

Project identification

Project title	Strategic European Plan for Sustainable low carbon Rural Mobility
Name of the Lead partner organisation in English	Regionalmanagement Nordhessen GmbH
Project duration in months	48 months
Programme priority	Priority Axis 2 Low carbon
Programme priority specific objective	SO4: To facilitate the implementation of transnational low-carbon solutions in transport systems to reduce GHG emissions in NWE

Project summary

Please give a short description of the project:
Issue:

- Which issue/challenge will the project address?
- Where does it currently occur in the NWE Programme area?
- Where will the project address it (territory)?

Change:

- How much will the project change the current situation (please quantify the objective in volume or value)?

Novelty:

- What is new/ original about the approach taken to achieve this change?

Outputs:

- Which main outputs/pilots/investments will the project produce to achieve this change?

Long term effects:

- How and where does the project plan to sustain and further roll-out its main outputs/pilots/investments after the end of the project?

DE	<p>Besonders Straßenverkehr ist der Zweitgrößte emittierende Sektor nach Energie (25%). Eines der Ziele der EU-Kommission bis 2020 ist es daher, THG-Emissionen um 20% zu reduzieren und das Ziel des EU-Weißbuchs, CO₂-Verkehrsemissionen bis 2050 um 60% zu reduzieren (Vgl. 1990), zu erreichen. Individualverkehr ist dabei eine der Hauptursachen, nicht nur in urbanen, auch in ländlichen und stadtnahen Räumen, z.B. aufgrund von Pendlern. Das Konsortium ist überzeugt, dass es erforderlich ist THG-Emissionen im Verkehr insgesamt, also sowohl in ländlichen als auch in stadtnahen Räumen, zu reduzieren, um die erklärten Ziele zu erreichen. Problem in diesen Regionen ist der Mangel an öffentlichen Verkehrsangeboten aufgrund von sinkenden Finanzhilfen, was zu einer hohen Automobilabhängigkeit führt.</p> <p>Ländliche Regionen weisen spezielle Bedürfnisse und Probleme auf (geringe Nachfrage & Bevölkerungsdichte, weite Entfernungen), die innovative und kosteneffiziente Lösungen fordern.</p> <p>Um diese Aufgabe zu lösen, möchten die Partner (1) vorhandene emissionsarme städtische Lösungen anhand von spezifizierten Pilotprojekten in ländlichen Räumen adaptieren & testen, (2) ein Führer-Anhänger-Prinzip einführen, basierend auf einer Kategorisierung des ländlichen Raums: „hoch“, „mittel“, „gering“ (abhängig von Bevölkerungsdichte & vorhandenen Lösungen), (3) Erkenntnisse in ein „Online-Support-Hub“ übertragen, um Behörden dabei zu unterstützen bestmögliche Lösungen für ihre Region zu finden, (4) ein „EU-Weißbuch für ländliche Mobilität“ entwickeln - welches bisher nicht vorhanden ist - um Politiker zu unterstützen. Diese Aktivitäten sollen zu einer Verhaltensänderung, einer relative Reduktion des Individualverkehrs um 10% und Emissionsverringerung um 5% führen, durch einen Anstieg von Radverkehr um 5% und Carsharing/-pooling um 10% in allen teilnehmenden Regionen. Der Online-Support-Hub, das EU-Weißbuch für ländliche Mobilität wie regionale Pilotprojekte bleiben nach Projektende erhalten.</p>
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EN	<p>Transport, especially road transport is the second biggest emitting sector after energy (25%). It is one of the EU commission's main goals for 2020 to reduce greenhouse gas emissions by 20% and the aim of the EU Transport White Paper to reduce carbon emissions from transport by 60% until 2050 (compared to 1990's level). Individual car use is a major problem, not only in urban but also in rural and peri-urban areas, for example due to commuting. The project consortium believes that in order to reach the goals stated above, it is necessary to reduce GHG emissions in transport in total and therefore also in rural and peri-urban areas. The problem in these areas is a failing public transport due to decrease in public funding and consequently a very high car-dependency. Rural areas have specific needs and problems (low demand, low population density, great distances) that require new innovative and cost-effective solutions. To solve this problem, the partnership will</p> <ol style="list-style-type: none"> (1) adapt & test existing low carbon urban solutions in pilots in rural areas, (2) introduce a leader-follower principle based on a categorisation of rural areas ("High", "Medium" and "Low" (depending on density of population & already existing innovative solutions)), (3) transfer the findings into an " Online Support Hub" to support regional and local authorities in finding the right solutions for their region and (4) develop the "EU White paper on Rural Mobility" -which does not exist so far- to support policy makers. <p>These activities will lead to behaviour change, a relative reduction of individual car use by 10% and carbon reduction by 5% due to an increase in cycling by 10% and increase in carsharing/-pooling by 10% in the participating regions. The Online Support Hub, the EU White Paper on Rural Mobility as well as the pilots in the regions will sustain after the end of the project.</p>
FR	<p>Transport routier est le deuxième secteur le plus émetteur de gaz à effet de serre (25%). L'un des objectifs majeurs de l'Union Européenne pour 2020 est la réduction des GES de 20% (au 1990). Le livre blanc Européen fixe l'objectif de réduire les émissions de carbone pour le transport de 60% d'ici 2050. L'utilisation de la voiture individuelle est un problème majeur pas seulement en zone urbaine mais aussi en zone rurale et péri-urbaine notamment pour les trajets domicile-travail. Les partenaires considèrent qu'afin d'atteindre les objectifs fixés, il faut réduire les GES dus au transport, notamment en zone rurale et périurbaine. En effet les transports en communs y sont rares parce que les financements publics pour le transport ont été réduits, par conséquent la voiture individuelle est souvent l'unique moyen de transport. Les zones rurales ont des spécificités (faible densité de population et demande, distances importantes) qui nécessitent la mise en oeuvre de solutions innovantes et rentables. Pour résoudre cette problématique, le partenariat va: (1) tester des solutions de transport bas carbone bien adaptées aux zones rurales avec des pilotes spécifiques (typologies de zones rurale/peri urbaine), (2) introduire le principe de leader-suiveur: débutants testeront les solutions innovantes d` autres partenaires, (3) transférer les conclusions sur une plateforme pour aider les collectivités à trouver les bonnes solutions à reproduire sur leur territoire, (4) développer le"livre blanc européen de la mobilité rurale"- n'existe pas pour le moment afin d'aider les décideurs. Ces activités vont conduire à un changement de comportement, une réduction relative de l'utilisation de la voiture individuelle de 10% et du carbone de 5% grâce au développement du vélo de 5% et du covoiturage de 10% dans les régions participantes. La plateforme, le livre blanc européen de la mobilité rurale et les pilotes regionale vont se poursuivre au delà de la fin du projet.</p>
NL	<p>Op de energiesector na levert transport, wegtransport in het bijzonder, de grootste bijdrage aan de CO2 uitstoot (25%). De EU heeft het doel gesteld de uitstoot van broeikasgassen met 20% te verminderen. In het EU Transport White Paper is het doel opgenomen om de uitstoot van CO2 in 2050 met 60% te verminderen (peildatum 1990). Individueel auto gebruik is een groot probleem, niet alleen in stedelijke maar ook in rurale en semi-rurale gebieden, bijvoorbeeld door woon-werk verkeer. De partners willen de CO2 uitstoot veroorzaakt door transport in hun rurale en semi-rurale gebieden in FR,B,NL,UK,IE en D verminderen en bijdragen aan bovenstaande doelen. Het probleem in deze gebieden is een gering aanbod van openbaar vervoer (door wegvallen van subsidies of lage dichtheid) en dus een hoge autoafhankelijkheid. Rurale gebieden hebben specifieke kenmerken (lage bevolkingsdichtheid, grote afstanden en geringe transportvraag) die vragen om innovatieve en kosteneffectieve oplossingen. Om deze problemen op te lossen zullen de partners in dit project: (1) nieuwe oplossingen testen voor CO2 efficiënter transport in rurale gebieden, met specifieke pilots in verschillende (semi)rurale typologieën (typologie afhankelijk van de bevolkingsdichtheid), (2) een leider-volger principe toepassen (waarbij leiders kennis delen, volgers oplossingen testen enz), (3) opgedane kennis ter beschikking stellen via een "Online Support Hub" om zo andere lokale en regionale organisaties te helpen met hun rurale mobiliteit en, (4) het ontwikkelen van een EU White paper on Rural Mobility (bestaat nog niet) voor beleidsmakers. Deze activiteiten zullen leiden tot gedragsverandering, een relatieve reductie van individueel autogebruik met 10% en een CO2 reductie van 5% dankzij een toename in fietsverbruik van 5% en van carsharing/-pooling van 10% in de partner regio's. De Online Support Hub, de EU White Paper on Rural Mobility en de pilots zullen na het eind van het project voortgezet worden.</p>

