

Budućnost ulaganja u nove tehnologije i politike u javnom prijevozu

Marko Stančec,
Odraž,

CIVINET mreža Slo-Cro-SEE
09.06.2020.



- 1. Pregled svih prezentacija i mjera u Planiranju PT
- 2. Financiranje i prioriteti
- 3. Izazovi
- 4. Izvori financiranja

10:10 – 10:30	Smjernice SUMP 2.0 / <i>Lasse Brand, Rupprecht Consult (Njemačka)</i>
10:30 – 10:50	Javni prijevoz u doba pandemije / <i>Predrag Brlek, Sveučilište Sjever (Koprivnica, Hrvatska)</i>
10:50 – 11:20	Budućnost javnog gradskog prijevoza / <i>Marko Slavulj, Fakultet prometnih znanosti u Zagrebu (Hrvatska)</i>
11:20 – 11:40	Bike sistemi i mikromobilnost - fleksibilnost tokom kriznih perioda / <i>Tihomir Dakić, Centar za životnu sredinu (Banja Luka, BiH)</i>
11:40 – 12:00	Planiranje javnog gradskog prijevoza u Zagrebu / <i>predstavnik Grada Zagreba (Hrvatska)</i>

2. radionica - 9.6.2020.

9:45 – 10:00	Pristup platformi ZOOM
10:00 – 10:10	Pozdrav predstavnika projekta LOW CARB, ODRAZ-a, Grada Koprivnice, tehnički detalji
10:10 – 10:30	Innovative measures for public transport (New technologies and policies), Public transport in uncertain times / <i>Tom Rye (Molde University College, Norveška)</i>
10:30 – 10:50	Data-based planning for energy efficient public transport / <i>Wolfgang Backhaus, Rupprecht Consult (Njemačka)</i>
10:50 – 11:20	Inovativne politike u javnom prometu u Novom Sadu / <i>Vuk Bogdanović, Fakultet tehničkih nauka (Novi Sad, Srbija)</i>
11:20 – 11:40	Intermodalnost i planiranje javnog gradskog i prigradskog prijevoza / <i>Ante Klečina, Varaždinska županija (Hrvatska)</i>
11:40 – 12:00	Budućnost ulaganja u nove tehnologije i politike u javnom prijevozu / <i>Marko Stančec, ODRAZ-Održivi razvoj zajednice (Zagreb, Hrvatska)</i>

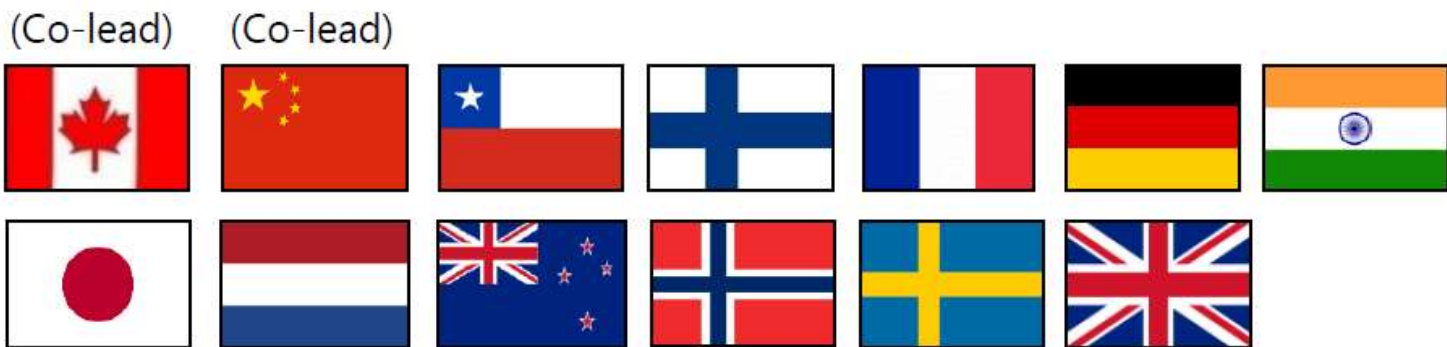
Elektromobilnost i javni prijevoz

- SUMP i elektromobilnost
- Utjecaj na okoliš i energetska efikasnost
- Željeznica, tramvaj, Električni autobusi, trolejbusi, car-sharing, električni javni bicikli, mikromobilnost
- Razlika - Baterijski sustavi
- Proizvodnja baterija i održivost

