP will be invited. Probably MP will be asked to send some contribution.

Communication Materials

Foreseen: 14

Type of Material	Beneficiary(ies)	Purpose/Content	Notes
Poster	All	Brief explaination about the project, budget and timeframe	
Pamphlet [Foreseen to be done on 3rd June 2017]	IST	Explaining the project REMEDIO and the Loures' Pilot-Area intervention	In Portuguese
Poster	IST	Brief explanation about the sampling campaign in Loures' Pilot-Area	

Networking Events

Type of Level • Political and governance • Economic • Social	Date/Place	Beneficiary(ies)	Purpose/Content
Political and governance	27/12/2016 Ayuntamiento de Sevilla	USE	Meeting with stakeholder (Ayuntamiento de Sevilla) to evaluate the amount of data available for the project
Political and governance	12/04/2017 Ayuntamiento de Sevilla	USE	Meeting with stakeholder (Ayuntamiento de Sevilla) to transmit the advances of the project and look for sinergies with other initiaves of the mainhall.
Economic	18/01/2017 CTA – Corporación Tecnologica de Andalucia	USE	Meeting with economic entity to present the INTERREG MED REMEDIO project and look for sinergies with other initiaves.
Economic	19/04/2017 CTA – Corporación Tecnologica de Andalucia	USE	Meeting with economic entity to transmit th eadvance of the INTERREG MED REMEDIO project.
Political and governance	Consejería de transportes, Junta de Andalucía	USE	Meeting with regional goberment to present the INTERREG MED REMEDIO project and look for sinergies with other initiatives.
Political –economic social actors will engage the event	June 2017 (not fixed exact date)	MTDA	Local decision-makers, stakeholders (private and public) and citizens, associations, NGOs

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Networking Transnational Events

Date/Place	Beneficiary(ies)	Purpose/Content
4-6 July 2017 RICTA Conference Barcelona, Spain	IST	Abstract: Source apportionment in a street canyon: first approach within REMEDIO Project Oral Presentation
28 Aug to 2 Sep 2017 EAC 2017 Zurich, Swiss	IST	Abstract: Air quality in a street canyon: particles and traffic composition Poster presentation
26-29 Sep 2017 ICUH Coimbra, Portugal	IST	Abstract: Assessing of atmospheric pollutants dispersion impacts under REMEDIO Project Poster presentation

Educational and Environmental Activities

Date	Local	Beneficiary(ies)	Purpose
11-13 May 2017	Feria de las ciencias, FIBES SEVILLA	USE	Comunicate the purpose of the REMEDIO project to students from the province of Seville. 20.000 students attended to this event. INTERREG MED REMEDIO was present through a stand shared with INTERREG SUDOE CLIMACT project.
5 June 2017	Loures Inss, Portugal	IST + Loures Municipality	Loures Inss it is a fair about environment and sustainability organized by the Loures Municipality.

Foreseen: 20

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Educational and Environmental Activities
in Treviso, by ARPAV direction