Indicative budget

Total envisaged budget			
Total budget	8 547 760.00	Total ERDF budget	5 128 656.00
Total envisaged budget for Investments			
Total investment budget	1 763 915.00	Total investment ERDF budget	1 058 349.00

Overview of the partnership

Partner number	Name of the organisation	Abbreviation	Country
1	Regionalmanagement Nordhessen GmbH	RMNH	DEUTSCHLAND
2	Comhlacht Forbartha Aitiuil Acla	CFAA	IRELAND
3	Communauté de Communes d'Erdre et Gesvres	CEEG	FRANCE
4	Dundalk Institute of Technology	DkIT	IRELAND
5	Municipality of Houten	MoH	NEDERLAND
6	Kent County Council	KCC	UNITED KINGDOM
7	Letterkenny Institute of Technology	LYIT	IRELAND
8	Communauté de Communes de Desvres Samer	CCDS	FRANCE
9	Taxistop vzw	TS	BELGIQUE-BELGIË
10	Tilburg, representative of the Heart of Brabant coalition	CoT	NEDERLAND
11	Communauté de communes des Hauts de Flandre	CCHF	FRANCE
12	West-Vlaamse Intercommunale	WVI	BELGIQUE-BELGIË
13	Vrije Universiteit Brussel	VUB	BELGIQUE-BELGIË

Partners

Strategic concept of the partnership

	<ul style="list-style-type: none"> • What profiles of organisations does the project objective require for an efficient partnership? • Where are these competencies in North-West Europe? • How should roles be distributed? Who should do what?
EN	<p>The transnational approach of the project is supported by this specified partnership influencing the pilots by bringing in their knowledge, network and experience upfront, so that the pilot situation starts from a position with optimal use of knowledge, skills and network in NWE. The partnership contains of organisations that deal with transport in rural areas on a daily basis, as traffic or regional planners. These partners understand the needs of rural mobility as well as the bottlenecks and chances. The special characteristic of the partnership consists of them representing three categories of rural areas, depending on population density and the number of existing innovative mobility solutions. Accordingly, a leader-follower principle - the ones with innovative solution from 'high level rural area' sharing their solutions with partners of 'lower level rural areas', testing the solutions - will be introduced. As an addition, partners from science will support the development and evaluation of pilots within the regions. There will be one Lead partner responsible for the overall implementation of the project and five Work package leader responsible for the deliveries in the Work Packages. All partners will be involved in all WP and therefore every step of the project to ensure the transnationality of pilots and investments in the partner regions.</p>

Partner description

Partner number	Partner role in the project	Partner status in the project
1	LP	Confirmed participation
Name of organisation in original language	Regionalmanagement Nordhessen GmbH	
Name of organisation in english	Regionalmanagement Nordhessen GmbH	
Abbreviation of organisation	RMNH	
Legal status	private	
Type of partner	regional public authority	
Legal representative	Holger Schach	
Main address	Ständeplatz 13, 34117 Kassel	
NUTS3 Code	DE731	
Contact person for the application	Nadja Gläser	
Address of contact person	glaeser@regionnordhessen.de	
Co-financing source	ERDF	
VAT number	DE 22 3021 868	
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	Regionalmanagement Nordhessen GmbH coordinates the central measures to strengthen growth and employment in the region of Nordhessen being responsible for the development of the region. As a public private partnership, politics and economics are cooperating in an exemplary way aiming to build up and to extend regional core competences, so called clusters, in the mobility sector, and in the fields of decentralised and renewable energies, tourism as well as health. A modern industry, innovation across corporate and cluster boundaries, which are based on a close cooperation with an application-oriented scientific and academic landscape, are fundamental success factors for the region. This is supported by numerous model and research projects. One major location factor is accessibility and quality of transport and mobility options in the region. Hence, the mobility cluster addresses the topics mobility management, public transport, automotive, e-mobility and logistics. Therefore, the interest of Regionalmanagement is to test best practice examples for a fit-for future mobility infrastructure. This is not possible for the organisation alone but in a partnership with comparable partners.	
Organisation`s experience in international / EU funded projects	The Regionalmanagement Nordhessen GmbH collected several experience in regional and transnational projects on innovative mobility solutions. We are Lead partner of Interreg IVB project "NISTO", partner in several Interreg IVB projects as well as partner in Climate KIC project and Framework 7 project. Moreover, we have experience in communication and dissemination of research and development projects in the mobility sector. Overview: - TCAS (FP7) - ENEVATE (Interreg IVB) - ENEVATE II (Interreg IVB) - SINTROPHER (Interreg IVB) - NISTO (Interreg IVB) - BESTMOB (ClimateKIC)	
Subpartner 1	Name: Role:	

Partner number	Partner role in the project	Partner status in the project
2	PP	Confirmed participation
Name of organisation in original language	Comhlacht Forbartha Aitiuil Acla	
Name of organisation in english	Comhlacht Forbartha Aitiuil Acla	
Abbreviation of organisation	CFAA	
Legal status	public	
Type of partner	regional public authority	
Legal representative	Terence Dever	
Main address	Áras Forbairt Acla, Keel	
NUTS3 Code	IE013	
Contact person for the application	John Glynn	
Address of contact person	glynn@gcom.ie	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	no	
Role in the project Specific competence used in the project	<p>In addition to CFAA's own project experience, John Glynn has more than 20 Years of participation in Transnational Project Development and Implementation. The primary focus of the organisation is to develop, implement and support a wide range of activities and projects targeted at the overall improvement of the region as a place to live and work by using the surroundings and environment as an asset towards changing attitudes of the community from a dependence culture to one of innovation and self-sufficiency. The expected result of the pilot project would contribute to a more co-ordinated informal local transport service for school students who do not qualify for inclusion in the official school transport service. These results will feed into the future planning of the official service and show how efficiencies can be achieved for the greater good of the community. The verified pilot initiative can also be duplicated in all other rural regions where the same problem of lack of public transport service exists. The result of the pilot project will have a measurable and verifiable reduction in greenhouse gas emissions in the region that will contribute to the overall national and EU plan for reduction of gas emissions and climate change planning.</p>	
Organisation`s experience in international / EU funded projects	<p>John Glynn has worked on over 30 projects, some of which were implemented under earlier Interreg NWE, NPA, AA and Strand C programmes. He has also undertaken the role of Lead Partner and Transnational Project Coordinator on a selection of these projects</p>	

Partner number	Partner role in the project	Partner status in the project
3	PP	Confirmed participation
Name of organisation in original language	Communauté de Communes d'Erdre et Gesvres	
Name of organisation in english	Community of the communes Erdre and Gesvre	
Abbreviation of organisation	CCEG	
Legal status	public	
Type of partner	local public authority	
Legal representative	Yvon Lerat	
Main address	rue Marie Curie - P.A. la Grand'Haie 1, 44119 Grandchamp des Fontaines	
NUTS3 Code	FR514	
Contact person for the application	Wilfried Braud	
Address of contact person	wilfried.braud@cceg.fr	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	The Community of the Communes Erdre and Gesvre (CCEG) has collected relevant experience in the mobility sector. It is responsible for developing actions towards sustainable and low carbon mobility in a rural and peri-urban territory. Furthermore it provides experiences and a local network on sustainable mobility actions to share with the other partners.	
Organisation`s experience in international / EU funded projects	CCEG has experience in another local authority as Lead partner of 1 INTER-REG IVB and 1 INTERREG IVC projects, and as partner in 2 other INTER-REG projects.	

Partner number	Partner role in the project	Partner status in the project
4	PP	Confirmed participation
Name of organisation in original language	Dundalk Institute of Technology	
Name of organisation in english	Dundalk Institute of Technology	
Abbreviation of organisation	DkIT	
Legal status	public	
Type of partner	local public authority	
Legal representative	Denis Cummins	
Main address	Dublin Road , N53 Dundalk, Co. Louth	
NUTS3 Code	IE011	
Contact person for the application	Bernadette Brereton	
Address of contact person	bernadette.brereton@dkit.ie	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	The DkIT has expertise in Research and Community Engagement in Sustainable Methods of Travel and Transport in the North-East region of Ireland. Especially in sustainable behaviour change in the higher level community in DkIT and the wider North-East region.	
Organisation`s experience in international / EU funded projects	The DkIT has INTERREG experience as a member of previous INTERREG IVC consortium with CFAA and LYIT.	

