



BUILDING BLOCKS FOR THE FUTURE

North Sea Conference 2016
Billund, Denmark

15-17 June

#NSRbuildingblocks

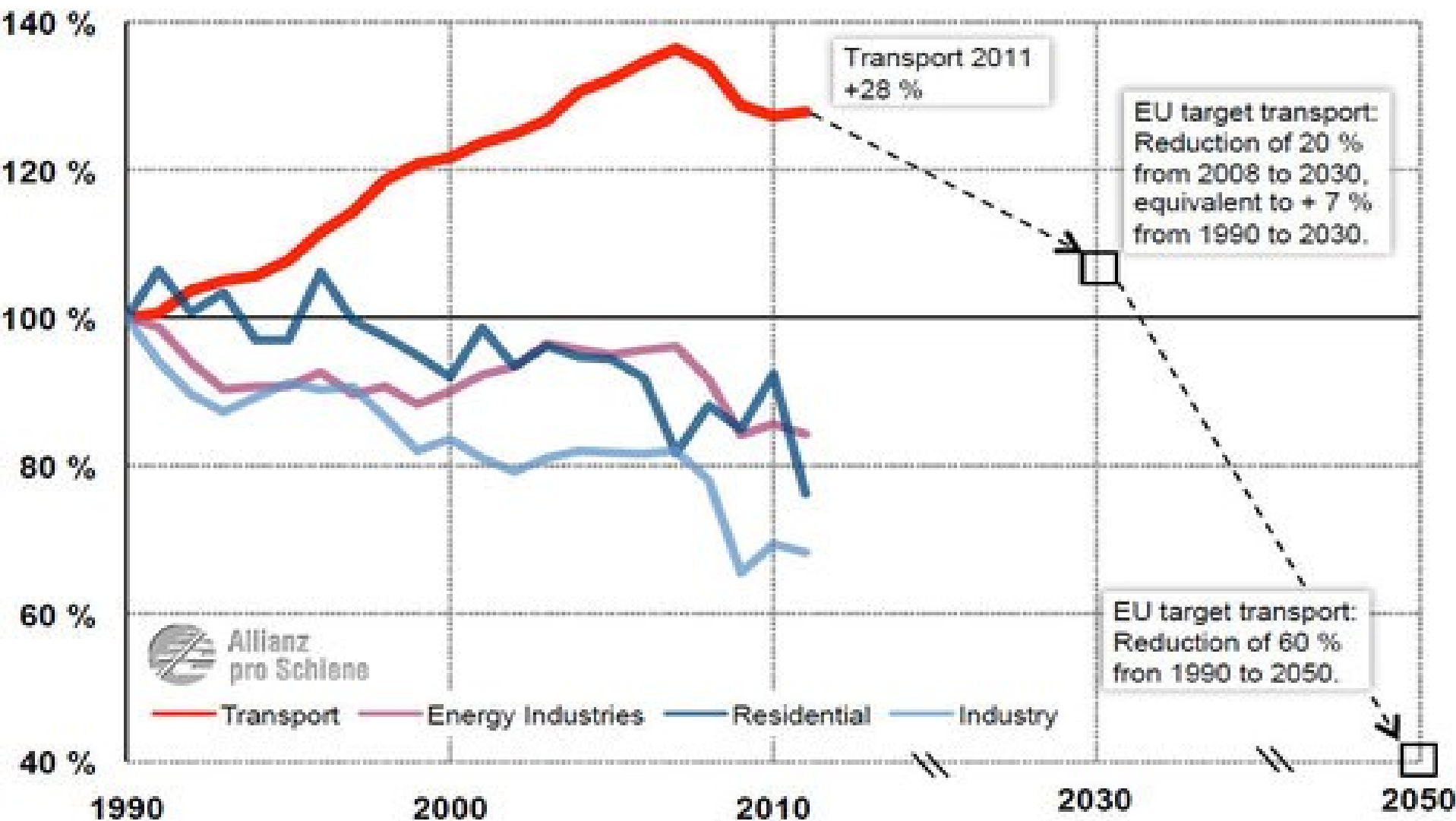


Building blocks of green mobility and transport (sharing the future)

