SMILEGOV

Enhancing effective implementation of sustainable energy action plans in European islands through reinforcement of smart multilevel governance

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Manual for Sustainable Energy Projects Implementation

Cluster of ESIN

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Part. N°		Partner's name	Short name
CO1		Network of Sustainable Aegean Islands - Greece	DAFNI
CB2		Conference of Peripheral & Maritime Regions	CPMR
CB3		Region Gotland – Sweden	GOTLAND
CB4		Ölands Municipal Association - Sweden	ÖLAND
CB5		Hiiu Municipality - Estonia	HIIUMAA
CB6		Saare County Government – Saaremaa - Estonia	SAAREMAA
CB7		European Small Islands Federation	ESIN
CB8		Samsø Energy Academy - Denmark	SE
CB9		Canary Islands Institute of Technology - Spain	ITC
CB10		Regional Agency for Energy and Environment of the Autonomous Region of Madeira - Portugal	AREAM
CB11		Cyprus Energy Agency	CEA
CB12		Local Councils Association – Malta	LCA
CB13		Scottish Islands Federation	SIF

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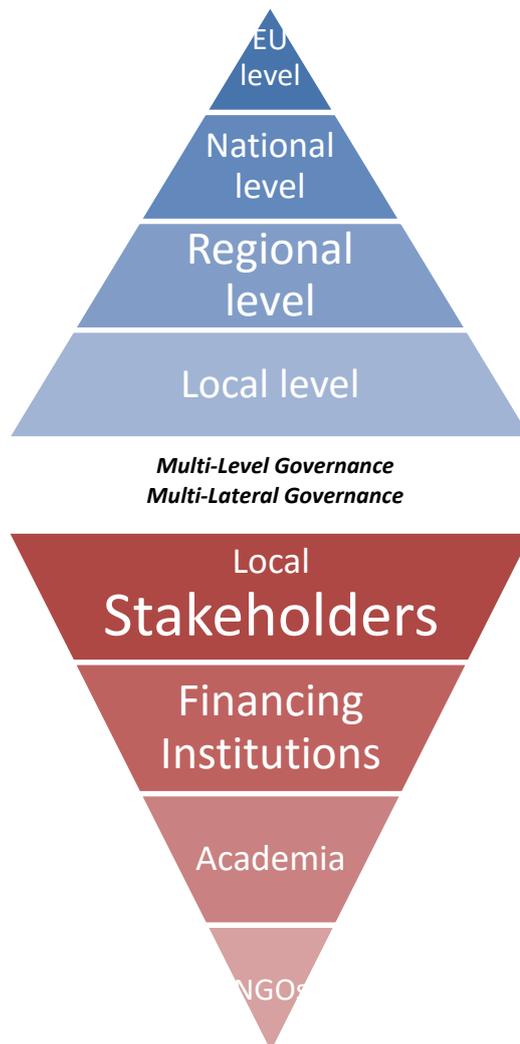
Content

1 Introduction

This manual is supposed to work as support on how to approach different barriers within a good Multi-Level Governance (MLG) project. Multi-level governance can be explained as the effective interaction between different political levels for an improved coordination and coherence between the local, regional, national and European policy level. Also good relations must be in place within each level, for example between different activity areas within a municipality, for processes to run smoothly. This we call Multi-Lateral Governance.
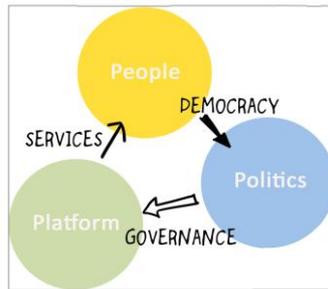
In short, good cooperation is vital for success of projects. Both multi-level and multi-lateral governance is a key concept for SMILEGOV and for this manual.

Multi-Level Governance
Multi-Lateral Governance

The examples of projects included in this manual are the ones concerning the ESIN Cluster. The manual points on known barriers and suggests a number of different solutions that can be used to overcome them.

