KEY FACTS

Programme: South Baltic Cross-Border Co-operation Programme 2007-2013

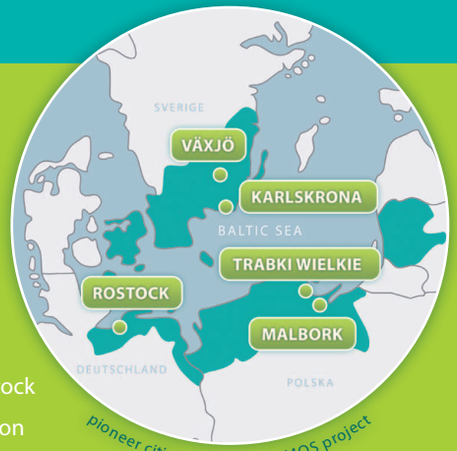
Priority axis and measures of the South Baltic Programme:
1.3: Transport accessibility

Project Title: Introducing electric mobility as intermodal transport means in small and medium-sized cities in the South Baltic area "ELMOS"

Lead Beneficiary: Rostocker Straßenbahn AG

Project Duration: Oct 2011-Sept 2014

Project Budget: Overall project budget: € 2,222,824.00
ERDF co-financing: € 1,798,177.70



Pioneer cities within the ELMOS project

Partners:

City of Karlskrona

City of Växjö

Commune of Trąbki Wielkie

Energy Agency Southeast Sweden

Hanseatic City of Rostock

Pomeranian Association Common Europe

Polish Union of Active Mobility

Rostocker Straßenbahn AG

Municipality of Malbork

Associated Organisations:

Blekinge Public Transport

ExtraEnergy Reg. Assoc.

Gdynia City Hall

Kronoberg Public Transport Cooperation

Union of the Baltic Cities

CONTACT

www.elmos-project.eu
Stay connected via RSS-Feed

Read and comment on the ELMOS blog
Electric mobility experts from all over Europe share opinions, suggestions and experiences regarding intermodal solutions in public transport.

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elmos
electric mobility in smaller cities

Co-financing partners

Energikontor Sydost – Energy Agency for Southeast Sweden

Malbork

Växjö kommun – The Greenest City in Europe

Karlskrona Kommun

PSWE

Polska Unia Mobilności Aktywnej

RSAG – Wir bewegen Menschen

Hansestadt Rostock

"ELMOS"

Introducing electric mobility as intermodal transport means in small and medium-sized cities in the South Baltic area

Part-financed by the European Union (European Regional Development Fund)

SUMMARY

ELMOS project:

ELMOS promotes the invention of electric mobility in small and medium-sized towns / cities of the South Baltic area. In this way it contributes towards reducing greenhouse gas emissions and improving urban living conditions. The overall idea of the project is to develop and partly introduce electric mobility in the five participating municipalities. **Karlskrona** (SE), **Malbork** (PL), **Rostock** (DE), **Trąbki Wielkie** (PL) and **Växjö** (SE) wish to become pioneers but are also newcomers in the field. Electric mobility will be integrated into their existing urban transport networks and are to complement public transport chains.

Core project activities:

1. Review and adapt international state-of-the-art electric mobility for use in the South Baltic area.
2. Elaborate intermodal electric mobility concepts for small and medium-sized cities in the South Baltic area.
3. Create examples demonstrating intermodal electric mobility (focus on pedelecs and electric scooters) in the five pioneering cities.
4. Promote experiences within the South Baltic Area.

TARGET GROUPS AND OUTPUTS

Groups that benefit from ELMOS are:

- Public transport operators: The project allows them to extend their transport chains and services.
- The public: Different groups such as commuters, pupils or women benefit from convenient, time-saving and economically priced public transport options.
- Retailers & producers of electric mobility vehicles: The project promotes novel means of electric mobility and facilitates end-user access to it.
- Local governments of small and medium-sized cities: The project contributes towards reducing greenhouse gas emissions and improving urban living conditions.

Planned outputs at project level:

- Best practice survey for supporting the design of public pedelec rental systems
- Multilingual handbooks for electric mobility in small & medium-sized cities

Planned events at project and partner levels:

- International electric mobility conferences
- Study trips to European model regions for electric mobility
- Promotional campaigns & "Pedelec Road Shows"
- International electric mobility expert panel providing advice to the pioneering cities

BACKGROUND

What is an electric bicycle?

The term electric bicycle or Light Electric Vehicle (LEV) covers two different concepts of vehicles with a supporting electric motor.

- Cycles equipped with a supporting motor that cannot exclusively propel the bicycle. The motor only assists when the cyclist pedals. The term **pedelec** is more commonly applied to these types of vehicle.
- Cycles equipped with a supporting electric motor that can exclusively propel the vehicle. The cyclist is not necessarily required to pedal. These vehicles are generally called **e-bikes.** E-Bike driver must wear a helmet, require registration and a driver's licence.

European legislation defines that pedelecs are only classified as bicycles if:

- They are equipped with a supporting electric motor with a maximum continuous rated power of **0.25 KW**.
- The power of this motor is progressively reduced and finally cut off as the vehicle reaches a speed of **25 km/h** or if the cyclist stops pedalling.

The **European Standard EN 15194** (EPAC - Electrically Power Assisted Cycles) has been implemented for these types of vehicle.