

OVERVIEW WP 4 PARTNERS

Partner	Status	Partner region	NUTS* level	Area in km2	Population	Density (inh./km2)
Aalborg University (Denmark)	research	none	---	---	---	---
Aberdeenshire Council (Scotland)	Regional authority	Aberdeenshire	3	6,313 km2 (2,437 sq mi)	262,200	41/km2 (110/sq mi)
Province of Groningen (Netherlands)	State authority	Groningen	2 (includes 3 NUTS-3 regions)	2,960 km2 (1,140 sq mi)	582,640	200/km2 (510/sq mi)
Province of Drenthe (Netherlands)		Drenthe	2 (includes 3 NUTS-3 regions)	2,683 km2 (1,035 sq mi)	491,267	183/km2 (473/ sq mi)
Leine and Weser region (Germany)	State authority	Hannover	2 (includes 7 NUTS-3 regions)	9,046 km2 (3,493 sq mi)	2,167,343	240/km2 (620/sq mi)
Taxistop (Belgium)	NGO	Focused on: <ul style="list-style-type: none"> • Eastflanders • Westflanders • Antwerp 	3 NUTS-2 regions (includes 17 NUTS-3 regions)	<ul style="list-style-type: none"> • 2,991 km2 (1,155 sq mi) • 3,125 km2 (1,207 sq mi) • 2,867 km2 (1,107 sq mi) 	<ul style="list-style-type: none"> • 1,496,187 • 1,186,532 • 1,836,030 	<ul style="list-style-type: none"> • 500/km2 (1,300/sq mi) • 380/km2 (980/sq mi) • 640/km2 (1,700/sq mi)

*NUTS = Nomenclature of Territorial Units for Statistics (Classification of Territorial Units for Statistics)

Interesting points:

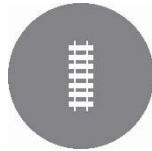
- Just a bit like comparing apples and pears... 😊
- Range of "rurality"
- Influence of bigger cities is different

➔ **WHAT ELSE DO WE LEARN? ANY COMMENTS AND REMARKS?**



CHALLENGES AND SOTA

Partner	Public transport challenges
Aalborg University (Denmark)	<ul style="list-style-type: none"> ⇒ General situation is ok ⇒ Quantity is lower beside the main corridors → Private car driving ⇒ Challenge: ensure public mobility to reduce private driven km and through that greenhouse gas emissions
Aberdeenshire Council (Scotland)	<ul style="list-style-type: none"> ⇒ Generally mobility situation is good (due to private car ownership – but on the other hand this weakens the market for public transport) ⇒ Fixed but expensive bus route network (72% provided by private operators) ⇒ Active community transport sector ⇒ High level of user satisfaction; very poor perception of bus services by non-user of public transport ⇒ Very rural geographic conditions with no urban areas ⇒ Unreliable mainline busses also weaken the public transport ⇒ Decreasing regional economy / job losses ⇒ Limited financial resources of local authorities ⇒ Wheelchair accessibility of taxis (last mile) ⇒ Limited rail network ⇒ Aging population ⇒ Healthcare services are being relocated without involving public transport planning ⇒ Climate change agenda (low emissions zones) increase costs of bus operation
Province of Groningen (Netherlands) Province of Drenthe (Netherlands)	<ul style="list-style-type: none"> ⇒ New approaches and innovations needed (“smarter and greener”) ⇒ Reduction of CO2 by more efficient public transport ⇒ Climate change and political agenda wants PT to be more sustainable ⇒ Limited financial resources ⇒ Combine passenger transport ⇒ Combine community transport - public transport - public travellers ⇒ Make it easier to use for everyone
Leine and Weser region (Germany)	<ul style="list-style-type: none"> ⇒ Different areas: urban and (many) rural areas ⇒ Due to decreasing population (esp. younger people and pupils) the offers for public transport in rural areas will be reduced (frequency and lines) ⇒ Strong focus on pupils transport ⇒ By reducing the services the willingness to use public vehicles is decreasing ⇒ In many cases public transport in rural areas is no real alternative to private mobility ⇒ Areas with problems in providing public transport are nearly the same like the regions with socioeconomic development problems (demographical change, loss of infrastructure like schools or private provided services) ⇒ Problem: in regions with increasing mobility needs provided public transport services are decreasing