The Clean Energy Ministerial Electric Vehicles Initiative (EVI)



Members (2018-19)



Coordinator

Activities

Analytical publications



Commitments

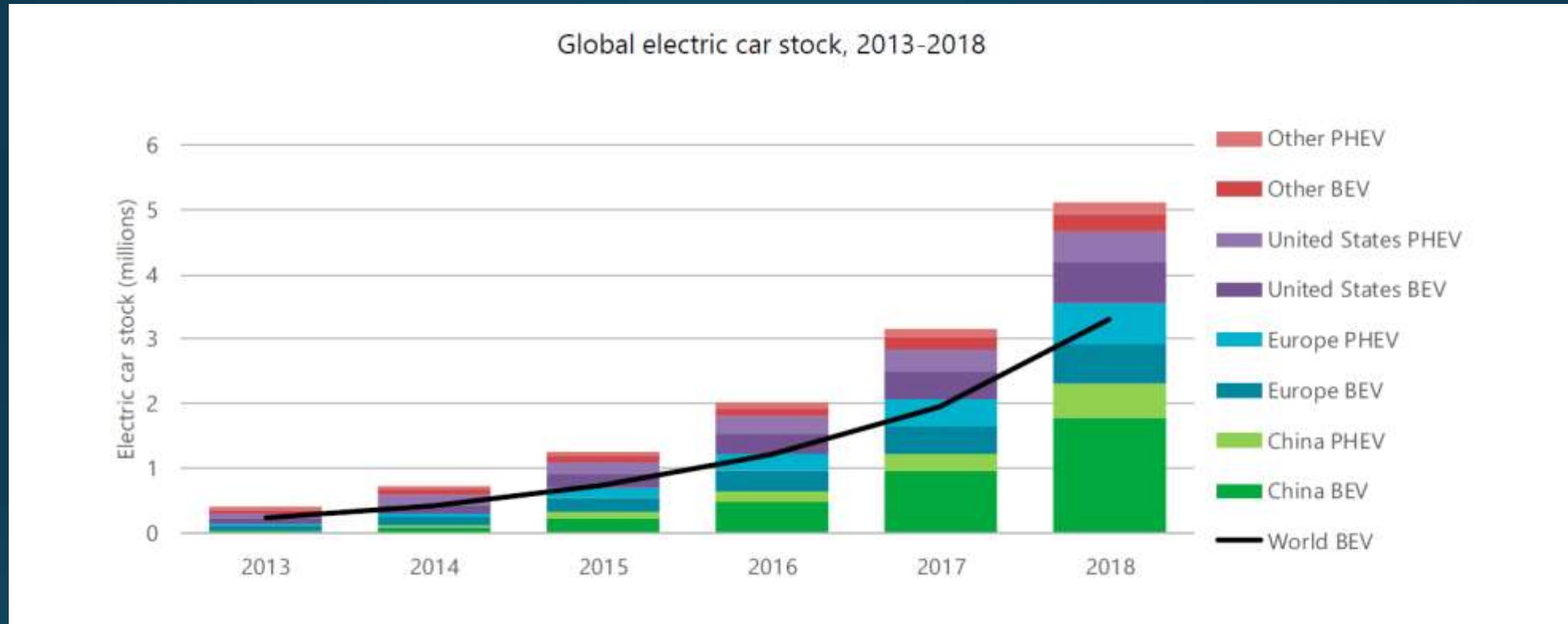
- EV3@30 Campaign (2017)
- Paris Declaration on Electro-Mobility and Climate Change (COP 21)
- Government Fleet Declaration (COP 22)

Collaborative projects

- Global EV Pilot City Programme
- € 4 million global electric mobility project for emerging economies (with UNEP and the GEF)



Broj električnih automobila na cestama (globalno)



- 5.1 el.automobila na cestama globalno do početka 2019. , 45 % u Kini.
- Udio prodanih el. automobila u ukupnoj prodaji u Norveškoj 11% do 32% u 3 godine

Počeci u Hrvatskoj



- Dostava
- Javni prijevoz
- Električni automobili i punionice
- www.puni.hr (7>700 u 5 godina)