Cimate change and North Sea level



CO₂ – the transport problem



SORRY
NO
DIESEL

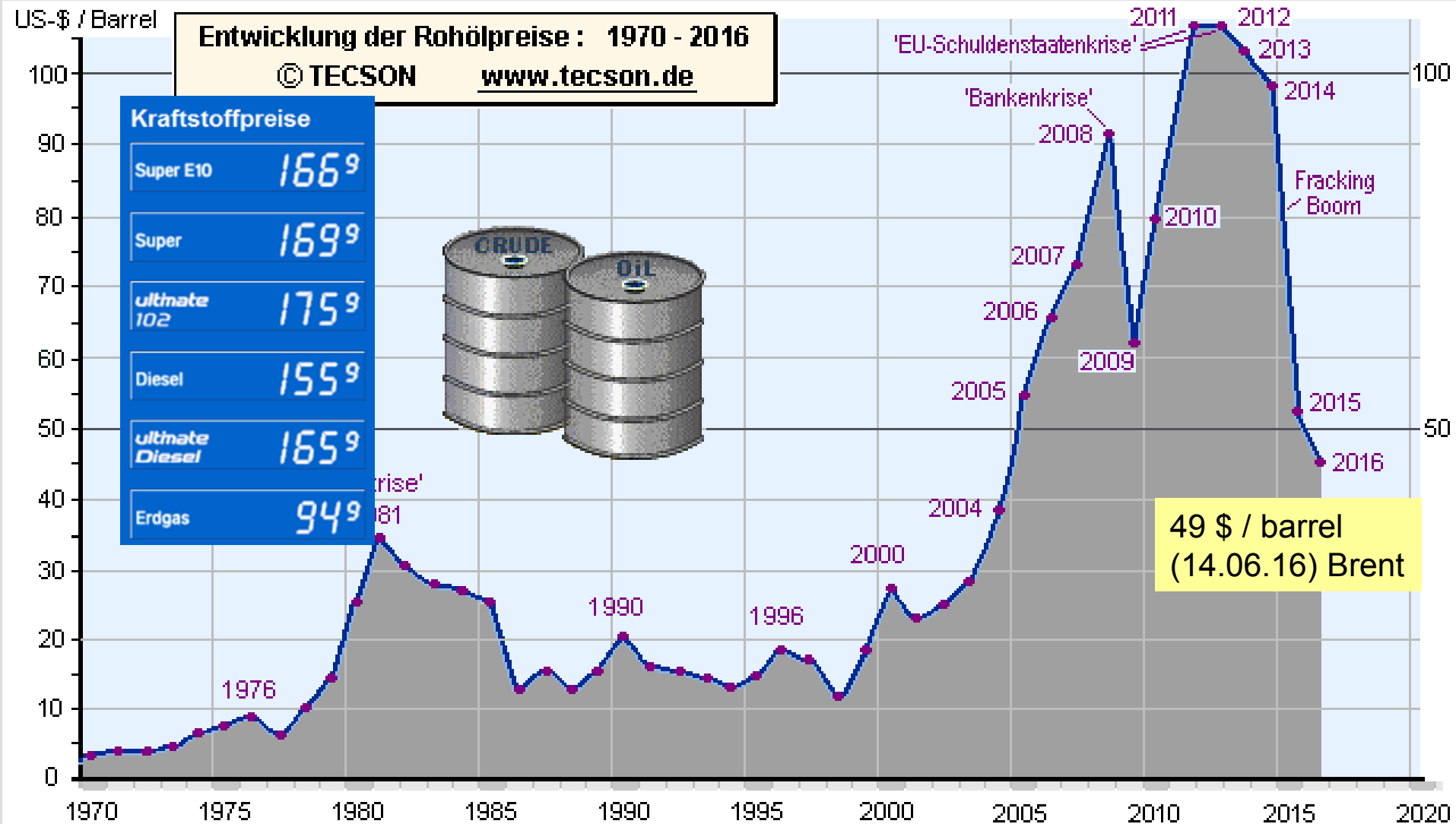


SUSSEX
AUTOCENTRE

TESCO

TESCO

transport – the oil problem