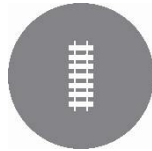
Taxistop (Belgium)

- Bad coverage of buslines; bad train coverage; only few bike parkings
- Problems: First and last mile
- Especially in rural areas private owning of cars is necessary
- Need for strong customized transport with alternative offers
- Basic accessibility a (political) target

Interesting points:

- Problems are more or less the same, so challenges are also nearly the same (but on a different level?)

➔ **WHAT ELSE DO WE LEARN? ANY COMMENTS AND REMARKS?**



ORGANIZATION AND FINANCING OF PT

Partner	Organization and financing of PT
Aalborg University (Denmark)	<ul style="list-style-type: none"> ⇒ Operated and paid (after ticket selling) by regional PT authorities (owned by the Region and the municipalities) ⇒ Municipalities also operating local busses services and on-demand PT services (different fares) ⇒ Municipalities also paying for additional routes
Aberdeenshire Council (Scotland)	<ul style="list-style-type: none"> ⇒ Services are unregulated and privat (commercial market) ⇒ Integrated passenger transport unit (PTU) at the Aberdeenshire Council local authority with many different framework-setting responsibilities ⇒ Local authorities identify needs that are not covered by these market and support bus services by operating them directly or funding “socially necessary bus services” ⇒ Central government subsidies the operated miles (all public and commercial services?) ⇒ Fixed but expensive bus route network (72% provided by private operators) ⇒ Main busses are paid by commercial bus tickets (is it reasonable / profitable?) ⇒ Aberdeenshire council supports some (only some?) of the public transport services financially ⇒ 28% of bus km in 2017 were not commercially viable (why only 28%?) ⇒ Higher provision of demand responsive transport services ⇒ Rail is franchised (by central government) ⇒ “Green bus fund” form the Central Government
Province of Groningen (Netherlands) Province of Drenthe (Netherlands)	<ul style="list-style-type: none"> ⇒ Public transport is provided by the “OV-Bureau” (corporate body of provinces of Drenthe and Groningen) ⇒ For the demand-driven transport the municipalities are responsible ⇒ PT for indicated people (social or medical indicated) is financed by the municipalities; the PT for non-indicated persons is financed by the regional authority (provinces Groningen & Drenthe)

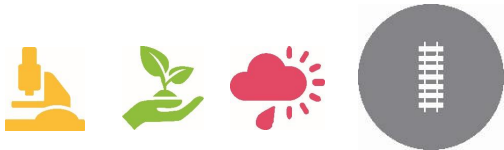


Leine and Weser region (Germany)	<ul style="list-style-type: none">➤ rural districts (higher local authority) are responsible for providing public transport:➤ Payment of the gap to viability (after ticket selling) by money from the federal (!) government, given out through the state governments (very complex)➤ High pressure to develop new and more effective solutions of providing public mobility
Taxistop (Belgium)	<ul style="list-style-type: none">➤ train organized funded by the national government and busses organized and funded by the regional government

Interesting points:

- Different sources and regularities for subsidizing public transport?

➔ **WHAT ELSE DO WE LEARN? ANY COMMENTS AND REMARKS?**



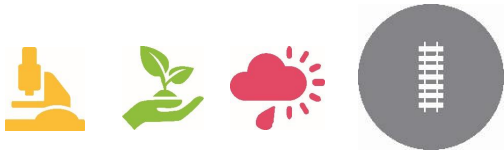
MAIN INFLUENCES ON PT SERVICES

Influence	1 (no influence)	2	3	4	5 (high influence)
Demographical development		XX	X	XX	
Organizational and technical options		XXX	X	X	X (Drenthe)
Financial resources				XXX	XX
Acceptance / PT standing		X	XX	XX	
other					
Geography					X
Disability of individuals			X		
Political environmental targets				X	

Interesting points:

- ☞ Money is always important ☺ → interesting aspect: system of financing as key influence factor? Good and bad experiences for exchange?
- ☞ Different importance of the other aspects in the single countries (may be question was too abstract?)