Date	Beneficiary(ies)	Purpose	Notes
October 2018 - May 2018	*Education / training centre and school*	The population living in urban centers is subject to various pollution factors: noise, air pollution, traffic congestion, poor availability of green spaces. Many of these problems are directly or indirectly linked to the need for mobility "imposed" or stimulated by city life.	**Index**
	Nursery schools and first grade schools located near "West Road"	The main objective of the project is to raise awareness in boys and childiren of the importance of air quality and the environment where they live, with the help of teachers, parents and educators.	n.20 Educational paths with an average of 8 hours of work in class for each project by professional educators
	Children aged 5 to 10 years	Each child is invited to reflect on the daily behaviors that everyone can put into practice to contribute to the reduction of atmospheric pollution and to improve environmental quality.	n. 160 hours
		Parents of children will be involved with a questionnaire on mobility habits and subsequent meetings that will present step-by-step the results of the project.	n. 20 classes
October 2018 - May 2018	Second grade school (students aged 11 to 14) located near "West Road"	Participatory educational activities so as to involve the students on sustainability issues and the best urban mobility solutions to be coordinated with the territorial reality and the experiences already in place in the province of Treviso. Students and their family are invited to propose their vision of sustainable mobility or reduction of CO2 emissions and discuss the feasibility of local solutions to contingent environmental issues. The result of working groups is a final action plan with the proposals discussed and shared within the participatory process. Building a shared vision is a participatory modality needed to change the behaviors of people involved in new sustainability scenarios.	n. 20 x 25 children and students 500 students attending schools of viale della Repubblica - West Road and their families
September 2018 - December 2018	High School (students aged 14 to 19) of scientific education. Educational path within the national framework of the "school-work project". (To Be Confirmed)	Students of scientific path will be involved with their teachers in the REMEDIO monitoring experiences. Beside traditional interventions into the school with lessons and discussions with the class presenting the REMEDIO project, students will be given the possibility to visit the monitoring sites and see the instruments while they're are working. After the campaign thewy will be involved in laboratory experience on data analysis, elaboration and confrontation of monitored data with background environmental data.	n. 1 High School (a second one under evaluation)

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Communication to General Public: Informative materials and Press release

Foreseen: 30

Date/Local	Digital or written	Beneficiary(ies)	Purpose/Topic
3rd of May 2017	Digital	Local press, members of MDA and the general public as presented by the press	The public discussion of REMEDIO and the open signature of the cooperation agreement between MDA and institutions with high expertise that will work together with MDA for the pilot area by implementing the interventions that have been designed and agreed.
18th May 2017	Digital [http://investigacion.us.es/noticias/2649]	Website of USE	Technical meeting from REMEDIO project.
3 - 5 June 2017	Loures Inss, Portugal	IST + Loures Municipality	Loures Inss it is a fair about environment and sustainability organized by the Loures Municipality.

Foreseen Activities [in general]

Activity	Beneficiary(ies)	Purpose/Content	Notes
Assessment of population' perception	Loures Municipality Split ???	Inquire the population about their needs regarding the mobility of the region/area.	
Mobility solution challenge to kids	ALL	Create a challenge regarding the potential solutions of low carbon in kids' region.	The projects/works may be presented in an event organized during the International Day of Environment simultaneously in all pilot-areas
Awareness campaigns for children	ALL	Raise awareness of children in concern on low carbon mobility.	
Awareness campaigns for population	ALL	Raise awareness of general populational in concern on low carbon mobility e potential sustainable solutions.	

Foreseen scientific publication

Title	Beneficiary(ies)	Period of written
State of the art + 1st campaign in Loures, dispersion modelling for reference situation	Responsible: IST	2017
Source Apportionment in Loures	Responsible: IST	2018
Before and after intervention in Loures, traffic, air quality and dispersion	Responsible: IST	2018
?	?	?
Definition of scenarios, consequences and population perception – variability between pilot-areas	ALL?	?
Tool validation in Treviso	Responsible: USE Authors: ALL	2019
Tool application in all pilot-areas	Responsible: ARPAV Authors: ALL	2020

Interreg Mediterranean REM

2nd Meeting
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Descubrimientos, s/n,
la - SPAIN

Interreg Mediterranean REMEDIO

O Programa Interreg MED é cofinanciado pelo Fundo Europeu de Desenvolvimento Regional (FEDER)

Projeto REMEDIO

Regenerar comunidades MED urbanas congestionadas pelo tráfego de uso misto através de soluções inovadoras de mobilidade de baixo carbono

A **Avenida de Moscavide** foi selecionada para a realização de um estudo de mobilidade urbana sustentável, no âmbito do projeto REMEDIO.