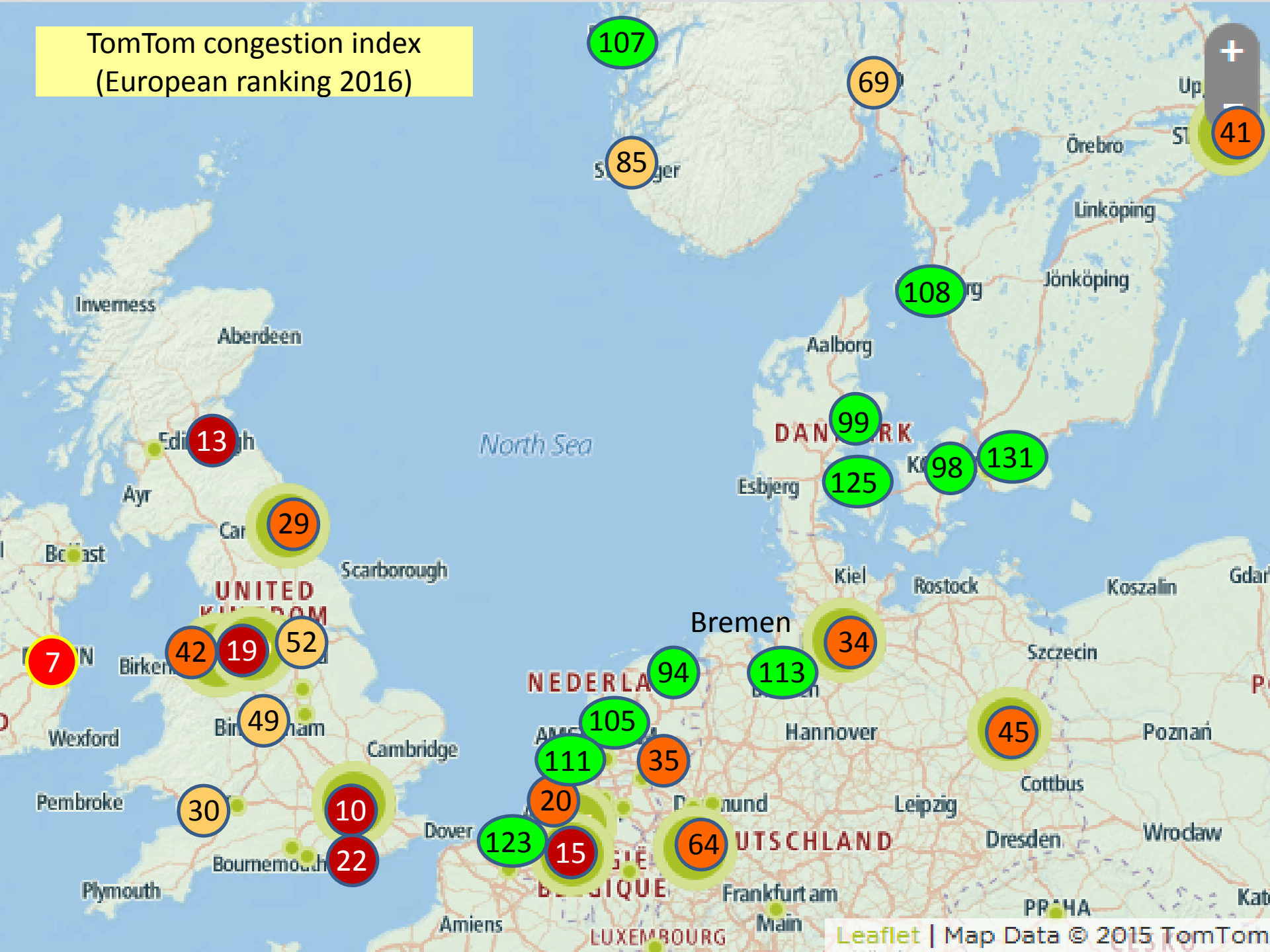


7 Frederiksberg

SHHHHH

SUZUKI

TomTom congestion index
(European ranking 2016)



The conventional solutions are not appropriate.