Partner number	Partner role in the project	Partner status in the project
5	PP	Confirmed participation
Name of organisation in original language	Municipality of Houten	
Name of organisation in english	Municipality of Houten	
Abbreviation of organisation	MoH	
Legal status	public	
Type of partner	local public authority	
Legal representative		
Main address	Onderdoor 25, 3995 DW Houten	
NUTS3 Code	NL33A	
Contact person for the application	Edwin Rheen	
Address of contact person	Edwin.van.Rheenen@houten.nl	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project		
Organisation`s experience in international / EU funded projects	We have been Lead Partner of the AT FORT INTERREG IV C project; Partner in the COLLABOR8, manage+, SHARE INTERREG projects and partner in the cluster APACHES in NWE.	

Partner number	Partner role in the project	Partner status in the project
6	PP	Confirmed participation
Name of organisation in original language	Kent County Council	
Name of organisation in english	Kent County Council	
Abbreviation of organisation	KCC	
Legal status	public	
Type of partner	local public authority	
Legal representative		
Main address	Sandling Road , ME14 1XX Kent	
NUTS3 Code	UKJ42	
Contact person for the application	Elizabeth Raiser	
Address of contact person	Elizabeth.Raiser@kent.gov.uk	
Co-financing source	ERDF	
VAT number	GB 204 269 191	
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	3 teams in KCC (Explore Kent, Public Rights of Way and the Highways Mobility & Safety Team) will be working together on the SEPRUMO project and each team will benefit from new infrastructure and initiatives to change behaviour and travel choices within communities. KCC will learn from European partners who hold significant experience in cycling infrastructure and provision. KCC will share knowledge with partners in the transnational partnership. New "active travel" route(s) will be constructed in Kent which will reduce car use, reduce car GHG emissions, reduce congestion and improve air quality. The Public Health agenda in Kent will benefit as more people will be encouraged to travel by cycling / walking and are likely to become more active and healthy.	
Organisation`s experience in international / EU funded projects	KCC brings significant experience in Interreg 3 and 4 with European partners, (e.g. COOL, Eco2Mobility, CBOOPS, Greenways projects), delivering these projects connected to green travel and tourism on time and within budget. KCC benefits from a specialist external funding team with significant expertise and experience of managing EU funding.	

Partner number	Partner role in the project	Partner status in the project
7	PP	Confirmed participation
Name of organisation in original language	Letterkenny Institute of Technology	
Name of organisation in english	Letterkenny Institute of Technology	
Abbreviation of organisation	LYIT	
Legal status	public	
Type of partner	local public authority	
Legal representative	John Andy Bonar	
Main address	Port Road	
NUTS3 Code	IE011	
Contact person for the application	Paul McCusker	
Address of contact person	Paul.McCusker@lyit.ie	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	The LYIT has research capacity in relation to Data Collection, Data Modelling and Date Visualisation technologies. The aim is to develop the research capacity of LYIT and provide a planning tool to the local regional authority, Donegal County Council.	
Organisation`s experience in international / EU funded projects	The LYIT's experience compromises Framework 5, Various INTERREG projects and Erasmus + projects.	

Partner number	Partner role in the project	Partner status in the project
8	PP	Confirmed participation
Name of organisation in original language	Communauté de Communes de Desvres Samer	
Name of organisation in english	Community of the Communes of Desvres Samer	
Abbreviation of organisation	CCDS	
Legal status	public	
Type of partner	local public authority	
Legal representative	Claude Prudhomme	
Main address	rue des Potiers BP41 41, 62240 Desvres	
NUTS3 Code	FR302	
Contact person for the application	Lionel Rouille	
Address of contact person	lionel.rouille@cc-desvressamer.fr	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	The CCDS is in charge of innovative mobility projects in a rural area (density : : 89 pers./sq km). It embraces the experience from pilot projects developed in a rural area with no available public transports.	
Organisation`s experience in international / EU funded projects	The CCDS has good experience in European projects.	

Partner number	Partner role in the project	Partner status in the project
9	PP	Confirmed participation
Name of organisation in original language	Taxistop vzw	
Name of organisation in english	Taxistop vzw	
Abbreviation of organisation	TS	
Legal status	private	
Type of partner	regional public authority	
Legal representative	David Van Kesteren	
Main address	Maria Hendrikaplein 65B, 9000 GENT	
NUTS3 Code	BE234	
Contact person for the application	Angelo Meuelman	
Address of contact person	ame@taxistop.be	
Co-financing source	ERDF	
VAT number	BE 0415.131.393	
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	We initiated carsharing in Belgium, in a partnership with public transport. Also for ridesharing we work together with public transport. We are member of the Combined Mobility Platform of UITP. We have solutions for urban mobility (carsharing with a fleet), but also for rural mobility: Service by voluntary drivers, for elderly people, corporate ridesharing, schoolpooling (carpool programme for schools), peer-to-peer carsharing. We would like to integrate different services: carsharing, ridesharing and transport with volunteers. We would like to make our solution for shared mobility available for other countries: From .be to .eu	
Organisation`s experience in international / EU funded projects	Taxistop has experience with several EU-projects: Interreg North-Sea (Care-North+) and NWEurope (NweRIDE), Intelligent Energy.CHUMS and MOMO-car-sharing.	

Partner number	Partner role in the project	Partner status in the project
10	PP	Confirmed participation
Name of organisation in original language	Tilburg, representative of the Heart of Brabant coalition	
Name of organisation in english	Tilburg, representative of the Heart of Brabant coalition	
Abbreviation of organisation	CoT	
Legal status	public	
Type of partner	local public authority	
Legal representative	Ronald Soemers	
Main address	Stadhuisplein 128, 5038 TC Tilburg	
NUTS3 Code	NL412	
Contact person for the application	Ronald Soemers	
Address of contact person	ronald.soemers@tilburg.nl	
Co-financing source	ERDF	
VAT number	NL001172773B02	
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	<p>The provincial and regional ambition is to be THE cycling province of The Netherlands by 2020. We have a regional knowledge base for 'close to market' innovations in cycling experiences and in social innovation. Furthermore we have a vast knowledge on mobility issues and behavior change. We are a stable partner with match funding in place and have experience in Interreg projects. We are piloting test cases for the use of innovative products reducing energy consumption in, on and around cycling lanes. Thereby we are testing innovative products that are 'almost ready' for market in real life conditions. Examples of these products are: new led technologies, led lanterns that follow cyclists, glow in the dark tarmac, heating under a cycling road so as not to have to use salt etc. We are also piloting a project on the added value of (visible) storytelling in, on and around a cycling lane. Thereby we are experimenting with the use of 'innovations' and 'storytelling' in enhancing the cycling experience. In this way we are also testing the effect of using innovations and storytelling in actual behavior change. The aim being to enhance the modal shift from the car to the bicycle in this rural/periurban area in the south of the Neherlands. Additionally we are piloting a real life testing ground for triple helix partnerships for tackling societal challenges (social innovation). The aim being to improve CO2 reductive transmode modes in our rural / periurban area and thereby enlarging the catchment area for public transport in and around the City of Tilburg.</p>	
Organisation`s experience in international / EU funded projects	Partner in STARS - Intellegent Energy Europe Programme Links with NISTO - Interreg IVB Partner in COLLABOR8 - Interreg IVB Partner in APACHES - Interreg IVB clusterproject	

Partner number	Partner role in the project	Partner status in the project
11	PP	Confirmed participation
Name of organisation in original language	Communauté de communes des Hauts de Flandre	
Name of organisation in english	Community of the communes of Hauts de Flandre	
Abbreviation of organisation	CCHF	
Legal status	public	
Type of partner	local public authority	
Legal representative	André Figoureux	
Main address	rue de la couronne de Bierne 468, 59380 Bergues	
NUTS3 Code	FR301	
Contact person for the application	Bruno Heusèle	
Address of contact person	bruno.heusele@cc-hautsdeflandre.fr	
Co-financing source	ERDF	
VAT number		
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	The CCHF has regulatory jurisdiction over land use.	
Organisation`s experience in international / EU funded projects	The CCHF has FEDER experience.	