SUMP i elektromobilnost

- Energetska efikasnost
- Dostava robe i javni prijevoz
- Infrastruktura za punjenje

- Razvoj standarda za baterije - EU/globalno
- Oporezivanje i financiranje - nacionalno/EU
- <https://www.eltis.org/mobility-plans/topic-guides>



Commercial Fleets



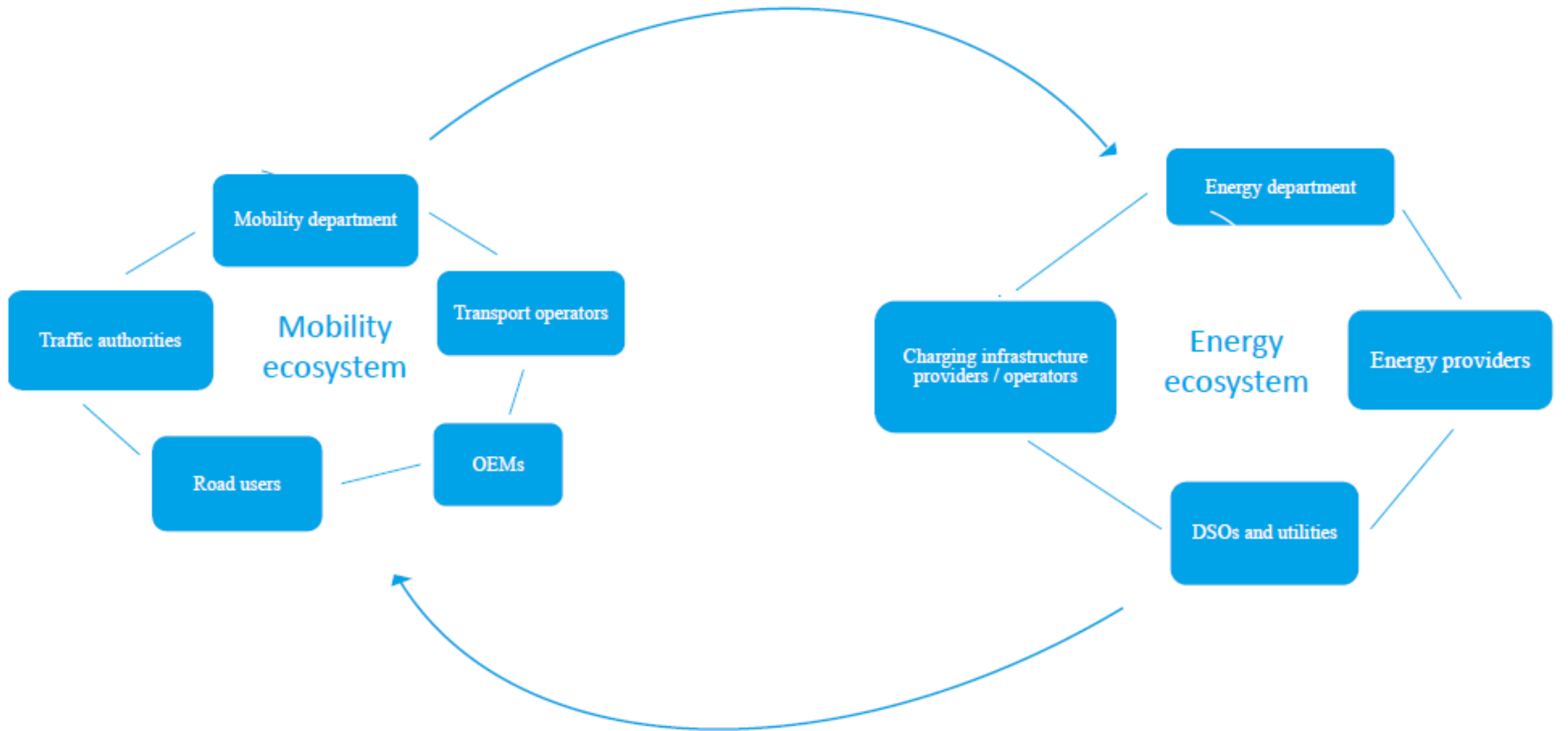
Users of Shared e-mobility services



Urban residents without own parking



Long range commuters

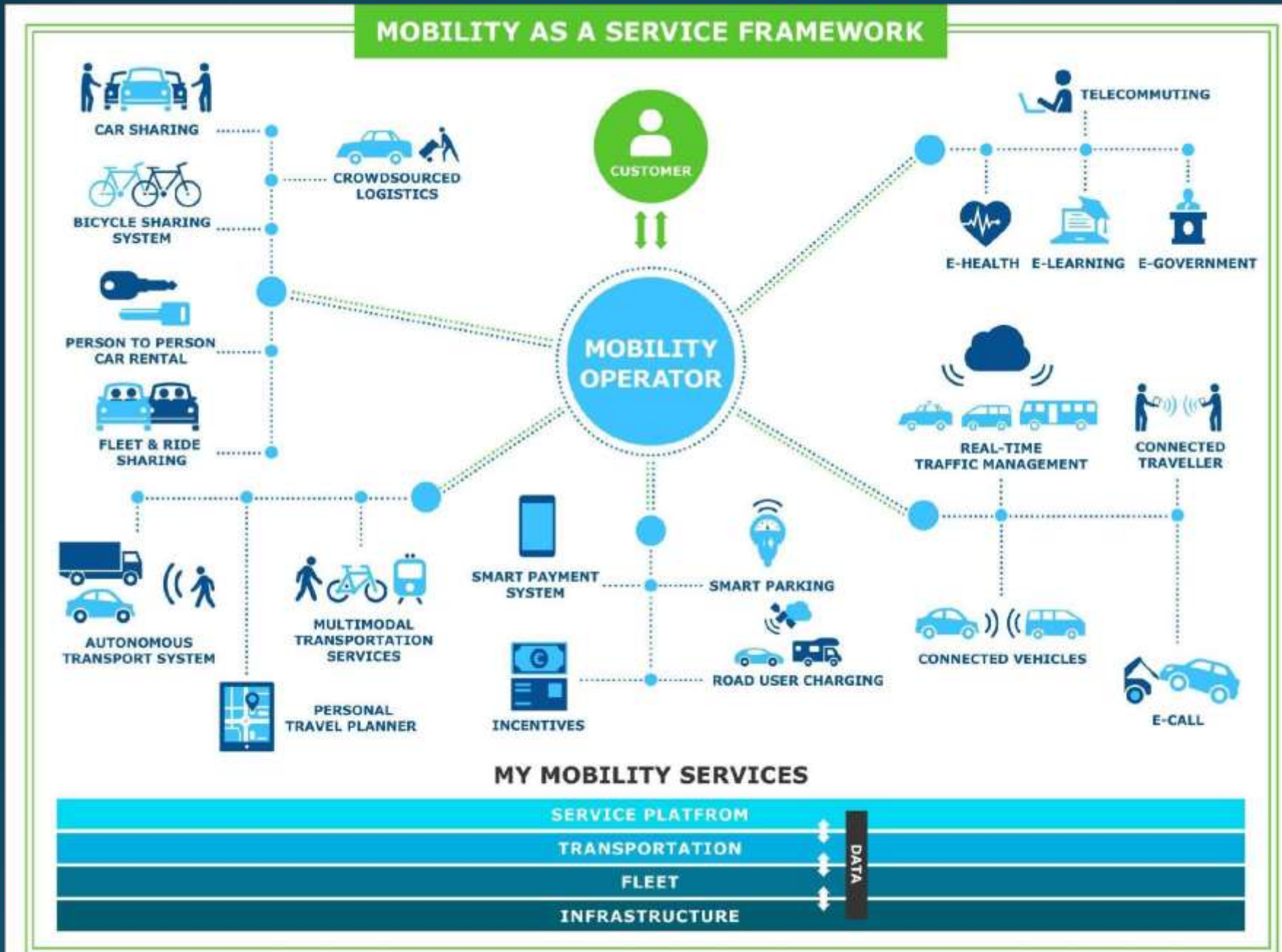


Intermodalnost



- Zajednička karta!
- MaaS
- Integrirani razvoj

MaaS



Data,data,data!