O estudo realizar-se-á em **2 fases**:

a) Novembro 2016

b) Novembro 2017

Se tiver alguma questão contacte-nos:

Marina Almeida-Silva

E-mail: remedio.med@ctn.tecnico.ulisboa.pt

Parceiros Beneficiários

Parceiros Associados

Parceiros Operacionais

arpav
Agenzia Regionale per la Prevenzione e Protezione Ambientale del Veneto

TÉCNICO LISBOA

Aristotle University of Thessaloniki

Universidad de Sevilla

5th Iberian Meeting on
Aerosol Science and Technology
4 - 6 July 2017
Barcelona, Spain

RICTA'17 BARCELONA

Source apportionment in a street canyon: first approach within REMEDIO project

Almeida-Silva M.[1]*, Almeida S.M.[1], Diapouli E.[2], Alves C.[3], Canha N.[1,3], Faria T.[1]
[1] Centro de Ciências e Tecnologias Nucleares, Instituto Superior Técnico, Universidade de Lisboa, E.N. 10 ao km 139,7, 2695-066 Bobadela LRS, Portugal
[2] National Centre for Scientific Research "Demokritos", Institute of Nuclear & Radiological Sciences & Technology, Energy & Safety, 15310 Ag. Paraskevi, Attiki, Greece
[3] Centre for Environmental and Marine Studies (CESAM), Department of Environment, University of Aveiro, 3810-193 Aveiro, Portugal
Keywords: urban, street, source apportionment
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REMEDIO project (Regenerating mixed-use MED urban communities congested by traffic through innovative low carbon mobility sOlutions, part of Interreg MED Program and co-funded by ERDF) aims at strengthening the capacity of cities to use low carbon transport systems and include them in their mobility plans by testing existing mobility solutions, through an assessment tool and participatory governance schemes that result in an operational path replicable by other MED urban areas with different city sizes. To achieve this goal a pilot-area in Loures, Portugal, was selected to be tested regarding not only its mobility system but also its air quality status. Several works have studied the relation between atmospheric pollutants and human health risks. Moreover, source contribution to atmospheric particulate matter (PM) has been exhaustively modelled.

The selected pilot-area (Figure 1) has an area of 1.66 km² and 21 891 inhabitants (in 2011), with 90% of residential population. The pilot-area has 2 lanes for vehicles with a total extension of 1.2 km with 1 intersection with traffic lights and it is served by underground, rail trains and buses.
A sampling and measurement campaign was planned and occurred in November 2016 using the following methodology:
1) PM10 and PM2.5 were sampled from 7 A.M. to 9 P.M. and 9 P.M. to 7 A.M allowing the characterization of both periods of the day – rush-hour and non-rush-hour traffic, respectively.
2) For source apportionment analysis, using PMF, particles were analysed by a Thermal Optical technique for Organic Carbon (OC) and Elemental Carbon (EC) determination and by X-ray fluorescence (XRF) for element characterization.
3) PM10, PM4, PM2.5 and PM1 were measured continuously over the study period, as well as the meteorological conditions. These campaigns allowed characterizing the air quality status and the identification of emission sources of the pilot-area.

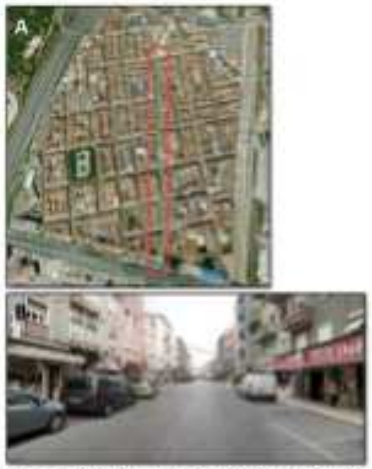

Figure 1. [A] Aerial view and [B] local view of the street canyon.

This work was supported by the European Regional Development Fund (ERDF) through the Interreg MED project REMEDIO (Ref. 862). C2TN/IST authors gratefully acknowledge the FCT support through the UID/Multi/04349/2013 project.

