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Fundamental decarbonisation
through sufficiency by lifestyle changes

Report on municipal sufficiency strategies and policies

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8	**Zala Briviba Biedriba SA**	ZB	LV	

Acknowledgement

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List of Abbreviations

ADEME	French Environment and Energy Management Agency
CET	Central European Time
DIY	Do-it-yourself
EU	European Union
GDP	Gross Domestic Product
ISM	Individual / Social / Material
NDC	Nationally Determined Contributions
NGO	Non-governmental organization
SSH	Social Sciences and Humanities
WP	Work package

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Abstract / Summary

The aim of FULFILL work package 4 (WP4) is to identify and analyse sufficiency strategies at the meso, i.e. the local level in 5 EU-Countries and India. This report describes task 4.2 which aims to compile evidence on municipal policies that support sufficiency lifestyles promoted by local initiatives and intentional communities.

In a first step (Task 4.1), WP4 mapped 50 local initiatives and intentional communities in cities and regions in five countries that aim at sustainable lifestyles or living conditions (see FULFILL Deliverable 4.1).

In a second step, as part of task 4.2 and 4.3 WP4 conducted a survey among these initiatives to identify municipal policies that support sufficiency lifestyles promoted by the local initiatives and intentional communities on the one hand (D4.2). On the other hand, the survey was designed to identify the impacts sufficiency initiatives are aiming for (D4.3).

In a third step, WP4 (D4.2 and D4.3) invited these organisations from the participating EU countries to five national workshops to present the results of the survey and to confirm the evidence and preliminary conclusions in subsequent discussions. There was no workshop planned for India.

This report describes the methodology of the survey and the workshops, and presents the results and initial conclusions we have drawn from the survey and the workshop discussions with local initiatives and intentional communities about municipal policies supporting sufficiency lifestyles and living conditions at local level.

Survey and workshop showed similar results across the countries. The main barriers for local sufficiency initiatives were lack of financial and human resources but also the lack of support and motivation from municipal employees. Overall, initiatives need a supportive and integrating environment. This became particularly clear by individual cases where initiatives were well supported by the city.

Due to the significant small number of survey responses from Indian initiatives, no robust findings for India could be obtained.

The results of this task will be deepened in a subsequent case study, which will shed more light on the governance in supporting sufficiency lifestyles and living conditions at local level. The case studies will be presented in FULFILL Deliverable 4.4.

Introduction and Overview

Purpose of this Document

This deliverable presents the results of Task 4.2: Analysis of municipal policies. The aim of this task was to identify drivers and barriers for the success and outreach of local sufficiency initiatives and their relationship with municipalities. As a first step, a survey was carried out in five EU-countries: Denmark, France, Germany, Italy and Latvia. For an international perspective, the European surveys were complemented with survey responses from India. The survey results were discussed during five workshops with a total of 77 participants from initiatives and municipalities in Denmark, France, Germany, Italy, Latvia.

Project Summary

The project FULFILL takes up the concept of sufficiency to explore the contribution of lifestyle changes and citizen engagement to decarbonising Europe and fulfilling the goals of the Paris Agreement. FULFILL understands the sufficiency principle as "**creating the social, infrastructural, and regulatory conditions for changing individual and collective lifestyles in a way that reduces energy demand and greenhouse gas emissions to an extent that they are within planetary boundaries, and simultaneously contributes to societal well-being**". The choice of the sufficiency principle is justified by the growing debate around it, which is underlining it as a potentially powerful opportunity to actually achieve progress in climate change mitigation. Furthermore, it enables us to move beyond strategies that focus on single behaviours or certain domains, and instead consider lifestyles in the socio-technical transition as a whole. The critical and systemic application of the sufficiency principle to lifestyle changes and the assessment of its potential contributions to decarbonisation, as well as its further intended or unintended consequences, is therefore at the heart of this project. The sufficiency principle and sufficient lifestyles are at the heart of FULFILL, and thus the guiding principle of all work packages and deliverables.

Project Aim and Objectives

To achieve this overarching project aim, FULFILL has the following objectives:

Characterise the concept of lifestyle change based on the current literature and extend this characterisation by combining it with the sufficiency concept.

Develop a measurable and quantifiable definition of sufficiency to make it applicable as a concept to study lifestyle changes in relation to decarbonisation strategies.

Generate a multidisciplinary systemic research approach that integrates micro-, meso-, and macro-level perspectives on lifestyle changes building on latest achievements from research into social science and humanities (SSH), i.e., psychological, sociological, economic, and political sciences, for the empirical work as well as prospective studies, i.e., techno-economic energy and climate research.

