Meeting in Rzeszów, Poland

Marshal’s Office of the Podkarpackie Region was the host of the third project partner meeting on 4 to 6 December 2012. Beside the discussion of the project progression and the next tasks, the partners could participate on a study visit in the Science and Technology Park AEROPOLIS.

A workshop ensured the opportunity to present two other good practices by the partners and it was a good occasion to disseminate the project aims and achieved results so far for the public.

About the professional side, the partners agreed at the time of the next meeting (oldalszám), and the deadline of the finalized Situation Studies and all administrative tasks.

„Top-Jugend-Ticket“ - BURGENLAND

In the eastern Part of Austria since September 2012 the so called „Top-Youth-Ticket“ allows locally living pupils of public schools (aged 24 and younger) to use all public transport in the Region of Burgenland, Niederösterreich and Vienna for only € 60,00 a year.

Pupils who don’t want to travel in the whole region may buy a „Youth-Ticket“ for the price of € 19,60. With this ticket they are allowed to use public transport from home to school and back.

It has been a big effort to make this possible with a lot of negotiations with the regional governments (who pay the additional costs) and the linked transport system organisation of the region (VOR).
Science and Technology Park AEROPOLIS

During study visit the partners have visited Science and Technology Park AEROPOLIS. It was established in 2003 on the initiative of the Rzeszów Regional Development Agency (RARR). It is the first industrial park in Poland, where the goal is to maintain the longstanding and deep-rooted traditions of the aviation industry in this region - both in the spheres of economic and scientific research.

Encompasses an area of approximately 118 ha (Zones S1 and S2), situated just 10 km from the centre of Rzeszów, the capital of the Sub - Carpathian province, and neighbours Rzeszów - Jasionka International airport. AEROPOLIS is one of the "economic zones" in Poland - tool of regional policy for extreme difficult areas.

The aim of these zones is to help specific rural regions to develop. AEROPOLIS it is now one of the most attractive places to invest in southeastern Poland.

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The Aviation Valley Association

The partners have visited new building of Technology Incubator (part of the AEROPOLIS) where they listened to the speeches about the Incubator and The Aviation Valley.

The Aviation Valley Association was started on April 11, 2003, as a non-profit organization, as a means to furthering the rapid development and growth of the aerospace industry in southeastern Poland. This historic decision was conceived by a group of leading aeronautic producers, suppliers and businessmen. Significant funding for the Association has been provided by Pratt & Whitney, a world leader in the design, manufacture and service of aircraft engines, space propulsion systems and industrial gas turbines. The objectives of the Aviation Valley Association:

- The organization and development of a low cost supply chain.
- The creation of favorable conditions in order to enhance the development of aerospace industry enterprises in this region.
- The further development of aerospace research, aptitude and skill.
- The cooperation with universities of technology, which would promote new ideas and scientific research within the aerospace industry.
- The promotion of the Polish aerospace industry.
- The protection of enterprise and businesses in the aerospace industry.

The Association gathers 96 companies, which employ about 23 thousand engineers and technicians. Some of these companies are located in economic zones in the Podkarpackie Region.

The Aviation Valley focuses on aviation industry, research centers and educational and training facilities. It is an opportunity for the south-eastern Poland to transform into one of the leading regions providing a variety of products and services related to the aviation field.

The exceptional highlights that Aviation Valley offers:

- 100 Years of aviation history
- 70 years of history in the aircraft industry
With bicycle I can do more—green active travelling around countryside

Cycling promotion—traditional & electric

The main goal of the project to allow the older and other less able users (heart patients, people with minor leg injuries and others) travelling around rural/highland areas, enjoying nature in a green way, pedalling on easier/flat paths and using the battery on difficult/uphill paths (cca. 40 km on single battery).

Stakeholders:
- Tourism Bohinj (public institute founded by Bohinj Municipality)
- Preddvor Municipality

The initiators expect the following results:
- Promotion of green mobility
- Environment protection and sustainable use of nature protected areas
- Rural development
- Higher quality of life

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Identified Good Practices

In order to find the most fitting BPs within the partnership the partners prepared clusters which are made up of similar and operative practices.

