

3rd Local focus group

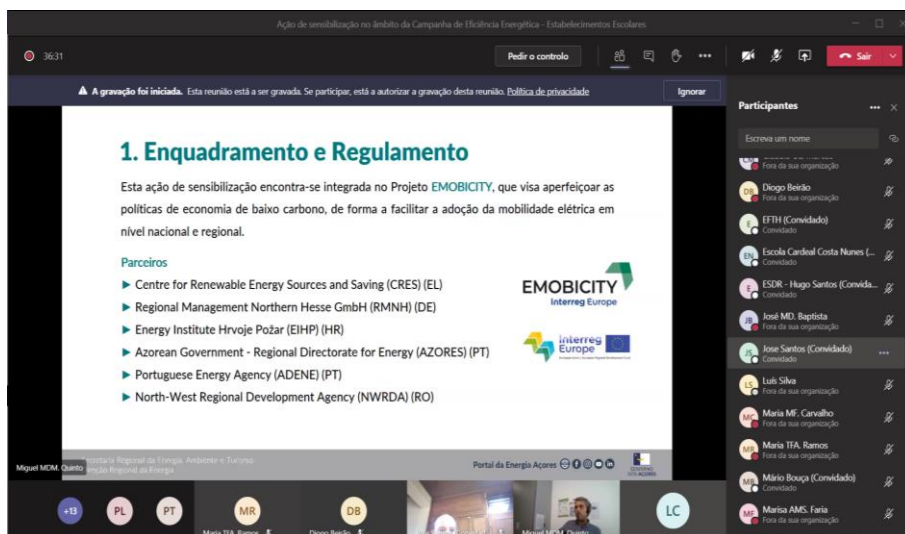
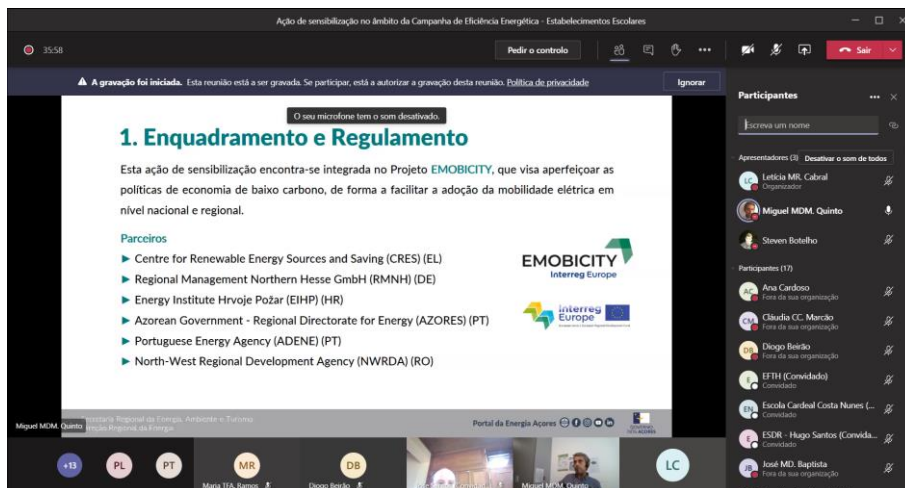
Event report and monitoring

Azores

Venue	EMOBICITY Açores 3 rd Local Focus Group
Date	November 11 th 2020
Number of people attending	30 (average)
Total number of representatives of the types of stakeholders involved	3 – Azorean Government 3 – ADENE (national energy agency) 24 – School administrations

Agenda of the event
14h00 to 17h30

Pictures of the event



Event assessment

Overall how would you rate the success of this specific event?

- very successful
- fairly successful
- not too successful
- not successful at all

Please briefly describe the event including:

- Main experiences, viewpoints and suggestions of stakeholders on existing regional measures, projects, initiatives on energy efficiency and use of renewable energy, their effectiveness and impact.
- Main specific needs and constraints identified by stakeholders for the promotion of energy efficiency and use of renewables in companies in the region.
- Best practices / examples proposed directly by stakeholders, if any.
- Views / suggestions on the measures / policies / good practices identified in other regions.
- Specific relevant comments made by representatives of the different types of stakeholders involved on the regional analysis.
- Facilitation techniques used, if applicable (ex: brainstorming, role playing, storytelling, etc)

Following previous experiences, it was decided to pair the EMOBICITY 3rd local focus group with a training session on energy efficiency and electric mobility. To further ensure participation and pursue the goals of the project in promoting urban electric mobility, the training session was also developed in the framework of an energy efficiency campaign for schools, where the best schools will be rewarded with a charging station for electric vehicles. The Covid 19 pandemic, and all the ensuing containment measures, made it impossible to have a physical meeting and, therefore, the meeting was held online via MS Teams.

The event was scheduled about 1 month in advance, following an extensive contact with local schools to ensure participation. The participants were again contacted a few days before the event in order to confirm their attendance.

Attendance was higher than expected with an average of 30 participants. Several questions were also posed by e-mail before the event, prompting an interesting live debate.

As described, it was a hybrid meeting, comprising a training session within the framework of an energy efficiency campaign for schools, allowing a comfortable atmosphere for informal debate. The training session covered all major aspects of energy use, energy policy, effective measures for schools and funding. Participating schools now have 15 days to prepare a short report regarding an energy overview of their installations and a list of possible energy efficiency measures. The best reports will be rewarded with technical support for implementing the energy efficiency measures as well as a charging station for electric vehicles.

In general, the event was very successful as it allowed for an active debate on several topics within the framework of electric mobility, namely in terms of current market conditions, technology and funding available.

EMOBICITY project was largely described, followed by the description of Interreg, the results so far as well as some of the measures proposed.

The presentations and debate that followed allowed to conclude on the following topics:

- School management bodies focus on learning aspects and daily activities and have limited competences on infrastructure construction and maintenance. Therefore,

despite the large interest demonstrated, interventions in schools must be defined in accordance with the governmental entity responsible for education.

- Construction contracts usually comprise long-term guarantees from the builders. Any intervention must, therefore, have the agreement of the entity providing that guarantee, namely in what concerns the electric power infrastructure.
- There are several agreements between buildings for shared infrastructure or services (such as parking lots that are shared by several public services or common electricity contracts for adjoining buildings). In those cases, it is not clear how investments in electric mobility infrastructure should proceed. A harmonised framework is necessary.
- There is a generalised lack of information and experience reinforcing the need to continue the ongoing information campaigns and hands-on experiences that put users at ease with electric vehicles.

These conclusions are well aligned with the ongoing electric mobility policy, reinforcing its validity.

Please briefly describe main success and difficulties related to this specific event, if any. Please provide suggestions for similar or future events (including improvement you would like to apply already in the next local group events you will organize in the framework of RESOR), if any.

The event was a success. Pairing the seminar with a training session within the framework of an energy efficiency campaign with a charging station for electric vehicles as a prize proved to be a great success, strongly improving participation.