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UNIVERSIDAD DE SEVILLA

Air quality in a street canyon: particles and traffic composition

M. Almeida-Silva[1*], P. Baptista[2], N. Canha[1], T. Faria[1], J. Lage[1], A.V. Faria[2], G. Duarte[2], C. Alves[4], S.M. Almeida[1]

[1]Centro de Ciências e Tecnologias Nucleares, Instituto Superior Técnico, Universidade de Lisboa, E.N. 10 ao km 139,7, 2695-066 Bobadela LRS, Portugal
[2] IN+, Center for Innovation, Technology and Policy Research - Instituto Superior Técnico, Universidade de Lisboa, Av. Rovisco Pais, 1 - 1049-001 Lisboa, Portugal
[3]LAETA, IDMEC, Instituto Superior Técnico, Universidade de Lisboa, Av. Rovisco Pais, 1 - 1049-001 Lisboa, Portugal
* Presenting author email: marina@ctn.tecnico.ulisboa.pt

Combustion of fossil fuel in internal combustion engine vehicles is a major source of aerosol particles in a city. High pollution levels have been often observed in urban street canyons due to the increased traffic emissions and reduced natural ventilation (Voigtlander, et al., 2006).

Consequently, there is an increasing trend around the world with tightening emission control and larger scale of transport policy intervention in urban cities to control the traffic pollutants and reduce public health risks, such as the implementation of low emission zones and of congestion charging etc.

In this study, particles concentration, particles composition and traffic density were characterized in a characteristic street canyon in Portugal. The street canyon has a demographic density of 12 969 inh/km^2, with 90% of residential population, 2 lanes for vehicles with a total extension of 1.2 km with 1 intersection with traffic lights (see Figure 1).

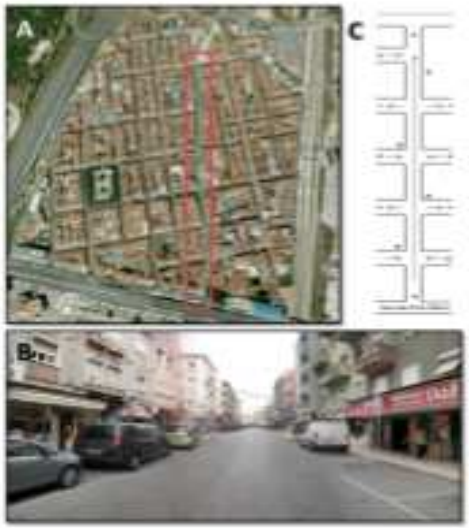

Figure 1. [A] Aerial view, [B] local view of the street canyon and [C] traffic intersections.

Sampling and measurement campaigns occurred in November 2016 using the following methodology:
1) PM10 and PM2.5 were sampled from 7 A.M. to 9 P.M. and 9 P.M. to 7 A.M allowing the characterization of both periods of the day – rush-hour and non-rush-hour traffic, respectively.
2) For source apportionment analysis, using PMF, particles were analysed by a Thermal Optical technique for Organic Carbon (OC) and Elemental Carbon (EC) determination and by X-ray fluorescence (XRF) for element characterization.
3) PM10, PM4, PM2.5 and PM1 were measured continuously over the study period, as well as the meteorological conditions.
4) Traffic volumes were assessed by several volunteers for one representative working day, in the periods 7:30 to 9:30 A.M., 1:15 to 3:15 P.M. and 5:30 to 7:30 P.M., in order to obtain the peak and off-peak variations.
5) Simultaneously, a random sampling was performed to characterize the traffic composition, considering both vehicle type and vehicle age.
6) Furthermore, a vehicle equipped with a GPS, an OBD reader and a gas analyser passed by the street at least once per 15 min. This allowed characterizing vehicle dynamics variables such as average speed, idling time, etc.

These campaigns allowed characterizing the traffic and air quality status of the area and are part of a project named REMEDIO: Regenerating mixed-use MED urban communities congested by traffic through Innovative low carbon mobility sOlutions, part of Interreg MED Program and co-funded by ERDF.