Internet of things

Ankete

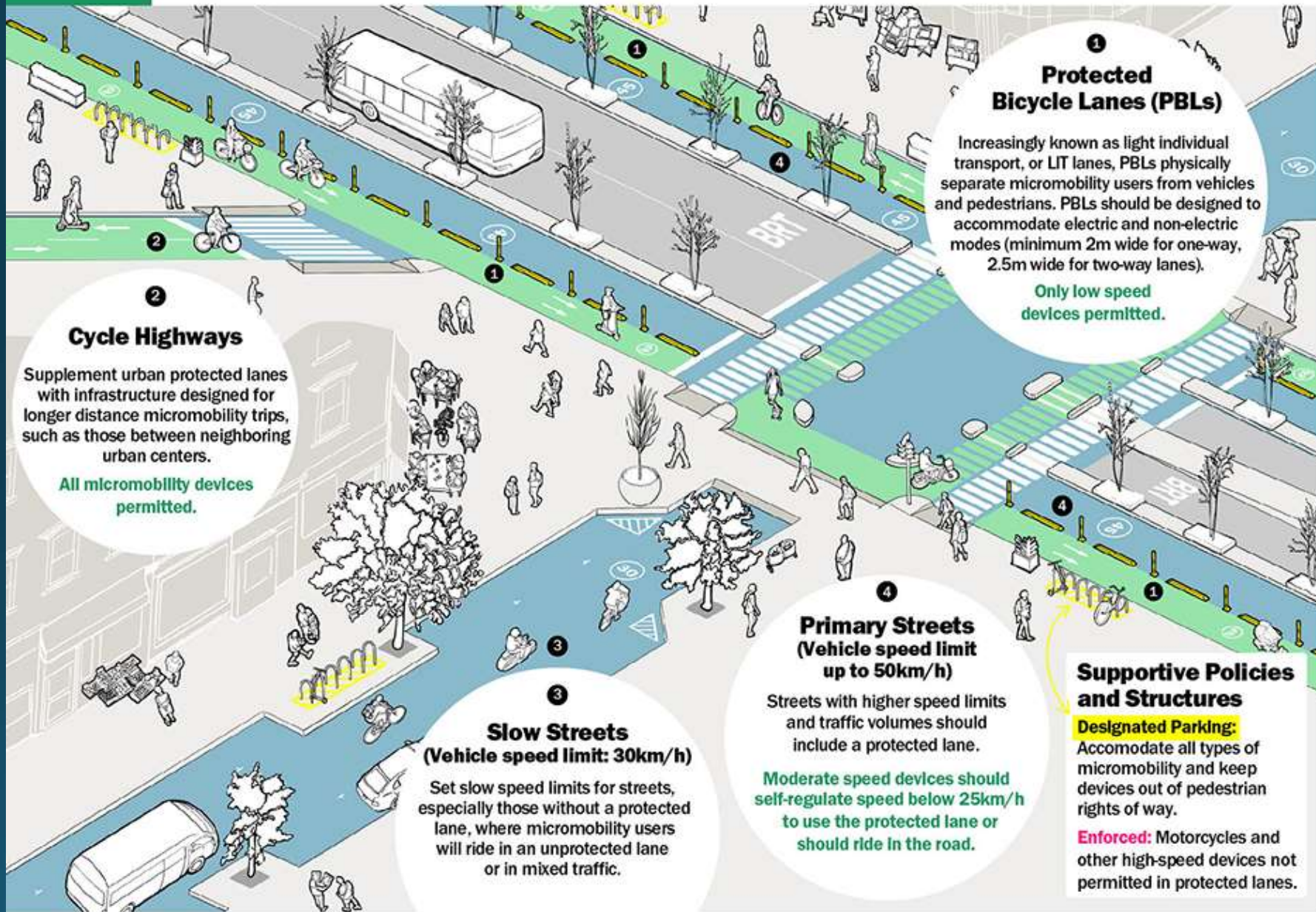
evaluacija

Mikromobilnost



WHERE CAN MICROMOBILITY GO?

Safe “micromobility corridors” provide equitable access to more places for more people.



2 Cycle Highways

Supplement urban protected lanes with infrastructure designed for longer distance micromobility trips, such as those between neighboring urban centers.

All micromobility devices permitted.

1 Protected Bicycle Lanes (PBLs)

Increasingly known as light individual transport, or LIT lanes, PBLs physically separate micromobility users from vehicles and pedestrians. PBLs should be designed to accommodate electric and non-electric modes (minimum 2m wide for one-way, 2.5m wide for two-way lanes).

