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Electric**C**ity**Tra**nsport – Ele.C.Tra

D.6.6 Non-pilot City Plan for Skopje

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Electric**C**ity**Tra**nsport – Ele.C.Tra.

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1 PLAN OF ACTIVITIES FOR THE INTRODUCTION OF THE E-LIGHT VEHICLE SHARING SYSTEM

1.1. *Activities that can be implemented and current situation*

Skopje is a modern city with population of almost 600 000 citizens and proudly presents Macedonia's major political, economical, educational and cultural centre. It continues to be a focus for new residents, economic development, construction and refurbishment. Skopje is steadily becoming a vital regional route for international flight operators. The city's growth can only add up to its long and illustrious history of culture and commerce. Skopje is a dynamic centre that is dedicated to become a capital that promotes innovations in the Western Balkans.
The biggest part of passengers transport is located in the Transportation Centre that connects the bus and the train lines. The Transportation Centre station is also the hub for intercity and international bus routes. The Transport Centre is a centre for long distance and international bus lines as well as urban and suburban public passenger transport. At the same location is the main train station for all international and domestic transport train lines.

For the improvement of the safety of traffic and the need to reduce the number of traffic accidents in urban conditions, The City of Skopje has started with the preparations for the implementation of the Road Traffic Safety Management System ISO 39001: 2012. The control of the traffic of motor vehicles takes place at the control centre through the use of visual video supervision and adaptive control of the Controllers for light signalization on the roads.

The public transport in Skopje is functioning with 650 buses on 90 urban and also suburban lines. The Control of the realization of the timetable is done by the Control Centre and AVL system for the location of the buses. The paying system is done with electronic cards and tariff system with a wide offer for all categories of citizens.

Bike traffic takes place on a specially built cycle paths which are actively reconstructed and upgraded according to the city Bicycle Master Plan. Skopje has a rent-a-bike system out of 250 ordinary bikes and 10 e-bikes. The number of e-bikes it is expected to be higher in the next years.

Being a tourist in Skopje also means that you can rent one of the 12 light e-vehicles for tourists and have a sightseeing tour in the city center.

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The City of Skopje by taking the first steps towards electromobility is also working on improving the necessary infrastructure. First two e-chargers were installed in two multi-storey public parking garages in the city centre, along with the properly marked parking places for e-vehicles. Both, parking and recharging of every kind of e-vehicles is for free.

Besides providing light e-vehicle services for its residents and tourists, the City of Skopje has also purchased light e-vehicles for the city administration. 5 e-scooters and 5 e-bikes are now being used by the city administration in the everyday working.

Furthermore, one fully electric e-vehicle is expected to be purchased by the end of 2015 that will be at disposal to the Mayor of the City of Skopje and also to the city administration in the everyday working and transportation in the city center.

This is the already existing number of light e-vehicles in Skopje. Of course the City of Skopje plans to expand this range of offered services in the future and share the Ele.C.Tra model and promote electromobility continuously.

1.2. *Key participants in the preparation and implementation of the electric vehicles sharing system*

The most important key participants can be categorised into three groups:

- Business sector (e-vehicles suppliers, infrastructure and technology, equipment maintenance, electricity suppliers, etc.)
- Demand sector (large companies, schools, university facilities, tourist offices, hotels, shopping centres, etc.)
- Institutional sector (local authorities, public bodies, associations, etc.)

Their harmonic interaction in the process of monitoring, managing, directing and supporting the project in all its phases is required in order for the resources to be properly used and the results to be optimal.

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1.3. *Promotional activities and education*

Communication and advertising activities are out of great importance in order to raise awareness among citizens and tourists of changing daily behaviours to promote sustainable user-friendly activities and public bodies and mobility stakeholders, like local transports operators but also associations, universities and firms, in order to develop other innovative transport means and actively promote electromobility (e.g. electric vehicles, low impact cars, etc.).

It is necessary to explore all alternative strategies and determine which one is the most effective. Among some of the promotional activities will be:

- Further dissemination of the light e-vehicles sharing system and electromobility in general;
- Raising awareness of electromobility and sustainable mobility;
- Introduction of incentives for e-scooter users, such as special discounts, no local or pollution taxes, reserved parking, etc. ;
- Promotion of the use of electric vehicles;
- Organisation of events to raise awareness regarding electromobility;
- Development of the appropriate infrastructure;
- Focusing on safety and environmental protection.

1.4. *Schedule for establishing the electric vehicles sharing system*

Implementing an e-scooter sharing system into the Skopje's traffic system requires the identification and inclusion of groups interested in the project and its implementation, and the analysis of their roles, interests, significance and capacity for participating in the implementation. They should be analysed individually in the project preparation process, and the project itself should be directed at adequate problem and target identification and at the selection of the operation strategy.

The objective of stakeholder inclusion is to contribute to the maximization of social, economic and institutional benefits of the project for target groups and end-users, and also to minimize the potential negative effects as well as the potential conflicts among the stakeholders involved.

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1.5. *Conclusion*

The essence of identifying and sharing good practices is to learn from others and to re-use knowledge. The biggest benefit consists in well developed processes based on accumulated experience. This was the case with Ele.C.Tra Project and its partners.

The City of Skopje has recognized the significant benefits of electromobility as an important component of sustainable urban mobility and is currently substituting its own vehicle fleet with electric vehicles and will continue to actively support electromobility in the future.

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