Partner number	Partner role in the project	Partner status in the project
12	PP	Confirmed participation
Name of organisation in original language	West-Vlaamse Intercommunale	
Name of organisation in english	Intercommunal association of West Flanders	
Abbreviation of organisation	WVI	
Legal status	public	
Type of partner	regional public authority	
Legal representative	Luc Vanparys	
Main address	Baron Ruzettelaan 35, 8310 Brugge	
NUTS3 Code	BE251	
Contact person for the application	Eveline Huyghe	
Address of contact person	e.huyghe@wvi.be	
Co-financing source	ERDF	
VAT number	BE 0205 157 869	
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	no	
Role in the project Specific competence used in the project	<p>WVI is a regional public body responsible for the development and management of business parks and realization of housing projects. WVI also supports and advises the municipalities and the province of West Flanders concerning spatial planning, mobility planning and in nature and environmental topics. Margo Swerts is mobility expert in WVI who supports our municipalities with their mobility projects. Dieter Hoet coordinates the conference of mayors of the Westhoek. Thanks to his close relationship with the mayors and his communication skills, he takes care of the communication and behaviour change topics. Eveline Huyghe has experience with Interreg projects and will coordinate the project for WVI and its sub-partners. Dorine Sioen is the person responsible for the secretarial support for the project. WVI and its sub-partners are able to execute the mobility strategy for the rural area Westhoek. WVI will gain experience, knowledge and know-how in alternative mobility modes that can also be executed in other rural parts of the province of West Flanders.</p>	
Organisation's experience in international / EU funded projects	<p>WVI has experience in Interreg IIIC and national ERDF in the period 2000-2006. In the period 2007-2013 WVI was partner and sub-partner in 3 NWE projects (Future Cities, manage+ and Sintropher) and the clusters SIC Adapt! and APACHES. In the 2 Seas program WVI was partner in the project ACE and the cluster SAFE-ICE. WVI had 2 national ERDF funded projects: BISIY and DuGiO.</p>	

Partner number	Partner role in the project	Partner status in the project
13	PP	Confirmed participation
Name of organisation in original language	Vrije Universiteit Brussel	
Name of organisation in english	Free University of Brussels	
Abbreviation of organisation	VUB	
Legal status	public	
Type of partner	higher education and research	
Legal representative	Paul De Knop	
Main address	Pleinlaan 2, 1050 Brussels	
NUTS3 Code	BE100	
Contact person for the application	Cathy Macharis	
Address of contact person	cathy.macharis@vub.ac.be	
Co-financing source	ERDF	
VAT number	0449 012 406	
Is the organisation entitled to recover VAT based on national legislation for the activities implemented in the project?	yes	
Role in the project Specific competence used in the project	VUB as a research institution has experience in the evaluation and monitoring of urban and regional mobility projects as well as strategy making in the mobility domain. Together with LYIT, VUB will coordinate WP3 to set up an implementation and evaluation framework for the pilot projects. It will also coordinate the framework for the transferability assessment. VUB will also contribute to WP5 Transfer to Policy and Practice by synthesizing the findings of the impact and transferability assessment to feed them into the Strategic European Plan.	
Organisation`s experience in international / EU funded projects	VUB has a significant experience in participating EU-funded projects. Over the last 5 years, the Mobility, Logistics and Automotive Technology Research Centre of VUB has undertaken 18 EU-funded projects including Interreg IVB projects NISTO and TwinHUB and FP7 project Straightsol. It is currently a scientific partner in 11 European Projects under execution. It also possesses considerable expertise in the scientific and operational management of multi- partner research projects as it acts as coordinator in several major European projects.	

Project description

Relevance

Why is the project necessary?
<ul style="list-style-type: none"> • Which issue/market failure in the NWE Programme area is the project addressing? • Where in NWE does it occur? • Which part of the territory will be addressed? • Why is addressing this issue/market failure important to reduce disparities in NWE?
<p>Transport, especially road transport is Europe's second biggest emitting sector after energy (25%). It is therefore one of the EU commission's main goals for 2020 to reduce greenhouse gas emissions by 20% and the aim of the EU Transport White Paper to reduce carbon emissions from transport by 60% until 2050 (compared to 1990's level).</p> <p>Within the transport sector, individual car use is a major problem, not only in urban but also in rural and peri-urban areas, for example due to commuting. Public transport as low carbon transport mode is failing in all rural NWE regions resulting in a high car-dependency. One of the reasons is that regional and local authorities suffer from a major decrease in public funding in all NWE regions. Public transport cannot meet its costs which results in decreasing service levels.</p> <p>At the same time low carbon transport solutions are being developed and implemented in urban areas but not for rural areas.</p>



Novelty of approach

- **Please describe the new solution that will be developed during the project to improve the current situation and/or existing solution that will be adopted and implemented during the project lifetime.**
- **Please also explain how the approach goes beyond existing practices in the sector/programme area.**

The project consortium believes that in order to reduce GHG emissions by 20%, it is necessary to reduce GHG emissions in transport in total and therefore also in rural areas. Urban low carbon transport concepts like for example car- and bike sharing systems will be transferred and tested in rural areas. To enable a sustainable follow-up and transferability, these activities will be documented and translated into an "Online Support Hub" for practitioners and an "EU Transport White Paper on Rural Mobility" for the policy-makers.

The procedure will be structured like this:

1. In a "Best Practice Database" **low carbon mobility concepts from urban areas** will be collected.
2. The partner regions represent typical rural areas in Northwest Europe showing different population-, landscape and building structures and resulting shortages in their transport system. These **regions will be categorised** to test best practices under different framework conditions.
3. Based on the Best Practice database and the region's categorisation, a "**Leader – Follower principle**" will be introduced to tackle the innovation-knowledge gap. A pilot checklist will support this process.
4. On basis of the pilot checklist and findings from former transnational projects (like NISTO), an **Online Support Hub** will be developed to help public/ transport authorities finding the right solutions for their specific regional framework conditions.
5. The EU Transport **White Paper** mentions only urban areas when it comes to low carbon transport options. The partners believe that a policy paper on sustainable rural mobility is also of relevance as car use is high in NWE rural areas and emissions need to be reduced all over NWE.

Cooperation intensity

Please describe the envisaged approach to cooperation

Cooperation criteria (intensity of cooperation)		Please indicate where such cooperation is embedded in the work plan
Exchange of knowledge/experience	X	The specific added value from each partner's knowledge and experiences, will be shared in joint meetings among all partners. The basis for this exchange will be the Region's categorization and Leader-Follower principle.
Joint Development	X	In total six project development meetings with all partners took place in which the project idea and the regional investments have been discussed and consequently, the project has been jointly developed. In this phase also the NCP's have been contacted.
Joint decision-making	X	In the project steering committee all partners will decide on project issues jointly. The committee will meet at least twice a year. This decision making process will be included in the partnership agreement.
Joint implementation and evaluation	X	All partners will be involved in each WP, which means that the related actions can only be delivered by input/effort from all partners. All partner will be involved to meet the promised outputs and long term effects.
Joint communication	X	In order to reach the goals of the project, the overall idea, its messages, its dissemination and capitalisation of effects will be communicated jointly.
Joint enabling of long-term effects	X	Jointly new activities are being built and related investment will be executed in a way that guarantees the sustainability of the effects (to be measured). By means of networks it will be disseminated/capitalised towards other regions/organisations.
Joint Staffing	X	Due to the joint implementation, partners open their doors for staff from other partners in order to work and implement actions together. Because of the structure of the project, face to face working is a requirement in order to meet the outputs/effects.
Joint Financing	X	As listed in the partnership agreement, central work will be delivered on behalf of all partners like for example communication, central project management and project audit. The costs related to this joint effort will be shared jointly.

