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Electric City Transport – Ele.C.Tra

**D.5.1 - 1st Technical monitoring
Report for Genoa**

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Implementation

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5.2.1

Scientific Coordinator:

GENOA

WP Coordinator:

Municipality of Florence

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Abstract:

The technical monitoring report aim to verify Ele.C.Tra test effectiveness and modify parameters or elements during the experimentation period. This report (that will be completed every 3 months by each pilot city) will include:

- Monitoring parameters, that will indicate Ele.C.Tra service trend during test period
- Reporting, to synthesize the evaluation process results



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1. CONTENTS AND OBJECTIVES OF D.5.1

The project includes four D.5.1s, named Technical Monitoring Reports, to verify and monitor the pilot test progress indicators every 3 months and for each pilot city (Genoa, Florence and Barcelona). In this light, an evaluation process is created, in order to have the updated progress of the pilot tests available.

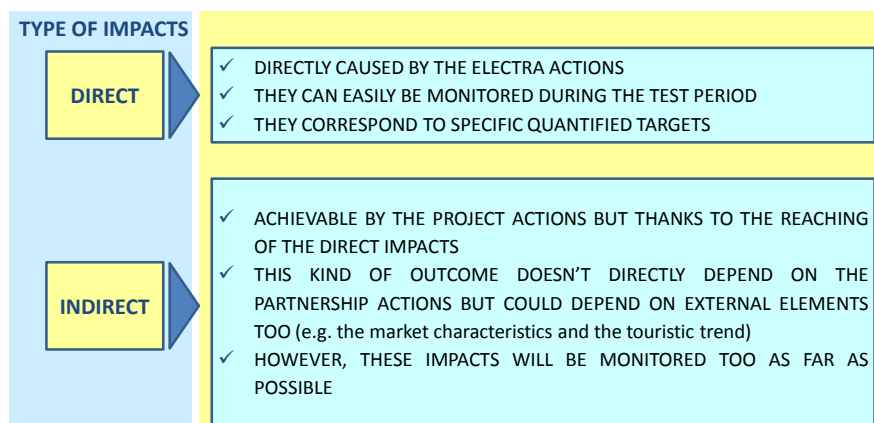
In this way, the main objective of the deliverable is to collect and systematize the performance indicators (details are in D.1.3 Report on performance indicators) of the tests in each pilot city, in order to allow us to carry out the WP6 analysis (mainly D.6.7 Report on ex-post survey results, to compare ex-ante and ex-post aspects).

In consistence with the results of every monitoring period, it will be possible to identify calibration actions in order to tune the Ele.C.Tra service effectiveness.

The indicator for the pilot test monitoring are classified in two categories, in accordance with the D.1.3 contents:

- **direct project impacts**, that are impacts directly caused by the EleCTra actions and they can be easily monitored during and after the test period. They are already included in the Annex I and they have got performance indicators, which correspond to specific quantified targets;
- **indirect impacts**, that are achievable by the project actions but thanks to the reaching of the direct impacts. Then, this kind of outcome don't directly depend on the partnership actions but they could depend on external elements too (e.g. the market characteristics in every context and the touristic trend in a specific area). However, these impacts will be monitored too as far as possible.

At a glance, the main aspects of the impacts are highlighted in the picture below.



2. THE PERFORMANCE INDICATORS

In consideration of the specific projects objectives, already indicated in the Annex I (page 6), and paying attention to what done in these first activities months, the project impacts are in the table below, identifying direct and not-direct impacts.

It's meaningful to distinguish two different kinds of impact, in terms of target groups involved:

- **supply**, involving stakeholders that can provide products and/or services for the EleCTra project implementation (e-scooters suppliers and sellers, transport and touristic operators, public bodies, electric charging point providers, etc.);
- **demand**, promoting the e-scooters use by citizens and tourists, by facilitations/special terms for users (e.g. reserved lanes, reduced museum tickets).

Furthermore, there's a set of performance indicators directly joined with the **communication/dissemination tasks** in order to disseminate EleCTra benefits and partners know-how.

2.1. IMPACT DIRECTS

The smart performance indicator achieved in the first monitoring period for the pilot city of Genoa (from the 1st August to 30th October 2014) are indicated In the tables below (§2.1 and 2.2).

KIND OF IMPACTS	SMART PERFORMANCE INDICATOR PLANNED	SMART PERFORMANCE INDICATOR ACHIEVED
		30/10/2014
SUPPLY/ STAKEHOLDERS	No. of agreements of mobility managers with scooter suppliers (MIN 3)	0 CDG is in the process of signing the agreements. The formal modalities to subscribe the agreements have been approved in the municipal administrative document n. 2014-125.0.0.-37 of 28/10/2014.
	No. of agreements of mobility managers with stakeholders (MIN 5)	0 CDG is in the process of signing the agreements. The formal modalities to subscribe the agreements have been approved in the municipal administrative document n. 2014-125.0.0.-37 of

KIND OF IMPACTS	SMART PERFORMANCE INDICATOR PLANNED	SMART PERFORMANCE INDICATOR ACHIEVED
		28/10/2014.
DEMAND/ FACILITATIONS USERS	No. of facilitation tools and incentives for users and for each pilot city in order to promote the EleCTra benefits (at least 1)	1 (Limited Traffic Zones free of charge for e-vehicles – Municipal Decision n. DGC-2014-130)
	No. of e-vehicles that transit in Limited Traffic Zones (Facilitation: ZTL free of charge for e-vehicles)	10 e-vehicles (9 private cars and 1 goods vehicle)
COMMUNICATION DISSEMINATION TASKS	No. reports and publications: 12 , of which: <ul style="list-style-type: none"> • e-articles (5) • press releases (5) • advertisements in print newspaper (2) 	0 2 1
	No. regional events (1)	1
	No. Italian NSGs (2)	1
	n° of websites linked to official EleCTra website: MIN 25 (for all PPs)	0
	n° applications linked with EleCTra: MIN 10 (all pilot cities)	0
	n° subjects involved in the mobility networking (task 7.4.1): MIN 100 , including national and regional stakeholders (for all PPs)	23 Mobility Managers

KIND OF IMPACTS	SMART PERFORMANCE INDICATOR PLANNED	SMART PERFORMANCE INDICATOR ACHIEVED
	n° subjects involved in National Support Groups (task 7.4.1): MIN 60 for Genoa and Florence	129
	n° database structure about current situation: 1(for all PPs)	1
	n° databases: one for every city involved (10 for all PPs), with the same structure (see point above)	10

2.2. INDIRECT IMPACTS

KIND OF IMPACTS	SMART PERFORMANCE INDICATORS	SMART PERFORMANCE INDICATOR ACHIEVED
		30/10/2014
SUPPLY/ STAKEHOLDERS	No. of e-scooters offered by the wide range of the EleCTra services: MIN 100	0
	No. of new electric charging points for e-scooters in the pilot cities there is no quantitative target	Contacts have been taken to install new electric charging points for e-scooters in Genoa
	No. of reduced tons of CO ₂ per year 9 per pilot city	Quantifiable at the end of the pilot test
	No. of litres of fuel saved per year 25.000 litres per pilot city	
DEMAND/ FACILITATIONS USERS	Utilisation rate of the EleCTra e-scooters in each pilot there is no quantitative target	Quantifiable at the end of the pilot test
COMMUNICATION DISSEMINATION TASKS	No. of non partner cities/areas, involved by all PPs and interested in the model within the project lifetime (MIN 5 by all PPs), of which:	0
	2 (in the framework of the entire project) request assistance to carry out their own feasibility study	0