Cluster 1: Combination of different types of services for cost reduction
Cluster 2: Car-sharing, car-pooling & other "sharing" formulas
Cluster 3: Cycling promotion: traditional & electric
Cluster 4: Energy efficiency & environmentally friendly attitudes to mobility
Cluster 5: "Dedicated" mobility initiatives: health/leisure/tourism
Cluster 6: Governance and coordination in the mobility field
Cluster 7: Transport on demand in rural areas

If you are interested in the whole cluster matrix with the exact best practices you can download it here:

90% of Polish aerospace industry output
Cost effective work force and production costs
Over 22,000 experienced and dedicated employees
University of Technology with a strong Aerospace Engineering Faculty
Investor friendly environment
Centrally located international airport major highway linking southeastern Poland to southwestern Poland and Germany to be completed within the next few years

90% of Polish aerospace industry output
Cost effective work force and production costs
Over 22,000 experienced and dedicated employees
University of Technology with a strong Aerospace Engineering Faculty

40,24% from the cost of the whole project (35040 EUR) was financed by the European Agricultural Fund for Rural Development.
Regional Bicycle Rental System

This initiative is from West Transdanubian Region, Hungary and the necessity of this practice that the region is not as much well-known and popular in the circle of cycling target group as would be appropriate. So the overall objectives of the project are the development of service conditions of cycling and increase the number of tourists and local residence using bicycle through enhancing the attractive force of the cycling region.

Direct objectives:
- Establish the technical terms of the regional bicycle renting system consisting of 10+1 points
- Establish the cooperation network of touristic and cycling organisations
- Develop the safe and exemplary informatics system of the renting system

Stakeholders:
- Service providers:
  - Accommodation
  - Cycling associations or clubs
  - Bicycle shops and servicing

Project implementation period: 01.04.2005-30.09.2006 (18 months)
Cost of whole project: 519 116 EUR (EU fund: 467 204 EUR)
The result is the contribution to implementing the principles of sustainability in the field of tourism and everyday life through promoting cycling as a sustainable mode of transport and the developed cycling services.

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The Project Partners

13 partners are involved in the MOG project. In every newsletter, we will introduce two of them.

Mobility Center Burgenland

Establishment of the Mobility Center Burgenland was a project of the Regional Government Burgenland and co-financed by European Union. They provide information and services on mobility, for several public transport modes and coordinate mobility projects focused on cycling, public transport, and e-mobility. Further they are responsible for the development, management and operation of national and cross-border mobility projects.

The center participate in the MOG project because the territory is affected by the high focus of car ownership, the inadequate/limited public transport methods and other serious structural problems.

Burgenland

Size: 3,965,5 km²
Population: 280,000
Capital: Eisenstadt (13,000)
171 Communities (avg. 2,000)

Languages spoken:
- German: 87,5%
- Croatian: 6%
- Hungarian: 2,5%

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Move on Green
West Transdanubian Region has varied geography, landscape and made up by 3 counties (28 cities, 626 settlements). The diverse and fragmented settlement network which comprising larger and smaller towns, and micro villages suffer from the unfavorable mobility possibilities. Feature data:

- Regional public road network: 4935 km
- Regional railroad network: 924 km
- Cycle path network: 366 km and 250 km roads with road signs

The West Pannon has large project experience and the region is characterized by some existing good practices relation to mobility.

The main aims are studying from other territories, disseminations their own “BP”s and making useful policy recommendations to the decision makers for the new programming period.

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The next meeting of Move on Green will take place in Volos and Larissa cities, Region of Thessaly, Greece

Thessaly
place of the next MOG meeting

A region with variable landscape and tourist attractions

Thessaly is one of the thirteen regions of Greece and the third largest region in the country population-wise. The origin of its name is connected with the mythical hero Thettalos, son of Aimona. The region of Thessaly, is characterized by a highly variable landscape which includes some of the most interesting and unique formations of Greece, such as Meteora and Mt. Pelion, which is one the most traditional mountainous areas.

The mountains, lakes, forests, the sea with its islands, the plains and the rivers, all serve to attract many visitors, servicing as much special thematic tourism as simple sightseers. Most of these locations, including all of the important ones, belong to the "Nature 2000" network.

The region of Thessaly occupies the central-eastern part of continental Greece. It has a total area of 14,036 square kilometers. 36% of the land is flat, 17.1% is semi-mountainous while the remaining 44.9% is mountainous.

The population break-down is 44% urban, 40% agrarian and 16% semi-urban with the agrarian population having noted a decline which has been paralleled with an increase in the semi-urban.
Some news from Teruel...

Provincial Government of Teruel held two public presentations of the catalog of best practices developed by the partners of the initiative of the European project "Move on Green" (MOG) on 5th and the 14th February.

A set of technical and county presidents attended the meeting and they knew examples of good practice within the research areas of the program "Move on Green"; pooling and sharing their thoughts on best practice in terms of sustainable mobility rural area.