Innovative strategies
are required



Priority 4

Green transport and mobility

SHARING
more efficiency in transport

Ride SHARE



car SHARE



Self-sustaining



bike SHARE



SHARE digital



facebook

Facebook ermöglicht es dir, mit den Menschen in deinem Leben in Verbindung zu treten und Inhalte mit diesen zu teilen.



UBER

SHARE North

authorities

NGOs

university

NO

NL

UK

BE

SE

DE



January , 2016 to June 2019

Der Senator für Umwelt,
Bau und Verkehr

**Freie
Hansestadt
Bremen**

Interreg
North Sea Region
SHARE-North
European Regional Development Fund



Kick-off meeting



Get actively in contact with the Technical Secretariat



Joint (transnational) development of solutions



Expect the unexpected

Work Packages

Work Package Title	Leader
1. Project Management	Bremen
2. Communication Activities	Bremen
3. The Sharing Philosophy	Advier
4. Innovative Strategies and Solutions for various Transport Modes	Taxistop
5. Living Labs: Integration of shared modes in urban and rural settings	Bergen
6. Shortcut to the future: new technologies and shared modes	Autodelen.net

Political process

Communication

Local workshops in conjunction with project meetings



Shared Mobility Seminar with Helsingborg City

June 13th, 2016
13:00-16:10

Chairman of the session: Professor Torleif Bramryd, Environmental Strategy, ISM, Lund University

13:00-13:10 **Welcome and Introductions** by Torleif Bramryd, *Lund University* and Mattias Alfredsson, *City of Helsingborg*

13:10-13:20 **Brief introduction to SHARE-North project** - *City of Bremen, Project Coordination*

13:20-13:35 **Urban Mobility – Challenges in the City of Helsingborg.** Michael Johansson, *Lund University*

Political process



Helsingborg 13 June 2016

Political process



„SmartMobility2016“ hosted by
Commissioner Bulc; 28 January, Brussels
invited to present

- Car-Sharing
- Autonomous transport

Political process



European Parliament 12.02.2014

Transferability



...of practical implementations.

Aberdeen's first car club gears up on launch day

02/04/12

April launch for Aberdeen car club

By Danny Law 3 February 2012 08:30 GMT

Tweet 1 +1 0 Like 0



Club: The cars will be bookable either online or by phone.



Transferability



...of practical implementations.



Use it – don't own it:
Potential to replace 600,000 cars in European cities

Transferability

...of policies.

 Freie Hansestadt Bremen
Vorlage
Sitzung der Deputation für Bau und Verkehr (S)
am 17.09.2009
und
für die Sitzung der Deputation für Um
am 24.09.2009

Aktionsplan „Car-Sharing für Bremen“

A) Sachdarstellung

Am 05.02.2009 bzw. 12.02.2009 haben die Deputation für Umwelt und Energie (S) den Bericht der Car-Sharing für Behörden, Gesellschaften und öffentlich nommen und festgestellt, dass „es nach wie vor erheb des Flottenmanagements und der Car-Sharing-Nutzi und öffentlichen Einrichtungen gibt.“

Das den Deputationen und der Bürgerschaft vorgestellte „Bremen 20“ betont die Rolle von Car-Sharing zur weiteren Entwicklung teile. Hierin wird das Ziel gesetzt, bis zum Jahr 2020 mindestens 20.000 Nutzer von Car-Sharing in Bremen zu haben, verbunden mit einem deutlichen Entlastungseffekt des öffentlichen Straßenraums. Hiermit wird eine Vervielfachung der Car-Sharing-Nutzung angestrebt.
Die Entlastungseffekte des Car-Sharing sind deutlich. Zum einen ersetzt jedes Car-Sharing-Fahrzeug etwa 4 - 8 PKW, was den Parkplatzdruck in den Stadtvierteln mindert



City of Ghent

20,000 Car-Sharing Users by 2020

Transferability

...of practical implementations.



