

Report to Partnership Meeting 23 June 2017

EUROPEAN PROJECTS

G-PaTRA Green Passenger Transport in Rural Areas

SUMMARY:

To provide Members with an update on a successful application to Interreg VB North Sea Region. Programme priority 4: Promoting Green Transport & Mobility for the project G-PaTRA that seeks to deliver a number of Green Passenger Transport solutions in rural areas. HITRANS element of the overall project amounts to €466'000 over the next three years.

Background and Project Overview

Following an initially unsuccessful application, a revised application was submitted for the project G-PaTRA Green Passenger Transport in Rural Areas with a new consortium led through Robert Gordon's University as lead partner was submitted in January 2017.

The key objectives of the project are to:

- Enhance the capacity for authorities to reduce CO₂ from remote, rural and Island transport by embedding more zero emission vehicles in rural transport systems and improving, optimising and better integrating available passenger resources.
- Identify green, innovative, integrated transport services and new organisational and ownership models to allow transport operators to deliver on the project aims of providing a sustainable rural public transport network.

HITRANS will lead Work Package 3 which seeks to accelerate the use of Zero Emission vehicles and vessels. This will involve the implementation of a specific lighthouse project and two business case studies. The lighthouse project involves a new scheduled bus route using an electric bus within the Moray area of the Cairngorm National Park. This lighthouse project will be used to demonstrate and evaluate innovative low carbon transport solutions in a rural context. In addition to this HITRANS will also undertake two case studies which will develop a strategy for refueling cell vehicles from renewables.

Goals of Project

1. Reduced greenhouse gas emissions
2. Enhanced access, mobility and social inclusion
3. Reduced per passenger subsidy costs
4. Modal shift

Other innovative projects will be trialed by the project partners, each addressing one or more of the project aims.

Rather than addressing a specific issue in a specific locality, each pilot will contribute to a transnational understanding of the:

- wider rural public transport supply chain
- inter-relationship between the four goals and the most effective combination of pilot interventions.

The project will develop indicators to quantify the impact of pilot projects against *business as usual*. Provisionally, the four primary indicators could be:

- CO2/ passenger km
- Passenger numbers (as a proxy for mobility, access and social inclusion)
- Subsidy/passenger journey
- Modal share.

G-PaTRA will consider the barriers to, and opportunities for, scaling up pilot interventions across Europe. Guidance will be produced in order to maximize transferrable innovation.

Workshops will be organised where stakeholders will be identified from existing networks, related projects, academia and other rural and island municipalities. A legacy collaborative network will be created, underpinned by the development of an online knowledge sharing and stakeholder engagement platform.

Partners

Beneficiary Name	Legal status	City/Country
Robert Gordon University (Lead Partner)	public	Aberdeen, Scotland
Office for Regional Development Leine and Weser Region	public	Hildesheim, Germany
Aalborg Universitet	public	Aalborg, Denmark
Universit�t Groningen	public	Groningen, Netherlands
Province of Groningen	public	Assen, Netherlands
HITRANS	public	Inverness, Scotland
Aberdeenshire Council	public	Aberdeen, Scotland
Taxi stop vzw	public	Ghent, Belgium
More og Romsdal Fylkeskommune	public	Molde , Norway
Urban Foresight (England)	Private (SME)	England
Province Drenthe	public	Assen, The Netherlands

HITRANS Workstreams:

HITRANS have applied to undertake projects up to a value of €466,000 over the next three years with the primary project involving the deployment of an electric bus on a local service within the Moray area of the Cairngorms National Park.

The intervention rate from the North Sea Region InterReg programme is 50% and requires 50% match funding to be met through contributions from HITRANS and the local authority where the pilot project will be implemented. HITRANS will seek to use the successful application to draw in additional match funding that could be used to enhance the core deliverables identified in the project and to offset the level of local contribution required.

RECOMMENDATIONS

Members are invited to note the report.

RTS Delivery

Impact - Positive

Comment – The G-PaTRA project will support a number of RTS priorities relating to Public Transport and Low Carbon solutions.

Policy

Impact - Positive

Comment – The G-PaTRA project will support a number of RTS objectives particularly relating to Improving accessibility and social inclusion in rural areas.

Financial

Impact – Positive

Comment - An initial allocation for the project has been identified in the 2017/18 Business Plan but avenues for additional match funding will continue to be explored.

Equality

Impact – Positive

Comment – HITRANS support for innovative rural public transport solutions helps improve access and opens up employment opportunities in some of the regions most vulnerable areas

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