Study lifestyle change mechanisms empirically through SSH research methods at the micro- (individual, household) and the meso-level (community, municipal):

Achieve an in-depth analysis of existing and potential sufficiency lifestyles, their intended and unintended consequences (incl. rebound and spill over effects), enablers and barriers (incl. incentives and existing structures) as well as impacts (incl. on health and gender) on the micro level across diverse cultural, political, and economic conditions in Europe and in comparison to India as a country with a wide range of economic conditions and lifestyles, a history which encompasses simple-living movements, and a large potential growth of emissions.

Assess the dynamics of lifestyle change mechanisms towards sufficiency at the meso-level by looking into current activities of municipalities, selected intentional communities and initiatives as

well as analysing their level of success and persisting limitations in contributing to decarbonisation.

Integrate the findings from the micro and meso-level into a macro, i.e. national and European, level assessment of the systemic implications of sufficiency lifestyles and explore potential pathways for the further diffusion of promising sufficiency lifestyles.

Implement a qualitative and quantitative assessment of the systemic impact of sufficiency lifestyles which, in addition to a contribution to decarbonisation and economic impacts, includes the analysis of further intended and unintended consequences (incl. rebound and spill over effects), enablers and barriers (incl. incentives and existing structures) as well as impacts (incl. on health and gender).

Combine the research findings with citizen science activities to develop sound and valid policy recommendations contributing to the development of promising pathways towards lifestyle.

Generate findings that are relevant to the preparation of countries' and the EU's next national determined contributions (NDCs) and NDC updates to be submitted in 2025 and validate and disseminate these findings to the relevant stakeholders and institutions for exploitation.

Consider the relevance and potential impacts of sufficiency lifestyles beyond the EU.

Collaboration between sufficiency initiatives and municipalities

1.   Introduction

Work package 4 aims to identify enablers and barriers for sufficiency lifestyles and to analyse sufficiency strategies at the meso level. The point of departure was a mapping of local initiatives, organisations and intentional communities that support sustainable and sufficient lifestyles (FULFILL Deliverable 4.1). To be effective, these local sufficiency initiatives rely on good framework conditions. This includes, for example, people who want to participate, but also a regulatory framework and a city administration that creates opportunities rather than barriers.

In the first of four steps in this work package, the initial question was: Which initiatives and intentional communities exist, and what are their different foci? Task 4.1 (including M4.1 and D4.1) managed to map a diverse collection of initiatives and intentional communities covering a wide range of sectors and activities such as housing, mobility or food. Based on the FULFILL sufficiency characterisation (see Project Aim and Objectives) and insights from previous sufficiency projects[1], indicators were developed to provide a consistent screening approach for sufficiency initiatives. The initiatives identified on this basis rely mostly on "avoid strategies" like avoiding or reducing car use, food waste, purchasing products or energy consumption. Less common were "shift strategies" like shifting from car to cycling, local food, reusable packaging or sharing houses. The local sufficiency initiatives were both voluntary and professional, some of which have a high up-scaling potential.

The research on the local sufficiency initiatives was carried out in five EU-Member States. The FULFILL project application characterised these countries as follows: Denmark, France and Germany represent the wealthy north-western countries in the EU, with different energy and political foci. These EU countries still have significant potentials for implementing efficiency measures (although efficiency gains may become more and more costly), as well as a high potential for sufficiency measures, especially in the short term, depending on the level of social and individual acceptance. Italy is one of the southern EU countries with different economic challenges, especially in the face of the COVID-19 pandemic. While Latvia is an eastern, economically growing and relatively new EU member state. India represents a non-EU perspective of a fast growing and developing country with increasing wealth and consequently an increasing energy demand. India was chosen as a country with a wide range of economic conditions and lifestyles, an history which encompasses simple-living movements, and a large potential growth of emissions.

2.   Methodology

2.1.   The survey

This section on methodology is, except for a few minor details, identical to the corresponding section in Deliverable 4.3. In order not to overburden the initiatives involved, FULFILL WP4 conducted only one survey. The survey had a part with general questions about the nature of the initiatives and their activities as well as sections with specific questions on interactions with municipal actors and one on impacts. The full survey is included as an attachment.

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[1] Optimising Land Use, Reducing New Construction Pressure (OptiWohn); Energy Sufficiency in Energy Transition and Society (EnSu); Development opportunities and barriers of a sufficiency-oriented urban development (EHSS)

The survey of sufficiency initiatives was designed by the project team at the Wuppertal Institute with support of all partners. Topics of the survey were chosen based on the key issues identified in earlier work packages and on the requirement of WP4. This meant that, in addition to collecting key data on the initiatives, there were two main blocks of questions: One on the impacts that initiatives are aiming at, and one on interactions with municipal governments and administrations. Another aim of the survey was to provide some initial insights and hypotheses that would subsequently be used as a basis for discussions at national workshops, which are also reported on in this deliverable.

