

MOBASTO (Mobility Agency in Small Towns)

Rhônealénergie-Environnement, RAEE, France

Summary

In the framework of the European call for tender “SAVE” (2000-2001) two French towns (Romans and Bourg de Péage, 55 000 inhabitants) decided to initiate a Voluntary Urban Transport Plan.

First a state of the arts of car transport, public transport, bicycles and transport of goods flows has been made and their major impacts have been identified.

Beyond the safety of people and goods and the fight against the increase of particular cars use, the principle aim of the project was to reduce greenhouse gas emissions.

For this purpose two main objectives have been proposed:

- Better management of urbanism to fight against urban sprawl;
- Favour the use of other means of transport particularly public transports and bicycles.

These measures should have allowed to reduce half of the greenhouse gas emissions.

A Charter has been published by Romans (France), Bourg de Péage (France), Luleå (Sweden) and Quedlinburg (Germany). A web site has been created so as to give information about less pollutant means of transport. Now a method exists allowing other middle sized towns to realise their own Urban Transport Plan.

Finally, MOBASTO replaced the question of transports in a very larger debate which is the one of mobility management.

End-user area	Target Audience	Technical
<input type="checkbox"/> New buildings	<input checked="" type="checkbox"/> Citizens	<input type="checkbox"/> Energy efficiency
<input type="checkbox"/> Refurbishment of buildings	<input type="checkbox"/> Households	<input type="checkbox"/> Heating
<input checked="" type="checkbox"/> Transport and mobility	<input type="checkbox"/> Property owners	<input type="checkbox"/> Cooling
<input type="checkbox"/> Financial instruments	<input type="checkbox"/> Schools and universities	<input type="checkbox"/> Appliances
<input type="checkbox"/> Industry	<input type="checkbox"/> Decision makers	<input type="checkbox"/> Lighting
<input type="checkbox"/> Legal initiatives (municipal regulations, directives, etc)	<input checked="" type="checkbox"/> Local and regional authorities	<input type="checkbox"/> CHP
<input checked="" type="checkbox"/> Planning issues	<input checked="" type="checkbox"/> Transport companies	<input type="checkbox"/> District Heating
<input type="checkbox"/> Sustainable communities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Solar energy
<input checked="" type="checkbox"/> User behaviour	<input type="checkbox"/> ESCOs	<input type="checkbox"/> Biomass
<input type="checkbox"/> Education	<input type="checkbox"/> Architects and engineers	<input type="checkbox"/> Wind
<input type="checkbox"/> Other	<input type="checkbox"/> Financial institutions	<input type="checkbox"/> Geothermal
	<input type="checkbox"/> Other	<input type="checkbox"/> Hydro power
		<input checked="" type="checkbox"/> Other

Context

The face of the middle sized towns and districts in Europe has changed strongly in the last decades due to an urban sprawl, which induced an increase of the number and the distance of travels.

The use of motorised vehicles has risen sharply which creates considerable environmental and health problems.

It has become evident that actions have to be taken at local level. The local authorities have the possibility to act in the transport field, because they are very often responsible of spatial planning, road works and public transport.

The European project MOBASTO has been launched in 2001 in this context.

Objectives

Settlement in three pilot towns of Sustainable Urban Transport Plans and creation of mobility agencies. Their missions should be to provide full and easy-to-understand information about the most ecological ways of transport, encourage and promote these ways of transport, advise local authorities on their choice of urban management to ensure a better social and spatial homogeneity of the town (housing, service, leisure, trade...).

Process

In France only the towns with more than 100 000 inhabitants are obliged to settle an Urban Transport Plan. Until now there was no method directly usable for small and middle sized towns.

Moreover the French approach was very traditional and only proposed alternatives means of transports to the car (public transports, bicycle, pedestrians) without insisting on the major place of the fight against urban sprawl.

MOBASTO has:

- Elaborated and settled a method to realise a Urban Transport Plan for small and middle towns;
- Evaluated the solution and improvement proposed through the greenhouse gas emissions avoided;
- Considered urbanism management and the fight against urban sprawl has a priority in a long term and exceed the alternatives of development of public transports, bicycles and pedestrians which are necessary but which do not grapple with the reasons of mobility.

The duration of the project was from January 2000 to December 2001 (2 years).

Financial resources and partners

The total cost was 263 K€ and the contributions from external sources of funding were: European Commission subsidy 31 K€, Town of Romans/Bourg de Péage 31 K€ and Other partners * 91 K€.

* (including Swedish and German partners, French State and Rhône-Alpes Region)

The partners were Towns of Romans and Bourg-de-Péage (France); Town of Luleå (Sweden); District of Quedlinburg (Germany); Regional Energy Agency of Norrbotten (Sweden); Rhônealénergie-Environnement (France); Rhône-Alpes Regional Council (France); ADEME (Environment and Energy Management Agency, France); European Commission (SAVE programme).

Results

	Daily emissions of CO ₂ in 2000	Daily emissions of CO ₂ in 2010	Without measure
	163 t	173,4 t	180 t
<i>Expected growth</i>	--	+6,3%	+10,5%

The settlement of other means of transport than the car allows to reduce the greenhouse gas emissions.

The expected growth is only about 6,3% (it would be about more than 10% without taking measures).

Significant efforts are done particularly through the use of other means of transport:

2 000 travels in the large center will be done in public transport (which represents a growth of the use of public transports over 30%)

40% of the suburbs travels should be done in public transports (that is to say a growth of 50% of the use of public transports)

finally the connections more distant should be done thanks to the train (+25% of travels), what would make it possible to contain the increase in the traffic to half of what it would be without transport towards the train.

Each share of market gained by public transport represents an emission about 15 kg/inhabitant/year of CO₂ in less in the atmosphere.

Moreover an employee that will no more take is car to go to work should avoid an emission of 480 kg/year of CO₂.

Every kilometre covered by public transports avoid an emission of 35 kg of CO₂.

So as to allow the success of these measures promoted by the mobility agency, a good information and communication are needed.

The mobility agency will have to help the changes of habits and will have to answer the questions of the users.

Lessons learned and repeatability

The principal positive aspects of MOBASTO have been:

- To make an inventory of the problems in terms of transport and to quantify them objectively;
- To organise and allow the dialogue between population, associations and elected people;
- To demonstrate the role of urban management so as to reduce the needs of a motorised mobility;
- To identify the necessity of a mobility co-ordinator as a relay of information between the town and the population.

The problems encountered have been that the project is voluntary so the towns are not obliged to settle it, the involvement of elected people and local players is difficult and also that the mentalities are resistant in France, particularly due to a dependence to the car.

The technical problematic of transports is the same elsewhere in Europe. MOBASTO allows the middle sized towns to be provided with a method allowing:

- To realise an Urban Transport Plan;
- To organise the dialogue in order to settle it;
- To define the objectives of a mobility agency so as to ensure its follow up;
- To evaluate the greenhouse gas emissions of the different means of transport;
- To integrate the role primordial of urban sprawl management before the implementation of other means of transport than the car (public transports, cycles, pedestrians);
- To engage oneself in the charter of the small and middle sized towns to fight against greenhouse gas emissions due to transport;
- To be provided with information and a plate-form of exchange through the web site www.mobasto.org.

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Project Web Site: www.mobasto.org
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Printed reports or other literature available:

- Title: 1. Improving the environment in small towns and districts by managing the mobility
2. Internet site: www.mobasto.org

Other contacts:

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