Only low speed devices permitted.

3 Slow Streets (Vehicle speed limit: 30km/h)

Set slow speed limits for streets, especially those without a protected lane, where micromobility users will ride in an unprotected lane or in mixed traffic.

4 Primary Streets (Vehicle speed limit up to 50km/h)

Streets with higher speed limits and traffic volumes should include a protected lane.

Moderate speed devices should self-regulate speed below 25km/h to use the protected lane or should ride in the road.

Supportive Policies and Structures

Designated Parking:

Accommodate all types of micromobility and keep devices out of pedestrian rights of way.

Enforced: Motorcycles and other high-speed devices not permitted in protected lanes.

Pretvaranja kratkoročnih izazova u dugoročne mogućnosti



- Uspješna integracija elektroenergetskih prometnih sustava u prometnu mrežu može smanjiti potražnju energije i povećati fleksibilnost mreže



- Elektromobilnost povećava potražnju za materijalima/sirovinama za proizvodnju baterija, transparentnost u proizvodnom lancu - smanjenje rizika i utjecaja na okoliš (održivost)



- Upotreba alternativnih goriva i pogonskih postrojenja u velikoj mjeri utječe na državne prihode od oporezivanja prometa

Izvor financiranja

- Horizon Europe (prijedlog: 100 mlrd. eura)- "Post COVID-19: Give priority to research and innovation" - Green Deal
- CIVITAS
- INTERREG
- NACIONALNI PRIORITETNI PROJEKTI
- The Connecting Europe Facility (CEF) for Transport

https://www.eltis.org/sites/default/files/sump2019_c3_werland_wi.pdf

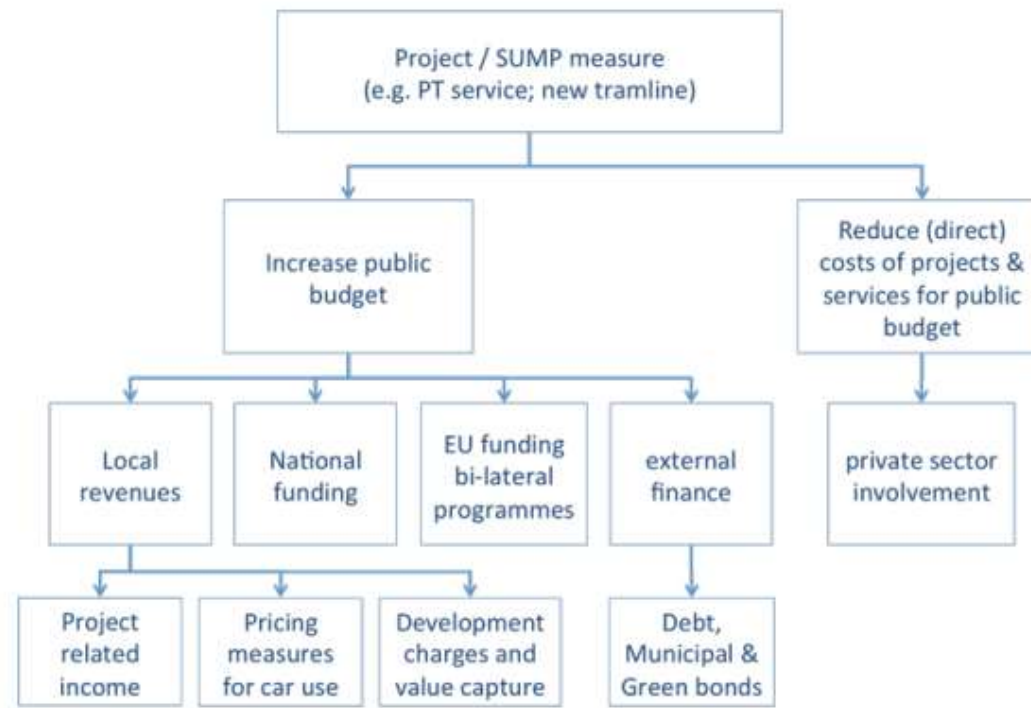


Figure 1: Overview of funding and financing instruments



Hvala na pažnji!

ODRAZ – Održivi razvoj zajednice

Lj. Posavskog 2, Zagreb

T: 01 / 46 55 203

www.odraz.hr

marko@odraz.hr