The survey was designed in multiple steps. A first draft had been presented and discussed in a project workshop. Based on the responses the draft had been amended and improved. It was then presented and discussed again to produce a final version agreed on by all project partners. It uses a mixture of closed and open-ended multiple-choice questions. The survey offered the options to go into more detail if desired, or to fill in an "other" field if none of the multiple-choice options fitted. The survey was conducted online using the "LimeSurvey". Versions in six languages were provided, requiring translations of questions and answers provided by the FULFILL consortium partners. The FULFILL researchers contacted the potential participants and sent them the survey link. They followed up if no response was registered within a few weeks. In the case of Italy, in-person interviews with the initiatives were conducted to ensure a higher response rate. The online survey was activated on July 7th 2022, with the last full response received on January 24th 2023.

The sampling of the survey was based on the mapping of sufficiency initiatives in FULFILL Deliverable 4.1. The survey proved to be challenging and resource intensive. This had been foreseeable, as many of the initiatives are run by volunteers or a small number of staff, leaving little time for collaboration with science. As a result, even though all local partners spent considerable time on contacting initiatives, not all the initiatives mapped in D4.1 could be convinced to respond, and additional initiatives had to be invited. This was particularly successful in Germany, where 17 additional initiatives replied to the survey. There was also an attempt to bring a low number of initiatives from India on board in order to make some comparisons to a non-European context. For this a slightly modified version of the survey (in English) was set up and sent out to relevant contacts identified by INFORSE. Despite great efforts by INFORSE to get more responses, only three initiatives ultimately responded to the survey. While there is no doubt that the Indian perspective would be highly relevant for sufficiency at all levels, it might be more promising to either have Indian partners fully integrated in future projects, with sufficient resources, or to bring in perspectives from the global south only on a conceptual / literature basis. The realities of India are too different from the other countries in the sample to properly integrate at this scale. Nevertheless, there were some interesting aspects in the Indian survey responses that will be referenced below.

The FULFILL WP4 team identified a broad spectrum of local sufficiency initiatives, ranging from very conscious intentional communities aiming at autonomy and self-sufficiency, to various groups pushing specific sustainability issues, such as different forms of mobility or sustainable food systems, without major concerns for the wider implications of their work on sufficiency lifestyles. Due to the diversity of groups and interests, FULFILL WP4 did not attempt to strive for representativity. However, the results turned out to be relatively stable while the sample grew. Major patterns, lines of reasoning and common challenges can be identified and confirm other project findings.

Altogether the survey was initiated online 134 times. This includes aborted entries and probably some internal testing. The data was exported and cleaned, to remove tests, duplicates and incomplete surveys. The cleaning included correcting obvious spelling mistakes. Responses to at least 66 % (4 out 6 pages) of the questions were considered as valid, which only applies to three surveys. Eventually, 64 valid surveys remained, with the following breakdown by countries:

Table 1 Number of survey answers per EU-country

Country	Answers
Denmark	8
Germany	26
France	10
Italy	10
Latvia	10
ALL	64

The free form responses were translated by the local partners so that all responses were either in German or English. The team at Wuppertal Institute is fluent in both languages and was therefore able to analyse directly in these two languages.

All quantitative analysis, mostly descriptive, was directly transferred to a spreadsheet. Qualitative data, as in free form fields, was reviewed by the researchers and colour coded to gain additional insights. The coding was done inductively based on content, using the following categories:

- clarification / explanation / addition for the quantitative answer
- new insights into the thinking of initiatives
- open (research) questions

2.2.   The workshops

The FULFILL WP4 team organised five workshops for local sufficiency initiatives – one per country – to which policy makers and representatives of initiatives were invited. These workshops were designed to validate and complement survey results and were therefore based on preliminary survey results. As in the survey, the workshops focused on the topics of WP 4.2. (cooperation between initiatives and municipality) and also on WP 4.3 (multiple effects). However, for various reasons discussed in the following section, the main interest of participants and thus focus of the workshop had been on WP 4.2 rather than WP 4.3.

According to the description of work, the goal of the **WP 4.2.** workshops was to improve the mutual understanding between initiatives and policy makers in two ways:

1) What is needed on the municipal level to implement (further) sufficiency policies (e.g. awareness, capacities, existing regional / national legislation)?
2) What kind of support is needed for sustainability bottom-up initiatives from municipalities?

When approaching the different sufficiency initiatives the research team realized large differences in the national settings, for example the political structure at local level, the types of initiatives or the responsiveness and availability of participants. Therefore, each country developed a workshop design adapted to national circumstances. The following section gives a brief overview on the basic facts about the workshops in each country. The detailed methodologies can be found at the beginning of each workshop analysis in section 3.2.

There was no workshop for India, as this was not part of the scope defined in the description of work. Also, no Indian partner was included to the FULFILL consortium regarding WP 4, which would made the organisation of workshops very difficult.

Denmark

Time and Date:
- Friday, September 2nd 2022
- from 12 a.m. to 4 p.m.