This manual does not provide all the answers and tools needed but it presents a context on why MLG is crucial together with good examples, and how the MLG work could be organized in order to overcome barriers.
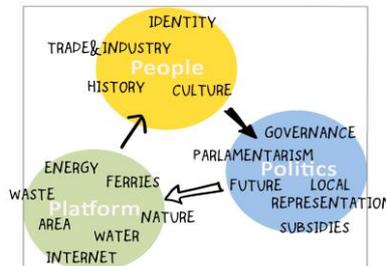
2   Outline of the Projects and Barriers

Simply put, an island is a system, a "box" with three interacting forces: (1) the people on the island; (2) politics, making the plans and hopes of people come real; and (3) the island in itself, the physical platform and the services people on it use.
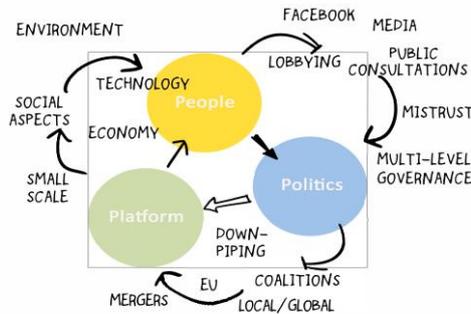
Inside the box are well-known components:

- The people of the island, permanent inhabitants and seasonal ones, plus visitors. They have trades and businesses, they have a culture and an identity of their own;

- The governance side of things: taking care of the island according to law and to promises made in the last elections according to the parliamentary system;

- The infrastructure of the island: electric power, water and wastewater systems, dumps, jetties and ferries.

Outside the box there is ongoing movement in our society that change the relations between people and politics, between politics and the island platform, and between the platform and the people:

- We are losing trust in our politicians and fewer people want to cooperate for the common good. Facebook and other social media are changing the way we interact with our leaders. . There are more public consultations and strong lobbying in many issues. The levels of governance above a small island have never been so many and we may need to use new channels and new ways of getting politicians to listen to the islands;

- Politicians get our votes because we want something done, but then they go into coalitions where our intentions get lost. There is a tendency for down-piping on the mainland – to take care of one issue at a time, separating functions from each other – that ends up not serving the needs of a small island. Also budget negotiations, refugee problems and re-elections all disturb the political power to actually do something about the infrastructure. We need to be holistic and to see the small islands as vulnerable systems where all sides bust be interlinked;

- The platform development has traditionally been about technology and economy – "hard" aspects. But nowadays " soft " aspects, social development, down-sizing, environmental concerns have to be taken into consideration, making it much more complicated to plan and build infrastructure that meets the demands of the inhabitants. We must get planning departments on the mainland understand that on small islands big is not better, speed is not always necessary, and small can be very beautiful.

So, there are three barriers: one between people and their politicians, one between politicians and projects, and one between projects and people.

3   Barrier A. From people to politics

Small islands have a weak political representation, mainly due to the fact that they have few votes. The chair of a local council on an island does not dare to sign the Pact of Island – although the municipality to which the island belongs has signed it.

3.1   Examples from good practices

There are some small islands politicians that inspire us, for example Eamon O'Cuiv, Alyn Smith and Tonino Picula. O'Cuiv has been the sponsor of the EV project on Aran islands, Alyn Smith behind some Scottish initiatives and Picula is dragging the 47 Croatian islands into ESIN and eventually into the pact of Islands.

3.2   The role of Multilevel Governance

To get something done, small island representatives have to work their way through many levels of governance.

3.3   Step-by-step methodology to overcome the barrier

The only way to get through is for islands to unite.

4   Barrier B. From politics to projects

Politicians do not address the right question. Through SMILEGOV, it has become clear that the major consumption of energy on a small island comes from the ferry services. Still, we

mostly use WWII landing craft type vessels with 30-40 year old diesel engines. When calculating emissions, this becomes even more obvious and all the more grave when including ships that are passing by small islands (Sottunga has one thousand more emissions from ship movements through its archipelago than from their own ferry).

4.1 Examples from good practices

The electric ferry project idea of Simskäla.

4.2 The role of Multilevel Governance

The barrier is the many levels of decision-making when it comes to sea transportation and that it is a very traditional sector.

4.3 Step-by-step methodology to overcome the barrier

Ferries are planned and bought at regional and national level, mostly without consulting the islanders.

5 Barrier C. Projects - People

Civil servants and consultants typically make too big projects and too isolated solutions. This does not easily develop a small island. This has been the case on Arranmore where the municipality wants to build a freshwater pipe 10 km long through 250 m deep waters at a cost of 25 million euro, while the islanders are happy to get a desalination plant which is a more sustainable solution.

5.1 Examples from good practices

The small-scale wind turbine on Iniö.

5.2 The role of Multilevel Governance

The Iniö wind turbine is a 100% local initiative.

5.3 Step-by-step methodology to overcome the barrier

6 Summary table

Barrier	Examples	Role of MLG	Key steps of the methodology
From people to politics	ESIN engaging in SMILEGOV		Vote for the right people
From politics to projects	The electric ferry on Simskäla		Describe the identity of small islands, over and over again
From projects to people	Iniö wind turbine		Fill in