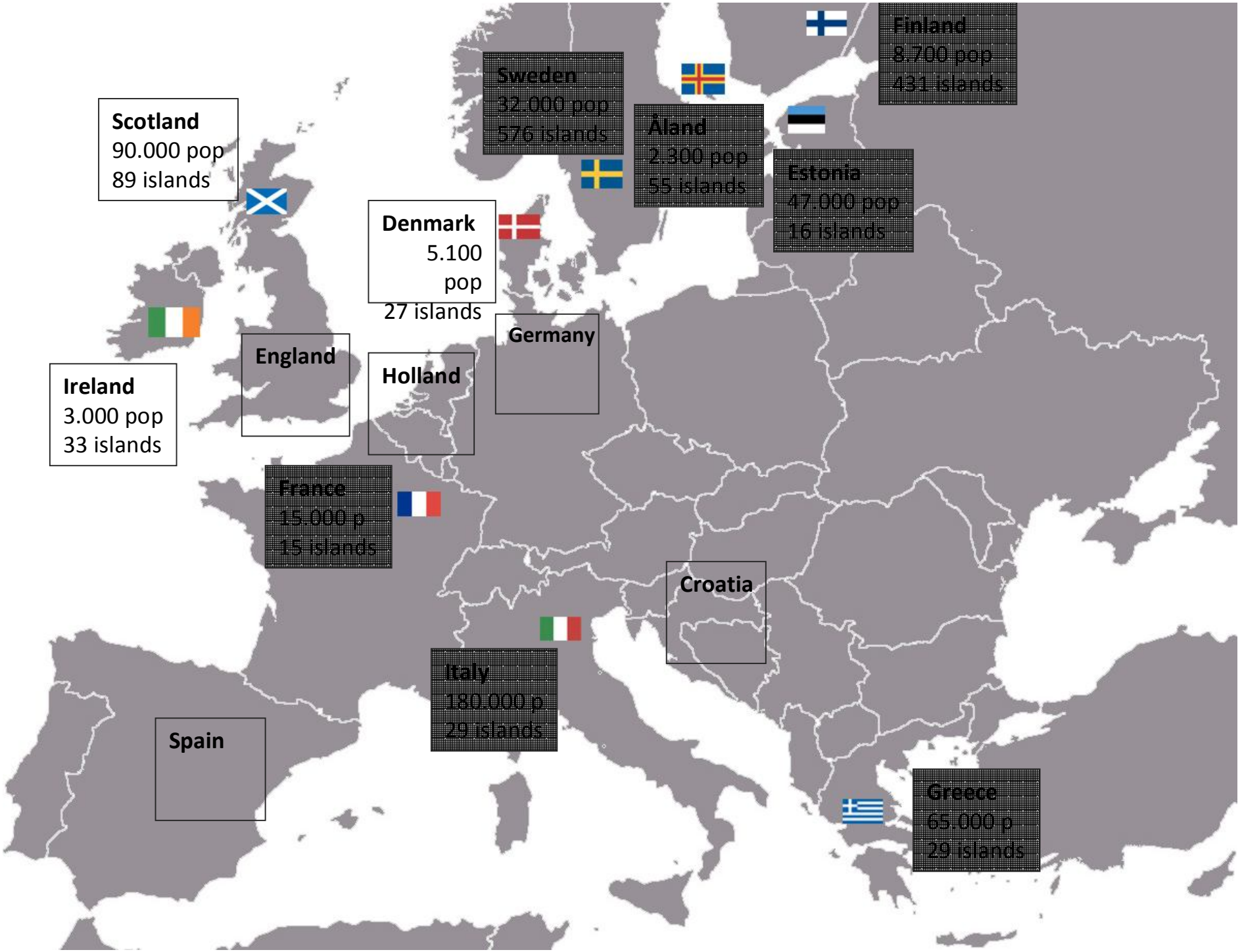
European Small Islands Federation – ESIN[1)]

Improvement of public transport services in small and insular islands; prospects and obstacles