Participants:
- 18 participants invited --> 7 representatives of initiatives or municipalities attended
  - 3 representatives from initiatives in the housing sector
  - 1 representative from a initiative in the mobility sector
  - 2 representatives from municipalities

Methodology:
- Online Workshop
- First part about identifying barriers
- Second part about identifying drivers
- Additional statements acquired through direct contact with initiatives that could not attend to workshop

France

Time and Date:
- Wednesday, September 7th 2022
- Tuesday, September 27th 2022
- Both workshops from 9:30 a.m. to 12 a.m.

Participants:
- 33 participants invited --> 8 participants in Workshop 1; 13 participants in Workshop 2
  - Representatives of 7 initiatives across both workshops
    - 1 initiative from the housing sector
    - 1 initiative from the mobility sector
    - 2 initiatives from the consumption sector
    - 3 initiatives related to transversal, multi-sector changes
  - Representatives of 7 local municipalities across both workshops

Methodology:
- Online Workshops
- Workshop 1 intends to let the participants know each other and describe their initiative. Then they classified actions, drivers and barriers relevant for them, using the ISM (Individual / Social / Material) model from SSH (Social Science and Humanities)
- Workshop 2 allowed people to share their personal experience and feed-back on the interaction between Initiatives and local authorities and explore recommendations

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Latvia

Time and Date:	• Friday, November 4th 2022
	• from 5 p.m. to 7:30 p.m.
Participants:	• no exact number on invited initiatives, due to snowballing method --> 12 participants
	o 2 members of Green Liberty
	o 4 from municipality
	o 6 from initiatives
Methodology:	• In-person workshop
	• First section was part of the deliverable 4.3 and covered the effects achieved by initiatives.
	• Second part complies with deliverable 4.2. and focuses on governance issues.
	• The format of the discussion was open dialogue.

Germany

Time and Date:	• Thursday, September 7th 2022
	• from 5 p.m. to 7:30 p.m.
Participants:	• 157 initiatives invited --> 19 initiatives registered --> 15 representatives of initiatives attended
	o 2 participants from the housing sector
	o 3 participants from mobility sector
	o 2 participants from food sector
	o 6 participants from transition town movement
	o 2 participants from education and research
Methodology:	• Online Workshop
	• Focus on volunteer initiatives due to difficulties in finding a mutual time of the day for professional initiatives, city administration and volunteer initiatives.
	• First section was part of the deliverable 4.3 and covered the effects achieved by initiatives.
	• Second part complies with deliverable 4.2. and focuses on governance issues.
	• Additional statements of one representative of city administration via E-Mail

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Italy

Time and Date:	• Friday, January 27th 2023
	• from 2 p.m. to 5 p.m.

Participants:
• 37 initiatives invited --> 10 representatives of initiatives attended (most initiatives were active in more than one field)
  o 9 initiatives work on community building;
  o 8 initiatives work on climate change mitigation and adaptation;
  o 7 initiatives work on biodiversity conservation;
  o 7 initiatives work on public health;
  o 5 initiatives work on employment opportunities;
  o 4 initiatives work on social inequalities;
  o 3 initiatives work on poverty reduction

Methodology:
• Online and in-person workshop
• Key challenge in finding a time slot where most initiatives could attend
• Open discussion

3.   Results

3.1 Analysis of the survey results

This FULFILL WP applied a mix of quantitative and qualitative analysis to shed light on the relationship between municipalities and local sufficiency initiatives as well as the impacts aimed at by initiatives. This following section on the main characteristics of the sample of 64 local sufficiency initiatives is identical to deliverable 4.3.

Main characteristics of the sample

Most of the initiatives are relatively young. More than half (36 out of 64) were founded in 2016 or later. Only six were founded before 2001. The initiatives are relatively small, over 40 of them consisting of 20 or less individuals. It should be noted, however, that it is difficult to count those who are "part" of the initiative, as many do not have a distinct membership. The question was relatively open in that regard, as sometimes the number of people active in a group might be the relative number. For a housing project it is those living there, also part- and full-time employees can be counted in different ways. Most initiatives do not have their own premises: only 13 own land, 16 have an office. Some clarified that they use shared premises provided by another organisation or, in some cases, municipal facilities like a library.

As intended, the initiatives are spread quite evenly across the three areas defined by the project. 18 are active in housing, 25 in food, 26 in mobility and 25 in products or services (more than one area could be chosen). 27 chose to specify their area themselves in a text field, mostly just adding more detail within the four areas. However, some additional areas such as global development or education were named.

Most initiatives (55)[2] are happy to address anyone who is interested, with a large group (18) also focusing on people living in the same village, district or town. They mostly (42) work under the assumption that their target group already thinks about sustainability to some extent, only 11 and 10 respectively think that their target group thinks about sustainability a lot or not at all.

The role of the person responding to the survey was also recorded to help interpret some of the answers. Most individuals were active in leading the organisation or a team within it in some form (62), with only 13 being paid as part-time or full-time staff.