Transferability

...of political innovations.

Grunnlagsdokument

Nasjonal transportplan

2018-2029

No new petrol and diesel cars up from 2025 in Norway

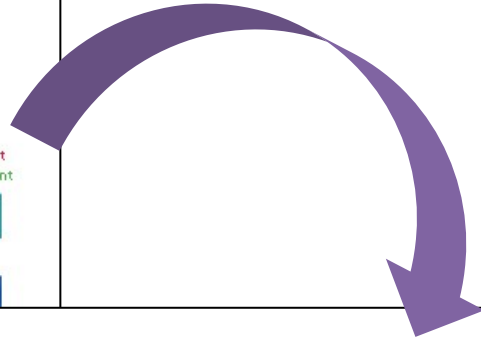
Revidert utgave
Endringer 8. mars markert rødt
Endringer 12. mai markert grønt



AVINOR

Jernbaneverket

KYSTVERKET



Berlin / Bremen, den 09.06.2016

Beschlussvorschlag der länderoffenen Arbeitsgruppe unter der Federführung der Länder Berlin und Bremen

zur Gemeinsamen Konferenz der Verkehrs- und Straßenbauabteilungsleiter (GKVS)
am 14./15. September 2016 in Binz

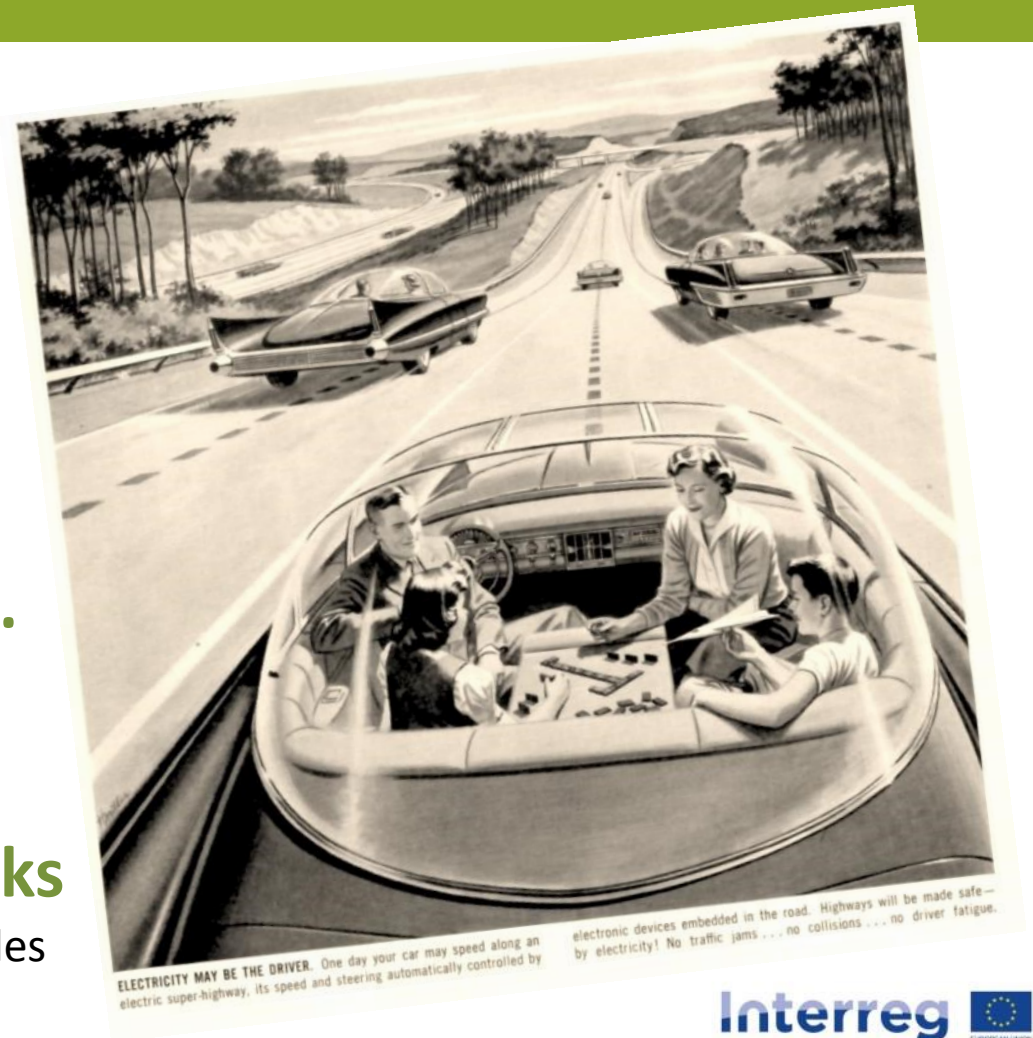
TOP X.X: Sicherstellung der innerstädtischen Mobilität und Luftreinhaltung

