



Introduction to G-PaTRA

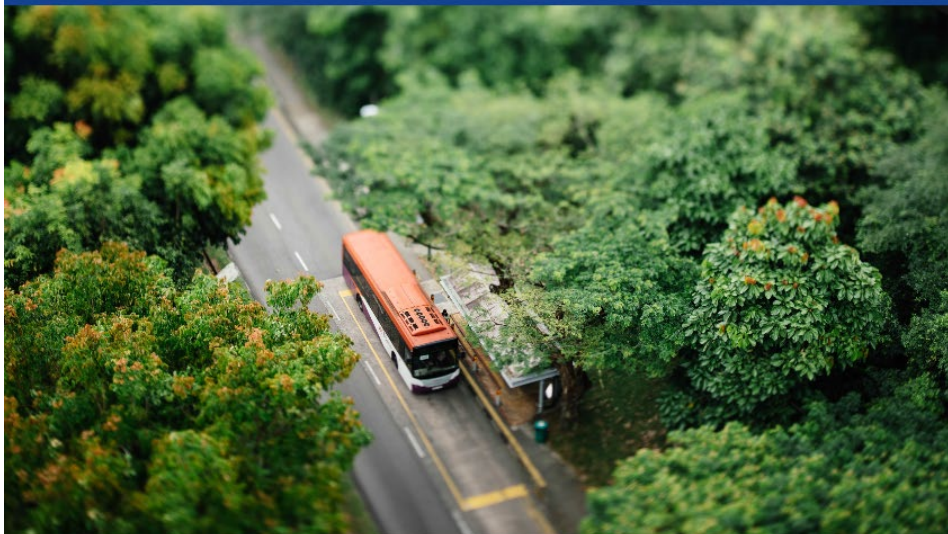
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Priority 4: Promoting Green Transport and Mobility

G-PaTRA – Green Passenger Transport in Rural Areas – will promote green transport and mobility by enhancing the capacity of authorities to reduce CO2 from personal transport in remote, rural and island areas. It will embed more zero emission vehicles in rural transport systems and improve available passenger transport resources.



Total budget received from European Regional Development Fund: **€1.82 million**

Total project budget: **€3.9 million**



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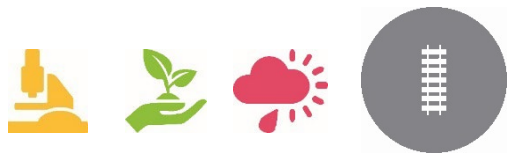


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northsearegion.eu/g-patra

What is G-PaTRA?

Green Passenger Transport in Rural Areas (G-PaTRA)



What are we doing?

- ...will promote green transport and mobility by enhancing the capacity of authorities to reduce CO2 from personal transport in remote, rural and island areas by embedding more zero emission vehicles in rural transport systems and by improving, optimising and better integrating available passenger transport resources.





Who is doing it?

- Robert Gordon University (UK)
- Rijksuniversiteit Groningen (Netherlands)
- Aalborg Universitet (Denmark)
- Amt für regionale Landesentwicklung Leine-Weser (Germany)
- The Highlands and Islands Regional Transport Partnership (UK)
- Urban Foresight Limited (UK)
- Taxistop vzw (Flanders)
- Aberdeenshire Council (UK)
- Provincie Drenthe (Netherlands)
- Provincie Groningen (Netherlands)
- Møre og Romsdal fylkeskommune (Norway)
- Nasjonalt Vindenergisenter AS (Norway)
- Smøla Nærings- og Kultursenter KF (Norway)



Original Work packages

- WP3 - Accelerating Use of Zero Emission Vehicles and Vessels – demonstration and business cases: bikes, buses, trains and ferries)
- WP4 Institutional, Operational and Social Innovation – optimising available resources (vehicles and drivers): route planning software, data dashboards, demand responsive transport, car sharing.
- WP5 - Innovation Capture and Transfer





Budget extension (2021): justification

- Partner appetite for more transnational activity
- Need for supply side innovation
 - To overcome institutional and operational inertia to adoption and/or scaling up
- Demand led innovation
 - Need demonstrator projects that reduce CO2 **and** better meet demand
- Covid
 - Impact of Covid and patterns of demand in a COVID new normal



Interrelationship

- Demand led approaches must still be embedded within the institutional and operation landscapes of municipalities
- Innovation that account for supply side challenges has to meet demand
- COVID brought into focus the importance of supply side challenges and the need for demand led innovation
- Rural transport innovation for the post COVID new normal must embrace the lessons of the COVID experience.
- All these challenges and opportunities are best addressed collaboratively



COVID and rural transport

Impact on passenger transport operations (mobility and access)

- Demand – reduction in passenger numbers
- Supply – impact on network km
- Car sharing - banned in Scotland

- Rebound in demand –
 - Where first and first (core network demand)

Wider impact on access on mobility

Anecdotal demand responsive service rebounding more strongly than conventional services



Transnational COVID workshop(s)

Sharing knowledge and experience:

- The post COVID demand for public transport - what is the new normal rural transport landscape in terms of network km and passenger numbers? What are the impacts of new working and commuting practices, digital nomadism and increased counter-urbanisation?
- How can we use supply side and demand led innovation to shape low carbon transport for the new normal?
- How can we use smart data solutions and MaaS to better integrate, fund, and optimise all available rural transport resources including informal car sharing?
- Can we generate policy scenarios and set out pathways towards a new normal?



Transnational COVID workshop(s)

Following the workshop(s), RGU and Urban Foresight will develop:

- A report setting policy scenarios and pathways towards a new normal low carbon passenger transport roadmap
- A use case for how this roadmap could be applied by a municipality in Scotland (e.g. the Orkney Islands)





Many thanks for
listening!