Barriers and Worries vs. Success Factors

One of the aims of the survey within the context of FULFILL was to get an idea of how municipal support for sufficiency initiatives is perceived and how it could be improved.

As a baseline for this consideration the major barriers and worries of the initiatives were considered, as this is where any form of support would be most useful. Financial concerns are in the lead (36), closely followed by challenges in finding motivated staff or volunteers (32), and lack of time / overload for those involved (30). Direct support, or the lack of it, from politicians or administrators was also seen as a major barrier by 28 initiatives. Free form responses confirmed the above numbers, pointing to the challenge of managing such large projects with limited resources, both in terms of volunteer time and money. Some initiatives clearly state that they would not be able to operate at all without some form of public funding. As one possible specification of the interaction with politicians and administrators, various forms of bureaucracy were mentioned several times, which put additional burden on the time of the volunteers or with sets of rules that do not fit the content. This includes administrative borders that do not match the areas in which initiatives are active. Some initiatives clearly ask for more support, both financially and with legal / administrative issues. Many funding opportunities require own money from the grantee, but even 25% is difficult for volunteer organisations to raise. Some initiatives were also very aware of a common issue with voluntary sufficiency, namely that in some areas it can hardly be successful without regulation, or some areas are not really regulated (yet).

Initiatives were also asked about success factors, where a motivated team (32) with a shared vision (38) played a major role, an interesting juxtaposition with the challenge of finding such a team. There is no real contradiction, however, but rather the usual challenges of volunteer-driven organisations. Even more important (45) was successful networking with other initiatives. In a few cases the support from politicians or administration was seen as a success factor (10), also the acquisition of public funding (11). An interesting example of successful work with municipalities is the existence of an agent, people with clear responsibility for an initiative within local government.

The free form answers also made it clear that much depends on the particular municipality and the people working there. Some initiatives explicitly felt little appreciated, while others stated the opposite.

Support from municipalities and others

Not very surprisingly, the kind of support that initiatives ask for is driven by the barriers that they deal with. First and foremost, they ask for financing (43), collaboration within local planning (33), networking (27) or obtaining permits (24). There are also some mentions of how regulations could be improved.

Support from administration and politicians is judged as very important by over half of the initiatives, and as unimportant by only 3, so there is a clear consensus on their relevance. The wider public as seen as about equally important, with the local neighbourhood following close behind. The free from responses again confirmed the relevance of funding and networking, although a decent number of initiatives stated that they had not really received any public support at all.

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[2] The number in brackets indicates the number of answers.

Country Specifics

Overall, there were no major differences between the results generated in the five EU-countries. All of them have active civil society organisations, all five are organised as market economies with the resulting challenges for anything related to sufficiency. Any differences between the countries in the responses are relatively minor and might be explained by a sample bias. For all countries issues of funding, finding volunteers and setting up networks are major challenges and politicians and administrators are seen as helpful more often than not, though much remains to be improved.

Conclusions

Some first conclusions can be drawn from the survey. Preliminary results were used to inform the workshops and other project activities.

First and foremost, one of the things that seems to be needed for sufficiency initiatives is funding. This is an interesting observation, as sufficiency can be seen as a move away from the market economy, as making do with less. And that is what many initiatives are trying to do, enabling their members, their neighbourhood or the broader public to make do with less. To achieve this, it might be that these initiatives do need more, still as a whole reducing ecological footprint and emissions, but shifting resources away from private persons to the initiatives. Since most of the initiatives are not run for profit or don't even have major ways to generate income, they depend on public funding to provide their goods or services. In a sense, sufficiency initiatives are a bad fit for the dominant market economy, needing support to not fail in this environment. Municipal governments can provide some of that funding. The numbers are often relatively small, compared to other investments, and the added value in urban quality of life, avoided environmental degradation and new sources of well-being can be quite significant.

Apart from funding there is often a focus on networking, or help with networking. As large bodies with a lot of visibility, municipalities can easily help convene relevant networks that will then become self-sufficient. Specialized agencies such as those for business development, often already have the relevant tools and skills and could expand their offerings to the kinds of initiatives and businesses portrayed here.

Last but not least, the important topic of sufficiency politics / policy was touched upon, although often not explicitly mentioned. The literature[3] shows that it is difficult to live sufficiently as an individual or even an intentional community when the legal and economic framework does not really allow for it. Changing this as much as possible at the municipal level, removing barriers for sufficiency initiatives, might be one of the easiest and cheapest options.

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[3] (1) Schneidewind, U., & Zahrnt, A. (2014). The Politics of Sufficiency: Making it easier to live the Good Life (New Edition). oekom verlag GmbH.; (2) Callmer, Å., & Bradley, K. (2021). In search of sufficiency politics: The case of Sweden. Sustainability: Science, Practice and Policy, 17(1), 194–208. https://doi.org/10.1080/15487733.2021.1926684

3.2. National workshops

Denmark

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The program of the workshop was as follows:

Introduction

Short introduction to INFORSE Europe and the FULFILL project.