Focus

Objectives and expected result

<p>Programme priority specific objective (SO) Select the programme priority specific objective the project will contribute to.</p>
<p>SO4: To facilitate the implementation of transnational low-carbon solutions in transport systems to reduce GHG emissions in NWE</p>

<p>Project objective</p> <ul style="list-style-type: none"> • Please define precisely what the project aims to achieve (what, for whom, where)
<p>Aim of the project: The project wants to achieve a reduction of GHG emissions in rural transport by offering new mobility services that were already successful in urban areas that will lead to behaviour change. On project level, the partners aim at a relative reduction of individual car use by 10% and reduction of GHG emissions by 5% due to an increase in cycling by 10% and increase in carsharing/-pooling by 10%. SEPRUMO wants to test solutions, collect best practice examples and transfer the knowledge to practitioners from public transport authorities and policy makers by offering the Online Support Hub and the EU White Paper on Rural Mobility. The project consequently wants to achieve a reduction of GHG emissions in rural transport by 3-5% in all NWE regions by 2025. Target group of the project SEPRUMO will offer solutions and guidance to regional planners and traffic planners from the public sector. The idea is for them to take those ideas that fit their region and implement these with guidance from the Online Support Hub. The second target group contains of regional and national policy makers who will get more information about the relevance of rural mobility for GHG emissions in transport and goals that can be set in regional plans. Area in NWE: The project addresses problems of all rural areas in NWE suffering from shrinking mobility options and high car dependency.</p>

<p>Project result</p> <ul style="list-style-type: none"> • Please quantify the envisaged change or improvement on the ground / on the territory; what is the extent of the change the project envisages?
<p>The results from SEPRUMO will include: - 1 Joint Rural Mobility White Paper (on policy-level) - 1 Online Support Hub to support of public authorities in NWE's rural areas (on practice-level) - 6 pilots in carsharing - 7 pilots in carpooling - 15 pilots in cycling (infrastructure) innovations - 3 communication projects aimed at behaviour change - 6 intermodal transport hubs linking to existing public transport - 4 information platforms - 6 Mobility management pilots The stated activities include pilot projects and investment projects that will be implemented by the participating partners in their regions. By disseminating and communicating the project, its Online Support Hub and White Paper the consortium expects new investments in other NWE regions by 10 Mio. EUR. Within the partner regions, leverage funding in the amount of 47 Mio. EUR is expected.</p>

Policy context

<p>How does the project fit EU, national and regional strategies and policies?</p>
<p>European level It is the EU commission's main goal for 2020 to reduce greenhouse gas emissions by 20% and the aim of the EU Transport White Paper to reduce carbon emissions from transport by 60% until 2050 (both compared to 1990's level). Transport is mentioned as one of the main polluting sectors and therefore has a high priority. Individual car use is a major problem, not only in urban but also in rural and peri-urban areas, for example due to commuting.</p> <p>National level The national targets are comparable to the targets on EU level or even more ambitious. To name one example: The German target is a reduction of GHG emissions by 40% (compared to 1990's levels) and in transport by 10% until 2020 (compared to 2005 level).</p> <p>Covenant of Mayors On a regional but at the same time transnational level some of the partners are member of this European movement of local and regional authorities, voluntarily committing to increasing energy efficiency and use of renewable energy sources on their territories. The participating cities/ municipalities phrase and sign their own "Sustainable Energy Action Plan" in which they describe how they intend to reach the CO2 reduction target by 2020.</p> <p>The EU Transport White Paper from 2011 does not mention rural areas as target location even though car-dependency in rural areas is very high. Therefore, the project will fill this gap and add the possibilities and solutions for rural transport to drive the reduction of GHG emissions in transport further.</p>

Work packages

WP Nr	WP title
3	Long Term
Partners involvement	
Partner responsible	Letterkenny Institute of Technology
Partners involved	Name: Municipality of Houten Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Kent County Council Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Free University of Brussels Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Taxistop vzw Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>This WP will ensure the sustainability of activities from the SEPRUMO project. After the end of the project, the Online Support Hub, the EU White Paper on Rural Mobility and the implementation of pilot projects will be finalized.</p> <p>In five years from now, the consortium would like to achieve the targets from the SEPRUMO project/ partner regions in all NWE rural areas to reduce individual car use by 10% and reduce GHG emissions in NWE rural areas by 5%. The EU White Paper on Rural Mobility will be of relevance for European policy makers. The Online Support Hub will be hosted by a European Initiative that has been associated partner of the project. The awareness campaign for behaviour change in mobility will be finalized by then. Pilots should still be running and leverage funding for new pilots in the amount of 10 Mio. Euro will be spent.</p> <p>In 10 years from now, the Online Support Hub is still existing and might be further developed (through initiatives or new projects). There will be a new edition of the EU White Paper on Rural Mobility. Leverage funding of 30 Mio. Euro will be spent on new mobility concepts in NWE regions. Low carbon mobility concepts and behaviour change will lead to a reduction of individual car use in NWE rural areas by 15% and reduction of GHG emissions by 10%.</p>	
WP Nr	WP title
17	Communication

Partners involvement	
Partner responsible	Community of the communes Erdre and Gesvre
Partners involved	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Taxistop vzw Role: PP
	Name: Free University of Brussels Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Kent County Council Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Municipality of Houten Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p><u>WP Communication Part A</u> New concepts and technologies need mentors to push it forward and a critical mass to support it. To implement a successful awareness campaign towards stakeholders, policy makers and the broad public the following actions will be carried out: - Development of a Corporate Design for the project - Development of website and newsletter format - Design and production of communication material (flyers, brochures, exhibitions booth/ roll-ups) - In addition to the activities carried out in the partner regions, the partnership will hold annual transnational conferences to explain the idea behind SEPRUMO to stakeholders from all over Europe and potential European partners of the project.</p> <p>RMNH will lead this part of the WP, report to all partners and get feedback (in the steering committee) and set-up a core team for project communication if needed.</p> <p><u>WP Communication Part B</u> A joint communication strategy focusing on behavior change for less car use will be part of the EU White Paper on Rural Mobility. In several workshops with partners and externals (from EU initiatives, for example stated in WP5) this strategy will be developed not only as part of the White Paper but also implemented in all partner regions and beyond.</p> <p>CCEG and CCDS will be responsible for this part but also the entire WP and involve all partners in the process of development and implementation.</p>	

WP Nr	WP title
1	Project management

Partners involvement	
Partner responsible	Regionalmanagement Nordhessen GmbH
Partners involved	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Taxistop vzw Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Free University of Brussels Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Kent County Council Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Municipality of Houten Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
<p>Describe how the management on the strategic and operational level will be carried out in the project, specifically:</p> <ul style="list-style-type: none"> • structure, responsibilities and procedures for the day-to-day management and co-ordination; • communication within the partnership; • reporting and evaluation procedures; • risk and quality management. <p>In step 1, please focus on key activities only.</p> <p>The Regionalmanagement Nordhessen GmbH will be the lead partner (LP) of the SEPRUMO project and is overall responsible for the delivery of the project, both content-related and financially. The LP will support and service the partnership in all project related aspects. The LP will take care of an adequate approach in order to deliver the project-outputs as promised. The LP is aware of each partner's tasks and obligations and ensures fulfilling it accordingly to the application form, the subsidy contract and the partnership agreement. This will be achieved by an efficient project management structure and an effective control system. The LP, being the voice of the project, coordinates all activities towards the JTS. The LP signs and submits the application form on behalf of the partnership. The LP will be supported by 4 thematic WP-leaders as members of the Core Team. Together they will form the core executive group and their task will be: give guidance towards the partnership in respect of integrating project outputs, definition of implementation plans. All decisions will finally be made within the Project Steering committee which consists of representatives of all partners and sub-partners. It will decide upon partnership, working procedures and protocols, set up strategies for an effective transfer and dissemination of NWE-specific actions. Decisions are taken by majority vote (1 partner = 1 vote). The content work will be supported by Thematic working groups and Work Package Working teams. Within the structure of the LP, a transparent auditing and financial accountability process will be set up in order to centrally manage, monitor and audit the project, its budget as well as the ERDF co-funding, on partner level as well as on overall project level. Cost claiming and reporting will be carried out, twice a year together with the auditor's report.</p>	