1. Die VMK stellt fest, dass im Jahr 2015 an rund 130 Messstellen in Deutschland (60 % der verkehrsnahen Messstellen) der Jahresgrenzwert für Stickstoffdioxid von 40 Mikrogramm/m³ nach der 39. BImSchV überschritten wurde. Wesentlicher Grund für die Vielzahl dieser Überschreitungen sind die hohen Emissionen von Dieselfahrzeugen, die für 80 % der direkten Stickoxidemissionen im Straßenverkehr innerorts verantwortlich sind. Es besteht daher akuter Handlungsbedarf zur Minderung der NO₂-Belastung in Ballungsräumen, um die von

WP: Shortcut to the future - New Technologies and MaaS

Self-driving cars or
„mobility as a service“...

...Opportunities and Risks
for Shared Mobility Modes



WP: Shortcut to the future - New Technologies and MaaS



CARE-North^{plus}

Autonomous vehicles – impacts on mobility of the future

A few years ago, the idea of driverless transport systems still seemed like part of a science fiction film. Now, as the technology begins to emerge and receive more media attention it no longer seems like such a futuristic notion. Nearly every automobile manufacturer is currently working on prototypes for autonomous vehicles and plans to introduce market ready solutions within the next few years. Investors and innovators outside of the traditional automobile industry are also hard at work. Google, for instance, has exceeded 1.1 million km of test drives with its driverless car, announcing its possible market release date between 2015 and 2020. Many autonomous technologies are also already in operation in some areas, such as autonomous vehicles in segregated areas (e.g. in harbours with automated van carriers or underground rail systems) or as features of conventional cars (such as a self-parking mode for private cars). As technological developments advance at exponential rates, it is easy for governmental policy, urban and transport planning to fall behind the times. Therefore, it is necessary to begin a debate about changing infrastructure requirements and social and economic impacts of autonomous vehicles now rather than when they become a part of daily transport on the road. How will the available technology be used? What kind of political decision making is necessary to take advantage of the positive potential? How can unwanted side effects be avoided?

Today, transport planners and decision makers regard the technology without having a clear picture about what it may mean for the mobility of the future. That is why a dialog was begun in the CARE-North plus project about the questions above. Representatives from urban and transportation planning, research institutes, NGOs and the private sector came together at a workshop at the North Sea in January 2015 to explore the potential impacts of autonomous vehicles on urban, rural and freight transport. This paper summarizes some of the outcomes of this scenario building workshop and highlights some of the input received from external experts on autonomous transport in the Case Study sections of the paper.



CARE-North^{plus} The Interreg IPR North Sea Region Programme
European Union The European Regional Development Fund



Workshop ,autonomous transport systems'
Wremen (DE) 01/2015

Message to applicants

- be focussed
- develop a clear message
- communicate



thank you for your attention

tack för uppmärksamheten

takk for oppmerksomheten

Vielen Dank für Ihre Aufmerksamkeit

dank u voor uw aandacht

tige tank foar lústerje

Mange tak for Deres opmærksomhed!

SHARE-North@umwelt.bremen.de