What is Sufficiency? How do we work with sufficiency in this project?

Short introduction round, where each participants presented their initiative.

1st part: Identifying Barriers

What barriers / difficulties have you encountered in your initiative, during the first development phase, during daily management and when it comes to further development?

Participants used post-it notes (sticky notes) to write down barriers in each of the three phases described above. The post-it notes were colour-coded, so that each phase had its own colour.

What kind of barriers were they? Sort them into three categories: Legislation, financial or consultancy / knowledge?

The participants sorted their post-it notes. When sorted, it was possible to see that all three categories contained all three colours, meaning that there were barriers in all three of them the development phase, the daily management and in further development, which related to all of them legislation, finances and knowledge/consultancy.

2nd part: Identifying Drivers

What drivers have you encountered? Situations where the municipality has helped you move forward / solve a problem?

We had an open discussion about this, where all participants shared their experiences.

How can municipalities help overcome the barriers identified in the first part of the workshop?

Participants were encouraged to see possibilities and not focus on practicality or whether an idea had the needed resources to be carried out. This was an exercise about coming up with solutions, not developing finished concepts.

Round-off.

What is next in the FULFILL project? Information about future work, webinars etc.

Networking: Follow FULFILL and INFORSE on social media, connect with each other and spread the word about the project to colleagues.

Goodbye and thank you.

Who attended, what was the discussion like?

Due to a few last-minute cancellations, we only managed to bring together 7 participants for the workshop. There were three people from two different eco-villages, one from a regular village working with sustainability, one from a rural car-sharing initiative, and two from local municipalities, these were officials who had worked with citizen-driven initiatives and sustainability before.

Everyone participated and contributed very well in the workshop. They were interested to share their knowledge and come up with new ideas.

In order to collect data from more initiatives, we decided to contact the ones that could not attend, and ask them the questions via email or by phone. This way, we received responses from more different kinds of initiatives and a larger group of informants. By email we received answers from one more eco-village, one anti food-waste initiative and one clothes-sharing initiative.

Barriers and problems, experienced by initiatives

We decided to divide the barriers into three categories (legislation, financial and information/consultancy), in order to gain a better understanding of the kind of barriers experienced. We also sorted them according to three phases; initial development of the initiative, daily management and further development. The initiatives experienced barriers within all three of these stages.

Legislation

The eco-villages experience difficulties obtaining the required permissions to build and use the land, because of local zoning or district plans. The municipalities are not always willing to change the local plans, which might have been made many years ago.
Example: Some areas may have been laid out as building sites for new developments, which means that sewage or electric grid is already prepared in the area. The eco-village might then have to get permission *not* to use these or pay not to be connected to the electricity and water grids.

Another issue with local district planning is the lack of innovation or willingness to try new things, by the municipality. The eco-villages experience that, when land is sold for development, there are no special requirements for the kind of houses being built there, it often seems like an exact copy of everything else which is being built in the area. And the municipality is reluctant to allow new building techniques, materials, housing types etc. One participant said that the municipality "*lacked the willingness to be innovative and try new things. They should be more creative when it comes to building in new areas*".

The national legislation on buildings is "old fashioned" - it does not allow for experiments with new types of housing or materials, e.g. tiny houses. For example, there are strict requirements when it comes to insulation (a certain amount of centimeter in outer walls), which does not make sense when building a tiny house.

Some eco-villages are having problems regarding EU legislation: many eco-villages are built on land owned by the municipality (which the village then buys or rents). Neighbouring land must go through a process of calls for tender (public call, where everyone interested can bid on the land) - this means that areas that were intended to expand the ecovillage might be bought by someone else, if they bid higher than the eco-village. Even though the land has been intended for further development of the village for a long time.

Car sharing initiatives experience that the national traffic laws are not made to include car sharing. For example, if a driver takes four passengers to the grocery store twice a week, he/she is not allowed to accept any form of compensation from the passengers. If they do, taxi companies might protest, claiming that they are actually doing taxi driving, because they are getting paid to transport others.

Another issue with traffic laws concerns regular routes. If the shared car has a regular route - for example from the village to the nearby library at a specific time, they are performing "Regular Service" - if they do it three times a week. And this requires special permission, this is usually carried out by public transport. They are therefore not allowed to drive these regular routes, as it will be considered a regular service.

One initiative, a repair café, has had some issues trying to find new locations for their initiative. The local municipality could only rent them a locality on market terms (because that is the law), which meant that it would be the same price as any other (private) landlord, but this was too expensive for the initiative.

An initiative which distributes excess food to vulnerable people has had some issues when they delivered to municipal institutions (public institutions). Because they have a target amount of organic produce that they have to meet, they sometimes have to decline the donations from this initiative, because organic and non-organic produce is not kept separate by them. The rules about organic produce are set in place to further sustainability within the institutions, but as seen here, they might sometimes work the opposite way.