WP Nr	WP title
4	WP3: Framework for implementation and evaluation

Partners involvement	
Partner responsible	Letterkenny Institute of Technology
Partners involved	Name: Letterkenny Institute of Technology Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Taxistop vzw Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Kent County Council Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Free University of Brussels Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Municipality of Houten Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Dundalk Institute of Technology Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>This work package aims to set up the framework in which the pilot projects and investments will be carried out, monitor the implementation of the pilots, evaluate their impact and assess potentials for transferability. The results of this work package provide input for WP5 Transfer to Policy and Practice by outlining which tested solutions can be included in the EU White Paper and the Online Support Hub.</p> <p><u>Action A</u> A collection of urban mobility innovations will lead to a Best Practice Database. This will be the basis for first workshops in which the partners discuss all pilot projects (including the investments) and the lessons learned from the urban examples. The outcomes of the discussions will lead to the definition of framework conditions for pilots.</p> <p><u>Action B</u> A categorization of regions/ locations for pilots will be defined. Based on the criteria population density, quality of public transport, distance to urban areas and innovative mobility services among other things the participating regions will be categorized as "High", "Medium" or "Low". Within the categories, a Leader-Follower principle will be established for support.</p> <p><u>Action C</u> A data collection will ensure an optimized project monitoring and impact assessment. This action will deal with the definition of criteria and continuous collection of necessary data about the pilots throughout the project implementation.</p> <p><u>Action D</u> A transferability assessment will deal with the link to WP5 and the transfer of content, findings and solutions to the Online Support Hub and the EU White paper.</p> <p>LYIT will lead this WP together with VUB. All partners will be involved through development workshops, best-practice exchange, data collections and reporting.</p>	

WP Nr	WP title
5	WP4: Regional testing of behaviour change pilots

Partners involvement	
Partner responsible	Tilburg, representative of the Heart of Brabant coalition
Partners involved	Name: Dundalk Institute of Technology Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Municipality of Houten Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Taxistop vzw Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Kent County Council Role: PP
	Name: Free University of Brussels Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Community of the communes Erdre and Gesvre Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>In this Work Package the implementation of the pilots and investments for behavior change and GHG emission reduction will be organized. This WP will basically further develop the pilots and report the findings of regional implemented projects back to WP3.</p> <p><u>Action A</u> In cooperation with WP3, exchange sessions for the different regional categories will be organized. "Low", "Medium" and "High" regions will work through the Best Practice Database and define fitting solution for their region and further develop the regional projects together.</p> <p><u>Action B</u> A transnational implementation plan will document the progress of the pilots. Project partners will implement and report back.</p> <p><u>Action C</u> Project partners will measure the reduction of GHG emissions in the regions and report back to WP3.</p> <p>The WP leader CoT will ensure the transnational development and implementation of regional pilots; all partner will support and work together.</p>	

WP Nr	WP title
6	WP5: Transfer to policy and practice

Partners involvement	
Partner responsible	Intercommunal association of West Flanders
Partners involved	Name: Free University of Brussels Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Kent County Council Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Municipality of Houten Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Taxistop vzw Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>Based on the transferability assessment from WP3, the aim of the Work Package is to transfer the findings, lessons learned, criteria and categorizations to the practitioners and policy makers from all over Europe to foster CO2 reduction in transport beyond the SEPRUMO project and its partner regions.</p> <p><u>Action A</u> Regional workshop for national/ regional policy makers will be organized in the beginning of the project for development and the end of the project for the presentation of results. The project partners will inform and jointly discuss targets and road maps for rural mobility. A national and transnational consolidation of strategies will follow in order to prepare a first draft which then will be discussed with European network organizations and initiatives like Covenant of Mayors, EPOMM, Climate KIC, ManagEnergy, TRIP, ELTIS, PRESTO, etc.. In the end of the project, the EU White Paper on Rural Mobility will be presented in an international event.</p> <p><u>Action B</u> Transnational exchange and best-practice workshops will be organized in mid-term of the project and the end of the project. This can be linked to the project mid-term and final conference and will target transport experts and planners responsible for rural mobility. The aim is to find the best way of presenting the project's findings for optimized knowledge transfer in the Online Support Hub.</p> <p>- Representantation of the project and it's findings at other EU conferences and forums</p>	

Investments

INV Nr	Investment title
7	Intermodal Transport and Transfer Hub

Partners involvement	
Partner responsible	Municipality of Houten
Partners involved	Name: Municipality of Houten Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Taxistop vzw Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Free University of Brussels Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Kent County Council Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>This investment is dealing with the issue Intermodal Transport and Transfer Hub, located on the edge of a rural/semi rural area, especially developed at the border of a highway and open farmland. It is the first intermodal mobility hub that is built along a highway that combines different traffic modes offering the possibility to go directly to a recreational area by walking, cycling or canoeing. Furthermore there is a supermarket and restaurant where local farmers sell their products.</p> <p>The investment is needed to enhance the mobility of the rural areas and should provide a solid backbone for the surrounding network.</p> <p>Partner will support the development and help with knowledge from comparable project initiative from their countries.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
This investment contributes to a highly connected infrastructure and thus supports the aimed output of the project. The end-users for this investment are all inhabitants.	

INV Nr	Investment title
8	Innovative roadlights canalbridge

Partners involvement	
Partner responsible	Municipality of Houten
Partners involved	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Taxistop vzw Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Free University of Brussels Role: PP
	Name: Kent County Council Role: PP
	Name: Municipality of Houten Role: PP
Name: Intercommunal association of West Flanders Role: PP	
Name: Community of the communes of Hauts de Flandre Role: PP	
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>This investment addresses the idea of innovative roadlights on a canalbridge, which can provide a proper amount of light for the users on a cycling lane. Two of the mayor factors that influence the affected area are the active bats and the cargo ships on the canal. It is essential to ensure the cyclists to safely follow their path at the cycling lane on the bridge aided a proper lighting, which has besided absoltely no negatively affect on the surrounded environment. Partners can contribute in the selection of the solution, suggestions of already proven or experienced products that can add to this are more than welcome.</p> <p>This investment is essential to improve the requirements for cycling in rural and peri-urban areas. According to this infrastrucrtal installation cyclists should become more safe and therefore feel more confident using their bike and thus use it noticeable more often.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>As a consequence, this investment contibutes to a increase of cycling and supports the aimed output of the project. The end-users for this investment are not only cyclists but also pedestrians. The gathered experience on the investment are wanted to be joint and shared with the partnership, studies, investments or other expenses to create a link and produce a relevant output.</p>	

INV Nr	Investment title
9	Energy efficient cyling road innovations

Partners involvement	
Partner responsible	Tilburg, representative of the Heart of Brabant coalition
Partners involved	Name: Free University of Brussels Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Municipality of Houten Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Kent County Council Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Taxistop vzw Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Intercommunal association of West Flanders Role: PP
Name: Community of the communes of Hauts de Flandre Role: PP	
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>The investment is about test cases for the use of innovative solutions reducing energy consumption on and around cycling lanes for example by testing innovative products that are 'almost ready' for market, in real life conditions. Examples of these products are new led lanterns that follow cyclists, glow in the dark tarmac, heating under a cycling road so as not to have to use salt and cradle-to-cradle cycling road furniture (made out of old tarmac).</p> <p>By using cutting edge technologies we stimulate business innovation in the area. Providing a real life case for businesses to test, prove and improve their 'close to market' innovations. The products are not only predestinated to be used in rural areas but have also been implemented in urban areas. Thus a testing of these innovations is essential.</p> <p>By doing this, Tilburg also achieve a 'new tech' status for the cycling road which intrigues people and stimulates them to use it. This, along with the special and creative application of the innovations with regards to storytelling ensures that the road stays appealing, interesting and attractive for users. Thus stimulating people to avoid using their car and use the bicycle instead or as well adjoining public transport when traveling from the rural area to the city of Tilburg.</p> <p>All project partners will be involved in the development and the follow-up testing.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>With each partner testing and piloting a different CO2 reductive solution for rural mobility, information on 12 or more interventions will be gathered, while only having to test one. Pilots that have interesting results can then be taken up in our area/different areas without the often costly expenditures related to testing, trial and error. Partners influence the pilot by bringing in their knowledge, network and experience upfront, so that the pilot situation starts from a position with optimal use of knowledge, skills and network in NWE. This ensures the testing of a 'EU driven' pilot instead of one driven by (often limited) local idea's and networks. Moreover, stimulating people to avoid using their car and use alternative transport instead when traveling from the rural area to the city of Tilburg will contributes in total to a lower CO2 emission and thus to the objective of the project.</p>	