[1)]http://europeansmallislands.com/

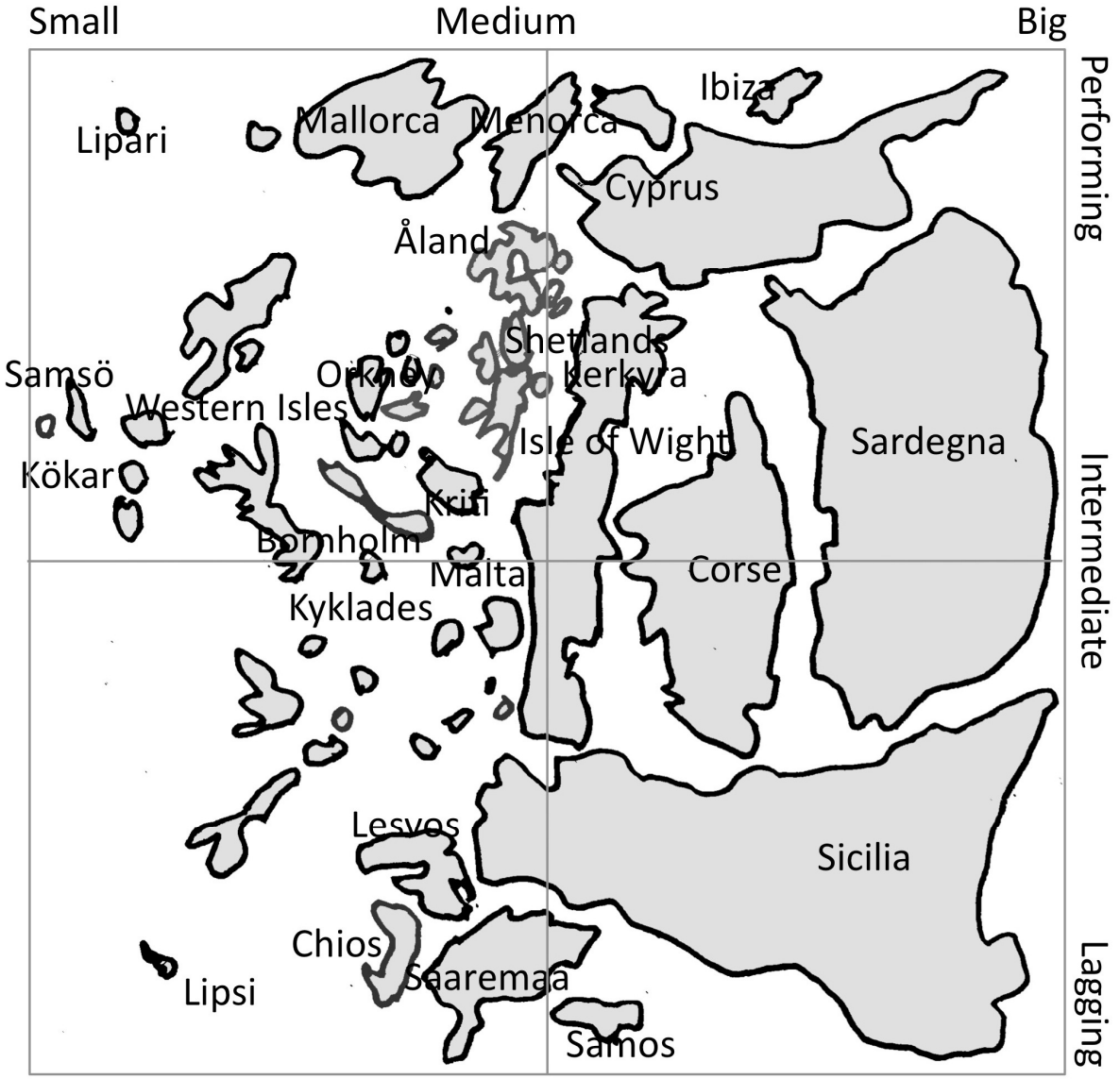
1 The small islands of Europe
2 Prospects and obstacles
3 Two propositions

1 The small islands of Europe


Scotland
90.000 pop
89 islands
Sweden
32.000 pop
576 islands
Åland
2.300 pop
55 islands
Finland
8.700 pop
431 islands
Estonia
47.000 pop
16 islands
Denmark
5.100
pop
27 islands
Germany
England
Holland
Ireland
3.000 pop
33 islands
France
15.000 p
15 islands
Croatia
Italy
180.000 p
29 islands
Spain
Greece
65.000 p
29 islands

ESIN represents 448.000 residents on 1.300 small islands that have no permanent connections to the mainland, no regional administrative authority and are challenged by:

- a declining population
- demographics skewed by age and gender
- large numbers of seasonal holiday makers
- European and national policies that does not always support the small scale of these islands and their "double insularity"



GDP/capita median for islands is lower than EU-27, but small islands are just as performing – or lagging – as large ones.