Knowledge/consultancy

Some initiatives lack knowledge about how to organise themselves. They are unsure what it entails if they organise as an association, a fund, a company etc.

Some initiatives experience difficulties understanding and navigating the "process" when dealing with the municipality. They do not know who to contact about certain subjects, specific forms to fill out, how long something might take etc.

Financial

Some initiatives experience problems financing their work in the long term. After gaining or fundraising initial funds, some are having problems being financially stable in the long term. One car sharing initiative is still getting some funding from the local municipality, which helps them to keep going.

Other barriers and problems, not directly related to local municipalities or other legislation

Problems attracting new volunteers and keeping existing ones active and engaged on the long term. This was an issue with all the participants. Much work undertaken by the initiatives requires their volunteers/members to put in many hours of work every month. A few very committed members often drive development, but they spend a lot of time and energy on this, these few people carry most of the work. Initiatives experiences difficulties holding on to the majority of their members, when their initial engagement or interest in the project fades away, everyday tasks take up their time etc.

Low activity level among members. Many initiatives feel that even though they have many members, only a few are active and put in work hours in the initiative. The initiatives speculate that this might be due to a lack of time among the members.

Barriers identified by the municipality representatives

There is a lack of knowledge about fundraising and how to get funds in general. The fundraising process might require specific knowledge or experience.

It is difficult for initiatives to find like-minded initiatives or projects in their local area. In some areas (especially larger cities), there might be many initiatives working with the same issues/towards the same goal, but they do not know of each other. If they did, they could work together and share knowledge and workload.

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The municipalities sometimes experience great frustration and little understanding from the initiatives, when a proposal or application is denied. There are many different interests and concerns to consider, when making decisions in the municipality, but if the initiatives only receive a note saying that their application is denied, they might not understand or know about all the reasons behind the decision.

Possible solutions/drivers, identified by participants, both initiatives and municipalities

Having a (paid) administrator/project officer. If it was easier to pay one of the members to carry out the very time-consuming tasks linked to developing these initiatives, it would be a great help. Usually, a few very engaged volunteers put in a lot of hours, but if no one has the time and energy for this, a great idea might never happen. Some tasks undertaken by them are: responding to emails, arrange meetings, writing minutes, communicating with all members, financial tasks etc. Some participants suggest that this could be a job for people who are unable to work full time, but can work a few hours a week with administrative tasks.

As an alternative, a group of local associations/clubs could each pay a small amount to employ this person - making it easier for each group to come up with the money, and at the same time helping local activities. There could be a collaboration with the local job office, finding this person. Also foundations could donate money to cover pay-checks.

There should be a bigger willingness to try out new techniques, materials and housing types, when making local zoning laws and development plans. One possible driver would be laying out areas of land intended for tiny houses. These areas should have access to electricity and sewage, but it should not be required to build permanent housing. Many tiny house owners have great trouble finding a place for their houses. Municipalities could create these Tiny House Areas - where the owners rent a small piece of land for their home. The municipality could also set specific requirements for contractors when they buy land from the municipality for new property development. These requirements could be about sustainable materials, energy, use of waste water etc. They could also be about building new kinds of department-clusters with common areas etc.

There is a need for better and more inclusive communication by the municipality. Making sure that citizens and initiatives have a deeper understanding of the reasons why a specific project cannot be approved or why some laws are in place. They should make sure to communicate the reasons behind, the different interests at stake etc.

There is generally a very big interest among the initiatives in meeting other sustainable initiatives. Networking, sharing knowledge and experiences can be a great help for many. One way to help this could be to create regional or national databases containing sustainability initiatives, so that they can find like-minded projects in their area.

It is necessary to have a very broad knowledge about sustainability for initiatives among local politicians and people working in the municipality. The initiatives are very different, and therefore require help from many different departments.

One initiative, an ecovillage, had received a very detailed action plan from the municipality. They were given a contact person, and the action plan contained information about all the phases they had to go through, what was required from them in each phase etc. This was very helpful in navigating the process of obtaining all permissions, development plans etc.

To help with funding, some municipalities have workshops, where citizens can learn how to write fundraising applications. This knowledge is not necessarily commonly known among the participants, which is why access to education will be helpful.

Positive collaboration between initiatives and municipality

One eco-village is very positive when it comes to their work with the local municipality. From the very beginning the municipality supported the project and considered it a "flagship" project. This has been of great value for the eco-village; the municipality is open and eager to help them and

has, among other things, established bicycle lanes and pedestrian crossings in the area, thereby making secure access to the area.

Another eco-village has a close working-relationship with the municipal planning/development department. As mentioned above, in the process of developing plans for the area where they want to build, the municipality has provided them with a clear *Action Plan* with step-by-step guidelines, milestones and deliverables. This has helped the initiative gain clarity over the process and their own responsibilities.