INV Nr	Investment title
10	Bike and car-pooling infrastructure

Partners involvement	
Partner responsible	Community of the communes Erdre and Gesvre
Partners involved	Name: Municipality of Houten Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Free University of Brussels Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Taxistop vzw Role: PP
	Name: Kent County Council Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
Name: Letterkenny Institute of Technology Role: PP	
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>Bike and carpooling are already very successful mobility services in urban areas. This investment focuses on bikes services & bikes interconnections, car pooling and activating young people in rural areas. The objective of these actions is on the one hand to insure an innovative way promoting the usage of bikes for inhabitants of periurban and rural territories. The objective is further to insure an innovative way to the everyday journey by investing in the sensitization about the car pooling and the benefits of it. The creation of car pooling areas to ensure the capacity of developing new way of transportation.</p> <p>Beyond the implementation of cycle lanes, CCEG want to invest in bikes' services points, grouping at strategic interchange zone. Theses service will be composed by bike sharing, public pump, bicycle shed, charging point and in some hotspots, repair and maintenance zone and connections between public transportation.</p> <p>The investment will beneficiate of competences from sub-partner in surveys to ensure the creation of an intermunicipal strategic mobility planning including a speed moderating schedule so that every neighbourhood gives the desire to walk or ride a bike.</p> <p>The affected territory is a mix of rural and peri-urban areas, where the use of cars remains predominant. Developing a set of investments within a global approach targeting alternative modes to the car and reducing the CO2 emissions, is a new approach of mobility for the territory. This has been already well developed in urban areas though not in rural and periurban areas where adapted solutions (different from the urban context) need to be found.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>This intervention is part of a regional strategy to develop alternative modes to the car and reduce CO2 emissions in our transports and will contribute, along with sensitization and communication actions, to change people's behavior. If habits are wanted to be changed on a long term way it is essential to act towards the youth. Like other partners CCEG would like the young people to develop their awareness about benefits and disadvantage of each transport modes. The experice on the investment are wanted to be joint and shared with the partnership, studies, investments or other expenses to create a link and produce a relevant output. As a consequence, this investment contibutes to a increase of cycling and supports the aimed output of the project. The end-users for this investment are commuters. The intervention is part of a global plan to develop and support alternative modes to individual car use and reduce CO2 emissions in transport.</p>	

INV Nr	Investment title
11	New car services

Partners involvement	
Partner responsible	Intercommunal association of West Flanders
Partners involved	Name: Free University of Brussels Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Municipality of Houten Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Kent County Council Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Taxistop vzw Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>In the region Westhoekwe two types of car sharing systems will be tested, as the mode of car sharing already succeed in urban areas.</p> <p>In the first system, tested in the market town of Leper, the NV Cambio offers a completely new car that can be shared by the users. The car can be used 24/24 hours, 7/7 days by inhabitants but also by organisations, public or private from the region. In the second system, tested in the market town of Diksmuide and in the smaller villages De Panne and Kortemark, a car owned by a public authority is shared with inhabitants out of the working hours and during working hours when it is not used by the public authority itself. The car sharing systems are mainly offered in the railway stations.</p> <p>All partners, coming from rural areas with different characteristics (more or lesser rural), will implement different strategies with the corresponding investment and equipment infrastructure and will influence each other. So partners can evaluate and adopt each other's way of working when expedient. Through design workshops and site visits, investments can be influenced. The evaluation whether a certain system/investment works well, will be done jointly. The needed "out of the box" thinking about the investments will be done together. In that way, partners will influence each other's work and give ideas for improved action.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>Lots of families in the region own more than one car because the activities of the members of the family are spread over the region. Study results proof that people who share a car, are more conscious about their movements and make less car kilometers. They start to use more and more the bicycle for their transfers. Thus, carbon emission reduction is an indirect consequence of car sharing. The region is characterised by an ageing population. When people retire the second and even third car becomes less necessary for daily use. This target group could perfectly share a car with other families. Also for young families, the shared system saves the investment in a second or third car. Accordingly to the study results this will lead to a huge improvement in decreasing individual car use and consequently contributes to CO2-reductions.</p>	

INV Nr	Investment title
12	Rural Bike Services

Partners involvement	
Partner responsible	Intercommunal association of West Flanders
Partners involved	Name: Free University of Brussels Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Kent County Council Role: PP
	Name: Taxistop vzw Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Municipality of Houten Role: PP
Name: Community of the Communes of Desvres Samer Role: PP	
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>The idea beyond this investment is, that in the small village centres a well-equipped and covered bicycle shed contributes to the cyclists' comfort raising the use of the bicycle. Bicycle sheds in cities are already well-developed and tested. To test this approach in rural areas, a bicycle shed will be installed in Langemark-Poelkapelle (bus station) and Kortemark (railway station).</p> <p>Commuters can leave their bicycle in an easy to reach and safe place. The bicycle shed of Langemark-Poelkapelle also offers an e-bike charging point leading to higher use of the e-bike for commuting. In rural areas distances for commuting are bigger and in these cases an e-bike is the solution. In urban areas a conventional bike use is well accepted since ages. The aim is to increase cycling in rural areas following the success of urban areas.</p> <p>All partners, coming from rural areas with different characteristics (more or lesser rural), will implement different strategies with the corresponding investment and equipment infrastructure and will influence each other. So partners can evaluate and adopt each other's way of working when expedient.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>The region Westhoek is a rural region characterized by a strongly sprawled built environment. The inhabitants depend greatly on the individual car for all their activities like working, bringing the children to school, leisure and shopping. In larger Flemish cities new technologies were tested and rolled-out in the latest years to promote sustainable mobility with the inhabitants with the aim to reduce car use and carbon emissions. In these cities functions and employment centres are within close reach. The question is whether these technologies also work in a rural area with more dispersed functions and employment centres. The investment is needed to test the solutions in rural areas, to evaluate the outcome and thus to advise and support similar regions. Consequently, this investment contributes to a increase of cycling and supports the aimed output of the project, as part of a global plan to support alternative modes to individual car use and reduce CO2 emissions in transport.</p>	

INV Nr	Investment title
13	Sustainable Commuting

Partners involvement	
Partner responsible	Dundalk Institute of Technology
Partners involved	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Municipality of Houten Role: PP
	Name: Taxistop vzw Role: PP
	Name: Kent County Council Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Free University of Brussels Role: PP
	Name: Letterkenny Institute of Technology Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>The investment aims to develop a new sustainable transport plan including carpooling, cycling and bus shuttle services for the Dundalk Institute of Technology dealing with 10,000 daily commuters. As mobility plan for workplace or campus locations are common in urban areas, this is not the case for locations in peri-urban areas. Therefore several actions will be performed: Data-collection with the objective to survey the community of learners to establish the current behaviours and attitudes regarding commuting to DkIT, as basis for a new sustainable transport plan. The second action is on car-pooling to inform the community of learners of the need for car-pooling and the benefits (to DkIT and the wider environment in the North-East) and to create car pooling areas to develop capacity for this new means of transportation. The third action is on shuttles buses to establish a sustainable link between the main railway station (40mins walk from campus) and the campus by hypothesising that rail is currently under-utilised by the learning community due to this distance from campus. The last action is on informing the learning community of the need for and benefits from sustainable travel to and from the campus.</p> <p>With a working community of some 10,000 people (students, lecturing staff, administration staff, IT staff, ancillary staff), it is essential that stronger links between local train and bus stations and the campus are built to decrease the traffic congestion around the campus boundaries and on-campus. It is a matter of knowledge that large numbers of the community commute to Dundalk from urban and semi-urban areas and regional towns and villages to the north, west and south (e.g. Newry, Navan, Cavan, Drogheda) so DkIT wants to foster and promote increase carpooling and cycling.</p>	
Justification Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>While formal data collection of travel methods is not yet gathered, anyone visiting DkIT campus will see that the landscape is dominated by paying car-parks, all of which are completely full by approximately 8.30 in the morning. It is very common to see many cars circulating the campus, waiting for spaces to become available. All visitors to campus must have car parking spaces pre-booked for them. There is great need for a change of attitude in DkIT so that CO2 emissions are reduced. Universities located in urban areas are highly connected to public transport modes and already show how different modes of transport are implemented. Alike, it is essential to improve the accessibility of rural located institutions to ensure a non-polluting access. Further, the intervention is part of a global plan to develop and support alternative modes to individual car use and reduce CO2 emissions in transport.</p>	