We share the same overcosts but small islands have some additional difficulties, mainly deriving from small scale and "double insularity".

2 Prospects and obstacles

Five aspects on public transport services to small islands: fixed link vs ferries, Co2 emissions, financing, cost/revenue calculations and the double insularity problems

Fixed link vs ferry: Saaremaa

Saaremaa is a big island and 4 small ones (Saaremaa County) with 39.000 residents on a land area of 2.673 km^2.

The GDP/capita is 5.500€ (19% of EU 27), the unemployment rate is 7%.

The main traffic line is over the shallow Suur (Moon) sound via the island of Muhu, linked by a bridge to Saaremaa.

The ferry takes 30 min and operates hourly to in the summer and every two hours during the rest of the year. Besides residents, some 250.000 yearly tourists use the ferry.

There are plans to connect Saaremaa to the mainland, either by a bridge or by a tunnel. The project will cost at least 175 MEUR.

The fixed link versus ferry discussion includes **environmental**, **social** and **economic** considerations and also questions Saaremaa's **island identity**.

Co^2 emissions: Samsö

Denmark is country of islands but only 65.000 people out of 5.5 million live on islands without bridges to the mainland. Samsö is one of them with an area of 114 km^2 and 4.003 inhabitants.

The GDP/capita is 32.600€, the unemployment rate is 2,5%.

Samsö has branded itself as energy sulf-sufficient. Its land-based wind turbines produce 100% of the island's electricity. A large solar heating installation provides hot water and heating.

Ferries go to Zealand (Kalundborg port) and Jutland (Hov port):

Zealand	7 tours daily	1 h trip	158.000 pass, 51.000 cars
Jutland	2-3 tours daily	2 h trip	339.000 pass, 113.000 cars

The newly built ferry to Jutland uses **considerable more fuel than the former vessel** and now a political debate is taking place why the tender for operating the ferry did not include conditions on fuel consumption.

Financing: les Îles du Ponant

Small islands need regional and European support to finance their transports systems. But there are other means: les Îles du Ponant are fifteen inhabited offshore islands of the French Atlantic and Channel sea cost, ranging in size from 60 to 8.563 km2 with populations from 186 to 4.834 residents.

The GDP/capita is 32.600€, the unemployment rate is 2,5%.

Here – as on all french ferries – a special **eco-tax amounting to 7% of the tourist fare** is collected. The tax goes to the island communities to protect their valuable natural heritage. It is used towards environmental projects, often protecting against damage caused by the pressure of large numbers of visitors in summer time.

Cost/revenue models: Lipari

Lipari is the largest of the seven Aeolian islands, just north off Sicily, 20 kilometers from Messina. It has an increasing population of 11.554 people on its 37 km^2. The GDP/capita is 15.500€.

The island can be reached by 13 hydrofoils and 3 car ferries daily (17 respectively 5 in summer) from Milazzo. The hydrofoil takes 1 hour, traditional car ferries 2 hours. There are also hydrofoils from Palermo, Cefalu, Messina and Reggio di Calabria.

It is hard to analyze the impact of transport development efforts – such as more frequent trips, faster ferries, higher inter-modularity, eco-tax etc – on an island as Lipari since there is lack of data on the number of tourists, the quality of tourism, the impact on the the community and the environment, farming, manufacturing, the support provided by local and central government, jobs etc.

Small islands need a cost/revenue tool to analyze their development efforts on four levels: a primary, strict business level; a secondary, indirect level; a third, regional/European level; and a fourth level with "hidden" social benefits and social costs to get hold of the net social benefits.

Double insularity: Lipsi

Lipsi is one of Europes' most remote islands. It is a small island with an area of 16 km^2 in the northern part of the Dodecanese between Patmos (5 nm), Leros 4.4 nm), Arkious (2,2 nm), Agathonisi (11,2 nm) and the coast of Turkey (19,4 nm).

The 687 inhabitants have to move to different islands for different services with different schedules, ferries and combinations.

	Average time	Weekly connections
To Kos	2:30 h	14
To Rhodes	5:38 h	8
To Piraeus	10:35	2

The distance to Piraeus (283 km) would take 8 hours both ways by car, but takes 54 hours by boat, making the journey 4,8 times more expensive for the islanders.