This work was supported by the European Regional Development Fund (ERDF) through the Interreg Med project REMEDIO (Ref. 862). C2TN/IST authors gratefully acknowledge the FCT support through the UID/Multi/04349/2013 project. This work was also supported by FCT, through IDMEC, under LAETA, project UID/EMS/50022/2013, as well as from the IN+ Strategic Project UID/EEA/50009/2013.

Voigtlaender, C. J., Tuch, T., Birmili, W. and Wiedensohler, A. (2006) *Atmos. Chem. Phys.*, 6, 4275–4286.

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Title:

Assessing of atmospheric pollutants dispersion impacts under REMEDIO Project

Authors & affiliations:

M. Almeida-Silva[1], P. Baptista[2], J. Ferreira[2], M.V. Faria[4], N. Canha[1], T. Faria[1], J. Lage[1], G. Duarte[2], S.M. Almeida[1]*

[1]Centro de Ciências e Tecnologias Nucleares, Instituto Superior Técnico, Universidade de Lisboa, E.N. 10 ao km 139,7, 2695-066 Bobadela LRS, Portugal
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REMEDIO project (Regenerating mixed-use MED urban communities congested by traffic through innovative low carbon mobility sOlutions, part of Interreg MED Program and co-funded by ERDF) aims at strengthening the capacity of cities to use low carbon transport systems and include them in their mobility plans by testing existing mobility solutions, through an assessment tool and participatory governance schemes that result in an operational path replicable by other MED urban areas with different city sizes. In the Portuguese case, to achieve this goal a pilot-area in Loures, with 1.66 km² and 21 891 inhabitants (in 2011) was selected. The pilot-area (Figure 1) is defined as a street canyon and is a one-way two-lane street with a total extension of 1.2 km with 1 intersection with traffic lights. The area is also served by underground, rail trams and buses.

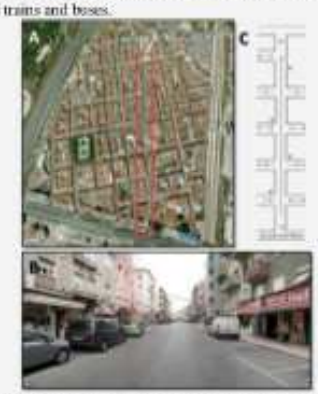

Figure 1. [A] Aerial view, [B] local view of the street canyon and [C] traffic intersections.

In this study, particles concentration and traffic density were characterized in the pilot-area. Sampling and measurement campaigns occurred in November 2016 using the following methodology:
1) PM10 and PM2.5 were sampled from 7 A.M. to 9 P.M. and 9 P.M. to 7 A.M allowing the characterization of both periods of the day – rush-hour and non-rush-hour traffic, respectively.
2) PM10, PM4, PM2.5 and PM1 were measured continuously over the study period, as well as the meteorological conditions.
3) Traffic volumes were assessed by several volunteers for one representative working day, in the periods 7:30 to 9:30 A.M., 1:15 to 3:15 P.M. and 5:30 to 7:30 P.M., in order to obtain the peak and off-peak variations.
4) Simultaneously, a random sampling was performed to characterize the traffic composition, considering both vehicle type and age.
5) Furthermore, a vehicle equipped with a GPS, an OBD reader and a gas analyser circulated in the street at least once every 15 min. This allowed characterizing vehicle dynamics variables such as average speed, idling time, power requirements, etc.
Based on the extensive data collection performed, a study of atmospheric pollutants dispersion in the pilot-area will be carried out based on the application of a local dispersion model to be selected.
The presentation will include the analysis of data collected during the campaign, the methodology for the modelling application as well as the atmospheric pollutants dispersion results.

This work was supported by the European Regional Development Fund (ERDF) through the Interreg Med project REMEDIO (Ref. 862). C2TN/IST authors gratefully acknowledge the FCT support through the UID/Multi/04349/2013 project. This work was also supported by FCT, through IDMEC, under LAETA, project UID/EMS/50022/2013, as well as from the iN+ Strategic Project UID/EEA/50009/2013.

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