INV Nr	Investment title
14	Low carbon school run
Partners involvement	
Partner responsible	Kent County Council
Partners involved	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Municipality of Houten Role: PP
	Name: Community of the communes Erdre and Gesvres Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Taxistop vzw Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Free University of Brussels Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Kent County Council Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>This investment deals with the upgrading of Active Travel and Cycle route(s) connecting rural communities with towns, upgrading of Active Travel Infrastructure to promote low / no carbon transport modes, encouraging children and adults to choose cycling and walking in their transport options (including to and from school), learning from experienced European partners.</p> <p>The school run is a perfect opportunity for families to reduce their family's carbon footprint. The objective is to enable a holistic approach to upgrading, innovating and promoting low / no carbon transport modes to that people can use "active travel" & cycle modes, to reduce GHG emissions, to reduce congestion on the roads and to improve air quality.</p> <p>The partnership will bring wide expertise, new and innovative ideas and greater reach into communities. Partners with charitable status and their own identify and non-statutory presence will be able to work in ways which are different to the County Council, to maximise community engagement at a practical and concrete manner. Moreover, cross partner working will share ideas and lessons already learned, bringing innovative ideas from cross sectors and different regions.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>Encouraging children to walk, cycle and scoot will reduce congestion and GHG emission pollution around the school gates. It will also help childrens' mental and physical health. Teachers find that pupils who walk and cycle arrive at school more relaxed, alert and ready to start the day than those who travel by car. In conclusion, this investment contributes to a increase of cycling and supports the aimed output of the project. The intervention is part of a global plan to develop and support alternative modes to individual car use and reduce CO2 emissions in transport.</p>	

INV Nr	Investment title
15	Low carbon mobility points

Partners involvement	
Partner responsible	Community of the communes of Hauts de Flandre
Partners involved	Name: Intercommunal association of West Flanders Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Taxistop vzw Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Kent County Council Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Dundalk Institute of Technology Role: PP
	Name: Free University of Brussels Role: PP
	Name: Municipality of Houten Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>The investment addresses the implementation of combined bike points in Bergues, Wormhout and Esquelbecq, Hondshoote, Watten and the installation of charging points for electric vehicles. These intermodal mobility points already succeeding in urban areas. Based on this fact, this solution will be adapted to more rural areas.</p> <p>The bikes points will be located near train stations or tourist offices. They are intended to allow the development of the practice of cycling territory, for locals and visitors. Each bike will be a venue where we will find electric or classic bikes rental, catches of reloading for electric bikes. Here users will find also information about existing circuits. Moreover, a workshop of repair / reconditioning of bike will be set up hosted by associations of insertion (AIFI, rural Initiatives).</p> <p>The project aims to install terminals for recharging electric vehicles at the heart of the towns centres. They will allow residents to recharge their electric vehicles and to promote the development of this mode of transport. CCHF can imagine that the folding bikes rental could be one service of the bike points, proposed to public transport users for long or short-term rental. Other services could be shared, for example maintenance of bikes.</p> <p>CCHF will learn from partners with comparable projects and jointly develop the concept and prepare the implementation with the partnership.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
<p>This intervention is part of the joint project strategy to plan and develop alternative modes to individual car use and reduce CO2 emissions in transports and will contribute to a change in people's behavior. This will lead to a more sustainable transport solutions. Consequently, this investment contributes to a increase of cycling and supports the aimed output of the project as part of a global plan to develop and support alternative modes to individual car use and reduce CO2 emissions in transport.</p>	

INV Nr	Investment title
16	Folding bikes rental

Partners involvement	
Partner responsible	Community of the communes of Hauts de Flandre
Partners involved	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Kent County Council Role: PP
	Name: Free University of Brussels Role: PP
	Name: Community of the communes Erdre and Gesvres Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Municipality of Houten Role: PP
	Name: Taxistop vzw Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>The investment aims at the implementation of folding bikes in the intermodal transport chain. The idea is to encourage multimodal journeys in rural areas, with a bike you can easily bring into buses or trains as it is already common practice in urban areas. It allows people to reach easily public transport stops and/or their final destination after the public transport travel. The bike is also a way to increase the number of potential users, as it increases the catchment area of public transport. The public transport operator proposes folding bikes rental for its monthly and annual ticket holders.</p> <p>The innovation is in the combination of 2 transport modes in a single transport ticket, as multimodal seasonal tickets will be experimented. Another innovative aspect is to propose that service in rural areas, as distance to/from the public transport stop can sometimes be a barrier for sustainable mobility.</p> <p>There is a strong link between the project and the development of bike points in the rural area. We can imagine that the folding bikes rental could be one service of the bike points, proposed to public transport users for long or short-term rental. Other services could be shared, for example maintenance of bikes.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
Intermodal journeys include different means of transport but also varying destinations. A folding bike offers the maximum flexibility when it comes to different destinations and public transport offers. Folding bikes as part of the mobility offers is new to the market and needs to be tested.	

INV Nr	Investment title
17	E-Carsharing in rural areas

Partners involvement	
Partner responsible	Community of the Communes of Desvres Samer
Partners involved	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Municipality of Houten Role: PP
	Name: Kent County Council Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Taxistop vzw Role: PP
	Name: Free University of Brussels Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Intercommunal association of West Flanders Role: PP
	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Letterkenny Institute of Technology Role: PP
Name: Dundalk Institute of Technology Role: PP	
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>This investment aims to create two car sharing sites and services on site such as the possibility to book an electric car from the car sharing site. It means people who do not have their own car is offered the possibility to access the site by foot or by bike as they can continue their journey by electric car. It is very innovative in a rural area where the only existing transport option at the moment is the individual car, normally with combustion engine. The use of electric cars is already successfully integrated in urban areas' infrastructure. Taking this as best-practice e-cars will be adapted to rural areas, alike.</p> <p>In the Desvres Samer rural area, there is no public transport and no station, the only transport mode at the moment is individual car (the nearest town (Boulogne) is located 20 kms away. The car sharing sites will enable people to develop car sharing habits instead as the two sites will be clearly identified and promoted as well as a car sharing website and the possibility to book an electric car from there will also encourage people to develop new transport habits.</p> <p>All partners will support the development and implementation through the WPs and Actions. CCDS might find other good examples tested by the partners that can be tested in their region. Further they are interested in how to encourage people to change behavior. Therefore it will be helpful to gather partners influence on the pilot by bringing in their knowledge, network and experience upfront, so that the pilot situation starts from a position with optimal use of knowledge, skills and network in NWE.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
In NWE, successful carsharing services in rural areas are still rare and there is still testing and evaluating needed. End users will be: Citizens of NWE, who are living in rural areas and relying on individual transport.	

INV Nr	Investment title
18	Intermodal cycling infrastructure

Partners involvement	
Partner responsible	Community of the Communes of Desvres Samer
Partners involved	Name: Community of the Communes of Desvres Samer Role: PP
	Name: Dundalk Institute of Technology Role: PP
	Name: Letterkenny Institute of Technology Role: PP
	Name: Municipality of Houten Role: PP
	Name: Taxistop vzw Role: PP
	Name: Kent County Council Role: PP
	Name: Community of the communes of Hauts de Flandre Role: PP
	Name: Community of the communes Erdre and Gesvre Role: PP
	Name: Free University of Brussels Role: PP
	Name: Comhlacht Forbartha Aitiuil Acla Role: PP
	Name: Tilburg, representative of the Heart of Brabant coalition Role: PP
	Name: Regionalmanagement Nordhessen GmbH Role: LP
	Name: Intercommunal association of West Flanders Role: PP
Summary description and objective of the work package, including an explanation of how partners will be involved (who will do what). In step 1, please focus on key activities only.	
<p>The aim of this investment is to offer intermodal stations including bike parking as special service for cyclists. At the moment people cannot park their bike safely at the station. Therefore, most of them still prefer to travel by car and go from Wimille to Boulogne by car (10 kms). Studies have shown that safe bike parking is a big trigger to behavior change as people will be more encouraged to catch the train instead of using their car. But at the moment travelers can park in front of the station but theft and robbery is an issue. It is essential to improve the bike parking and safety situation at the station to show potential users that their private bikes will be safe when they leave them at the station.</p> <p>Partner will support the investment by advising and evaluating and best-practice exchange.</p>	
Justification	
Explain why an investment is needed to achieve project objective and results. Describe who is benefiting (e.g. end-users etc.) from this investment and in what way.	
Offering more attractive possibilities for parking will accelerate the use of bikes in rural areas and result in a decrease of individual car use. End users: Daily commuters going to work by train	

Lead applicant confirmation

By submitting the application form the lead applicant on behalf of all partners confirms that:

- the project is in line with the relevant EU and national and regional legislation and policies of the regions and countries involved;
- the lead applicant and the project partners will act according to the provisions of the relevant national and EU regulations, especially regarding structural funds, public procurement, state aid, equal opportunities and sustainable development, as well as the specific provisions of the programme;
- the information in the application form is accurate and true to the best knowledge of the lead applicant.