**Title of the Story:** Coronaproof and healthy public transport in the coastal zone of Schouwen-Duiveland

**Destination Name:** (include any state, province or region)

Schouwen-Duiveland

**Country:** The Netherlands

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**Position:** Stategisch adviseur concern extern

**Nomination Category:** (Please check the boxes that indicate the focus of your story)

- ☐ Culture & Communities
- ☒ Environment & Climate
- ☐ Nature & Ecotourism
- ☐ Islands & Seaside
- ☒ Immediate responses in dealing with the COVID -19
- ☒ Post COVID -19 recovery
- ☐ One of the 17 SDGs* (if yes, which one) Click or tap to choose

*The Sustainable Development Goals (SDGs), also known as the Global Goals, were adopted by all United Nations Member States in 2015 as a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity by 2030. The 17 SDGs are integrated—that is, they recognize that action in one area will affect outcomes in others, and that development must balance social, economic and environmental sustainability. What are the Sustainable Development Goals? [https://www.undp.org/content/undp/en/home/sustainable-development-goals.html](https://www.undp.org/content/undp/en/home/sustainable-development-goals.html)

For further information on Tourism for SDGs: [http://tourism4sdgs.org/](http://tourism4sdgs.org/)

Find detailed instructions for submitting good practices [here](#)
DESCRIBE YOUR GOOD PRACTICE STORY

Address each aspect of your good practice story in the different sections being specific including relevant quantitative and qualitative information.

**Issues faced**
What was the problem/issue solved with the good practice?

In the coastal village of Renesse the only touristic transferium in the Netherlands is located. Already started in 1998 and still functioning very well. It started with the slogan: “Liberation of the car-driver starts in Renesse. Tourists who wants to visit the beaches for a day or tourists who spend their holidays in the area can park their car on the parkinglot of the Transferium and are able to travel free to the beaches or the coastal villages of Schouwen-Duiveland. Due to Corona we had to consider the model of touristic public transportation.

**Methods, steps and tools applied**
How was the good practice implemented?

The buslines of the coaches to pick up passengers are projected along the entrances of the main campingsites and leisureparcs. So, as a tourist you don’t need your car during your stay. The means of transportation had a fun element from the start of the Transferium, varying from cabrioletcoaches, horsetrams or coaches with sand, buckets and beach shovels. Untill a few years ago most of the vehicles had a combustion engine and the transportation was in bulk. So a lot of people in a coach.

The past two years we are experimenting with electric powered vehicles and an app to offer mobility as a service to our guests.

Due to Corona, a lot a people in a coach isn’t possible anymore. We went through the routes of the busses and the destinations most of the tourists have. We came to the conclusion that most of the destinations have a distance of 3 to 4 miles. In that case a bike is a suitable mean of transportation. We also got help from civil initiatives in the local society in the field of mobility. These sustainable initiatives, spread around the isle and united in a mobility-platform, offered us electric schoolbusses and electric shared cars. During the summertime these vehicles aren’t used that often and deployed for mobility for our guests. As a result of the new and alternative means of transportation still one traditional coach is used for the longer routes. This coach applies to the highest environmental standards.

The frame of our communication is now different. When we started the Tranferium our slogan was: “Deliberation of the caruser starts in Renesse”. Now our slogan is: “Deliberation of Corona starts in Renesse, avoid crowds and move healthy in fresh silty air”. By communicating the limited distances to the several beach crossings and nearby villages, people understand that a shared bike is a suitable, pleasant and healthy way of transportation. The electric shared cars and schoolbusses are deployed for people with a disability or people who don’t want to bike. We carry on expirementing with the app to develop and provide more mobility as a service. The main aim is to reach a model in which coaches are not necessary anymore and only electric busses are used.
Key success factors

What helped you tackle the issues?

We are proud that we are able to present a model of transportation that applies to the social distancing issues caused by Corona. And that in a short time with the help of our local society. This was one of the main key success factors. The local society is aware of the importance of tourism for the municipality as a whole. Because of tourism the municipality has services and amenities that municipalities with the same amount of inhabitants don’t have.

Another key success factor is the cooperation with entrepreneurs and other authorities like the province of Zeeland. We have got a lot of support and help to implement changes in a short time in order to be prepared for the main touristic season.

Another success factor is that the vehicles were available because of the holiday-season.

Lessons learned

While implementing the Good Practice what challenges were faced, and how were they overcome?

The coronacrisis led to another mindset. The common interest to provide in a corona-safe destination was more important than individual interests like turnover. Every stakeholder made his or her contribution to the common goal.

Because of the enormous amount of bookings in a very short time it became clear we could expect a lot of visitors on our isle. A common inventory and analyses of the main issues in public space and accommodations had led to common and integrated measures to prevent crowded spaces.

Because of the common goal (prevent an outbreak of corona) all stakeholders took their responsibility and complied to the common rules and measures for hygiene and social distancing.

We learned that we should have had more attention for the youth. Especially during the night there were too less activities because bars where open with limited entrance. Therefore we allowed small parties on the beach as an alternative. To comply to the rules of social distancing is hard, especially for youngsters. To find a right way of enforcement to control these parties was new and at the same time hard for our officers.

Results, achievements and recognitions

What were the qualitative and quantitative results of the good practice? Has it received any rewards?

Surveys and monitoring in former years indicates an avoided amount of 450,000 carmiles on a yearly basis. Beside the prevention of air pollution tourists, guests but also inhabitants experienced more advantages like less cars on the roads and in the villages, more and safer public space for pedestrians and bikers, less traffic jams and more time to spend on the beaches or in the coastal villages.

The change to small electric busses in stead of coaches and the increase of using bikes leads to more environmental quality and a better experience of the public spaces.
Guests recognize the efforts to provide in safe transport and appreciates the measures taken. In a few cases people didn’t have the understanding there was some delay or waiting time because of the restrictions and measures due to corona. The amount of visitors was similar as in 2019, some say even more. Despite the amount of visitors we managed in good cooperation with our stakeholders to control the virus to two positive cases during the mean touristic season.

**Additional references**

Provide links to further information. Pictures and videos should be available for download either from Youtube, Vimeo or other Cloud-based (Google/ One Drive) download URL.

www.sdopweg.nl, www.transferiumrenesse.nl

Photo’s are available on https://we.tl/t-m5q9cMyYZJ