→ WHAT ELSE DO WE LEARN? ANY COMMENTS AND REMARKS?



EXPECTATIONS – WHAT OUTCOME DO YOU EXPECT FROM G-PATRA?

Partner	Expectations and topics for common discussion
Aalborg University (Denmark)	<ul style="list-style-type: none"> ⇒ Development of greenhouse gas reducing solutions for rural transport (incl. SOTA) ⇒ Exchange of knowledge from the lighthouse projects, esp. in greening of rural transportation ⇒ Metrics to measure outcomes of the light house projects
Aberdeenshire Council (Scotland)	<ul style="list-style-type: none"> ⇒ Exchange of knowledge about rural transport in the other countries (good / best practice, but also unsuccessful approaches) ⇒ Understanding of alternative/innovative solutions of rural transport ⇒ Learn about how to achieve an enhanced vehicle utilisation ⇒ Test an alternative planning in connection with service delivery approach ⇒ Knowledge about reducing CO2 emissions in rural mobility; evaluation methodology ⇒ Technology / software opportunities for integrated vehicle management
Province of Groningen (Netherlands) Province of Drenthe (Netherlands)	<ul style="list-style-type: none"> ⇒ Sharing knowledge, (lessons learned) success but also mistakes, ideas for solving the problems ⇒ How the partners deal with legal budget forms
Leine and Weser region (Germany)	<ul style="list-style-type: none"> ⇒ Learn about the framework conditions (e.g. legal frame) in the partner countries and their influence for delivering mobility solutions for rural public transport ⇒ Innovative solutions how to finance the services
Taxistop (Belgium)	<ul style="list-style-type: none"> ⇒ Exchange of knowledge about citizen participation and changing their mobility behaviour (mind set)

Interesting points:

- ⇒ Greenhouse gas / CO2 reduction as important topic
- ⇒ Best / good / worse practice and success / unsuccessfulness factors in providing rural mobility services
- ⇒ Question: For all partners money is the most important influence – but no one has bigger interest to compare / discuss it? Legal and financing frame as topic?
- ⇒ **WHAT ELSE DO WE LEARN? ANY COMMENTS AND REMARKS?**



PILOT PROJECTS			
Partner	project content	Schedule	Suggestion for visit
Aalborg University (Denmark)	<ul style="list-style-type: none"> ➤ Increasing carpooling in rural areas (and by that reducing greenhouse gas emissions) ➤ Focus on teenagers and parents 	<ul style="list-style-type: none"> ➤ 2018 local commitment, recruitment and preparation ➤ 2019 operating and monitoring ➤ 2020 reporting 	late 2019 or beginning 2020
Aberdeenshire Council(Scotland)	<ul style="list-style-type: none"> ➤ Reducing collective emissions of passenger transport provision (incl. improving utility and responsiveness) 	<ul style="list-style-type: none"> ➤ 2018/19 development ➤ 2019 – 2021 realization, operating 	towards the end of the project approx. 2020
Province of Groningen (Netherlands) Province of Drenthe (Netherlands)	<ul style="list-style-type: none"> ➤ Development and testing of a dashboard to digitally support the improvement of the capacity utilization of vehicles in public transport 	<ul style="list-style-type: none"> ➤ 2018/19 development 	first quarter of 2019
Leine and Weser region (Germany)	<ul style="list-style-type: none"> ➤ Use of alternative vehicles (and drivers) for providing additional public transport services ➤ Developing an open source software for integrated vehicle (but also driver) management 	<ul style="list-style-type: none"> ➤ 2018 providing concrete services for additional transport ➤ 2019 development and producing the open source software ➤ 2020 monitoring 	2019
Taxistop (Belgium)	<ul style="list-style-type: none"> ➤ Roll-out of concepts of mobihubs and quality neighbourhoods (?) in the municipalities ➤ Multimodal app offers 	<ul style="list-style-type: none"> ➤ Until the end of 2018 	March 2018 ☺