The Deputies of European Programmes, Carlos Sanchez Boix and Julio Esteban Igual welcomed each day, welcomed the interest shown to attendees. The Director of the Office of European Programmes, Luis Muñoz Gregorio introduced MOG, explained what it was this European program about and the importance of sustainable mobility in rural areas as a means to encourage and enhance their economy, society and environment, and thereby to combat the serious problems of depopulation.

Laura Gascón Herrero, project’s coordinator presented seven BP, one from each line of study. All of them have been selected because of his effectiveness in rural areas of 10 different countries all over Europe.

Serious problems to face

The region of Thessaly, being inhabited by the 6.8% of the total Greek population, is a region where the wide plain is surrounded by mountains. 44% of the region's population is urban, while the rest are rural residents. The two main transportation issues of the region are the connection between Larissa and Volos, the capitals of the two biggest prefectures of the region which are closely co-dependent; and the connection of the rest of the rural areas with the Larissa-Volos dipole.

Volos, on one hand, attracts many tourists, with Mt. Pelion and the Pagasitikos Gulf being two of its main touristic attractions. Volos is, also, the third bigger port of Greece in terms of freight and passenger transportation, whereas a civil-military airport is in its proximity. Larissa, on the other hand, is the capital of the region and it is situated close to the main national road axis (Alexandroupolis-Thessaloniki-Athens-Patras).

The rest of the region is sparsely inhabited with mainly rural areas, most of them being touristic attractions, and the Sporades islands. Neither the islands nor the rural areas are adequately connected to each other.

AGENDA OF TRANSNATIONAL MEETING IN LARISSA- REGION OF THESSALY
28-30 May 2013

<table>
<thead>
<tr>
<th>Tuesday, May 28th</th>
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<tr>
<td>10.00-16.30</td>
<td>Study visit:</td>
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<td>Traditional Pelion Train: thematic rail mobility for enhancement of rural areas' cultural identity</td>
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<td>18.00</td>
<td>Arrive in Larissa</td>
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<td>20.00</td>
<td>Dinner in Larissa</td>
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<td><strong>Wednesday, 29th May</strong></td>
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<tr>
<td>09.00</td>
<td>Press Conference to Regional and Local Media</td>
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<td>10.00 – 11.45</td>
<td>10.00 – 11.00.- Presentation on the part of Lead Partner</td>
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<td>11.00-11.45.-Debate coordinated by representatives of Region of Thessaly</td>
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<td>12.15 – 13.45</td>
<td>Joint definition of methodology for bilateral meetings for transfer of GPs (C3)</td>
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<tr>
<td>15.00 – 16.30</td>
<td>Joint definition of methodology for elaboration of the Policy Guidelines for Sustainable Mobility in rural EU (C3)</td>
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<td>20.00</td>
<td>Partners Official Dinner</td>
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<td><strong>Thursday, May 30th</strong></td>
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<tr>
<td>9.30 – 11.00</td>
<td>Steering Committee, Management and Coordination (C1)</td>
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<td>11.30 – 12.30</td>
<td>Component 2- Communication and dissemination</td>
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<tr>
<td>12.30</td>
<td>Summary of Project Next Tasks and date for seminar 4 and study visit (Brandenburg, January 2014)</td>
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<tr>
<td>13.00</td>
<td>End of the Meeting</td>
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er or the mainland. A big part of the population uses public transportation to reach their place of work, often that being one of the dipole cities. The geography of the region does not allow for a better road network, especially in the mountainous areas, so other ways of efficient, low-cost, fast and alternative passenger and freight transportation have to be explored.

Meeting information
Dates: 28-30 May 2013
Place: Volos & Larissa cities, Region of Thessaly
Study visit: Pelion Thematic Train ([http://www.trainose.gr/thematikatrena/pilio](http://www.trainose.gr/thematikatrena/pilio)) & Systems’ Optimization Laboratory- University of Thessaly

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Editor

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MOG partners

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2. SODEBUR, ES
3. Thessaly Region, GR
4. Epirus Region, GR
5. Shetland Islands, Council, UK
6. Euromontana, FR
7. Central Transdanubian Regional Innovation Agency, HU
8. Regional Management Burgenland, AT
9. BSC Business Support Centre Ltd. Kranj, SI
10. West-Pannon Nonprofit Ltd., HU
11. Vidzeme Planning Region, LV
12. Podkarpackie Region, PL
13. Ministry for Infrastructure and Agriculture of Brandenburg, DE

Improving sustainable transport in rural and mountain areas