An (small) island dependant on the basic services of a nearby (larger) islands has a so-called "double insularity" situation, creating extra challenges due to the lower access to services and transport infrastructure.

3 Two propositions

Benchlearning

"A bottom-up collaborative benchmarking based on a peer-to-peer experimental exchange among fairly comparable public agencies from at least two different EU Member States, designed as a symmetric learning process, that will (…) implement and calculate more sophisticated indicators in a chosen area of impact (…) and in the process will build transformative capacities"

http://wikibin.org/articles/benchlearning.html

A benchlearning project could be used to develop a cost/benefit model for small islands with the help of for example the University of the Aegean/Samos department.

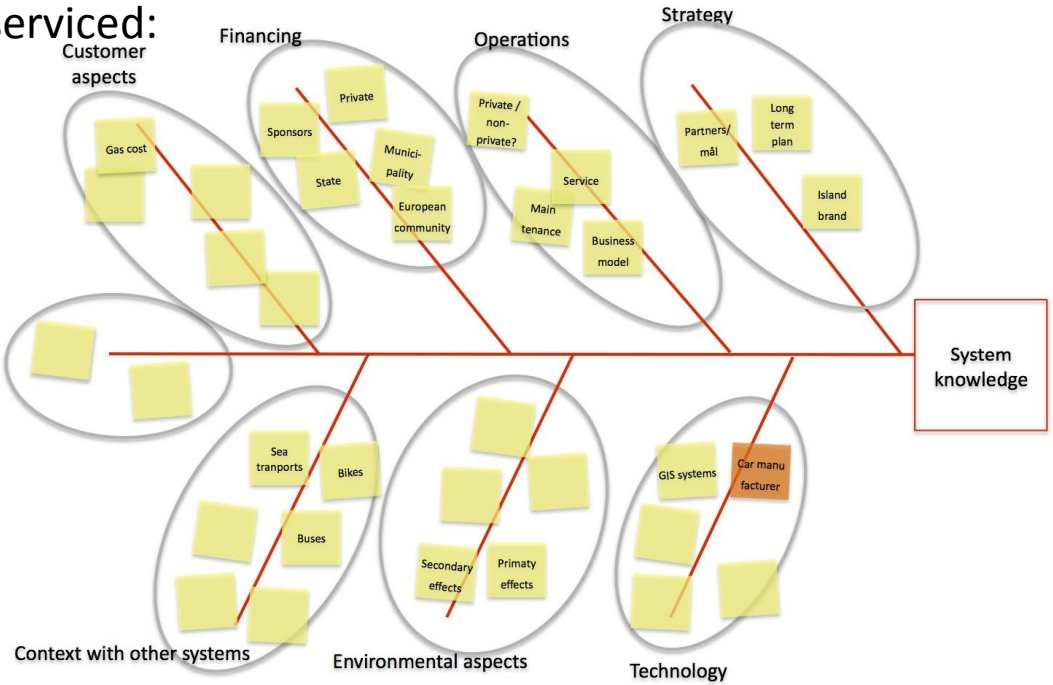
Such a model would make it possible to calculate the total net benefits of development projects on small islands, in monetary terms and with a open, agreed, scientific approach.

Of great value when it comes to proposals of improvement of public transport services.

Electric Car Systems

On small islands, electric cars can boost the islands attractiveness as a place to live, work and visit; lower carbon emissions directly (fewer traditional gasoline-fuelled cars) and indirectly (lesser sea transportation needs); and lower the islanders', the visitors' and the municipality's costs for transportation.

Small islands should start a joint project focused on the system aspects: how the cars can be used, owned, financed and serviced:



New Gear First draft 16-sep-11

All facts and figures in this presentation are derived from the University of the Aegean / ESPON *Euroislands* report (2010).

Thank you

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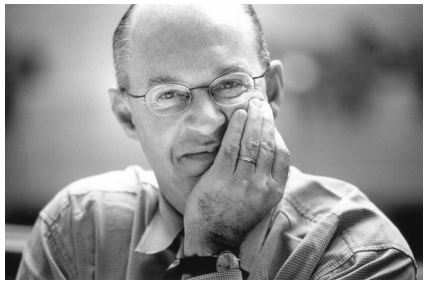

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