Summary

The Initiatives that participated in the workshop experienced many different barriers, in developing and managing their work. These barriers were both legislative, financial and related to knowledge or lack thereof. Many mentioned regulations around buildings and land development as an area where a lot of barriers might be removed. There was generally a good collaboration between municipalities and initiatives, but many still experienced a lack of knowledge about new sustainability subjects and a lack of willingness to be experimental or open to new ideas, among the municipalities.

NB: Please note that our workshop was very focused on the problems experienced by the two parties, and on finding possible solutions. This means that we did not focus very much on the positive experiences among participants. The table below therefore does not show all the positive experiences, there are likely many more than noted here.

Germany

Authors: Michael Buschka (Wuppertal Institut), Philipp Schepelmann (Wuppertal Institut), Raphael Moser (Wuppertal Institut)

Workshop conception and implementation

The key challenge for setting the workshop date was to find a mutual time of the day when professional initiatives, city administration and volunteer initiatives can participate. While professional initiatives and employees from the city administration would probably be available during the day in their working hours, volunteer initiatives would rather have time in the evening hours after work. Because of the focus on volunteer initiatives, the workshop was scheduled between 5 p.m. and 7:30 p.m. on a weekday. In line with the previous expectations, mainly volunteer initiatives were represented at the workshop.

The initiatives represented can be classified as follows:

two initiatives from the housing sector

three initiatives from the mobility sector

two initiatives from the food sector

six initiatives across the transition town movement

two persons from the field of education and research

The overall willingness to participate in the workshop must be rated as low. Of the initiatives that were analysed in the screening, only two were represented in the workshop. With regard to the initially low number of registrations, a larger group of 157 initiatives had been successively invited. In the end, 19 initiatives were registered and 15 representatives of initiatives attended.

The workshop was essentially divided into two sections. As part of the deliverable 4.3 of the FULFULL project the first section discusses to what extent effects can be achieved by the activities of initiatives, for example through changes in habits, infrastructures or in the social context. The second part focuses on governance issues, which are discussed in more detail below.

Positive experiences in cooperation with public administration in a multi-level system

The positive aspects mentioned were about the cooperation with the public administration, mainly referred to subsidies that were granted. For example, for the purchase and maintenance of cargo bikes for rental or own use, the financing of costs for operating a website or printing costs for information brochures. Some of the funds came from the municipal level and some from the state level. The municipality sometimes acted as an intermediary for state funding.

Other positive experiences were related to good personal contacts with employees from the city administration. This involved, for example, the support of a large outdoor event by the city's building authority with safety beacons and the procurement of inner-city agricultural land. Another initiative in the food sector had also positive experiences in working with authorities, but is pointing out, that patience is needed in order to get in touch with the right person in charge:

> *"I think there are a lot of great people working at the authorities nowadays, and you have to get in touch with them somehow"*

Criticism on the cooperation with public administration

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Although financial support was frequently mentioned as a basically positive experience in the co-operation with public administration, there were also downsides. The time-consuming and lengthy process of applying for funds, getting them approved and paid out was criticized. Written Feedback on the invitation to the workshop from a city administration employee illustrates this:

"There are strict requirements for writing detailed project applications. Then you have to wait for months and might get a rejection or just a partial approval. After the project is finished, you have to write a report and, of course, submit all the original invoices, and you get your expenses reimbursed months later. This is only possible for initiatives with no fear of bureaucracy and a sufficient financial buffer. That doesn't allow spontaneous projects, of course."

Further criticism can be summarized under the terms "regulatory framework" and "personnel capacities and motivation". On the one hand, many initiatives are excluded from financial or land resources for agriculture or housing. So far, the allocation process tended to be tailored to conventional farmers or housing companies. This is partly at odds with adopted sustainability strategies that emphasize, among other things, on the importance of resilient and regional agriculture. The willingness of the public administration to break new ground was described as very low or time-consuming and is requiring a lot of commitment on the part of the initiatives.

The willingness of city administrations to provide support, for example in public relations and events, was indicated as rather low and reluctant. Among other things, scarce personnel capacities or the responsibility of other departments of the city administration were named as reasons. Two participants described it this way:

"Then I thought, this is actually a job for the city. [...] They have marketing people, they have people who are actually working on getting something like this off the ground. [...] There was only a small press release and that was it."

"We've been talking to the city for half a year now, and so far, the status is that you're being referred. He is responsible for that, you have to go there. No one really dares to get things done and to step into the breach for us. We are standing there and can only say that we are young and motivated, we can do a model project here."

In the case of one initiative, an employee of the local city administration was more involved in the implementation. Here again, the criticism was that this employee often had the final say in decisions, which was frustrating to the volunteers.

Some potentials for improvement and offers across city departments were pointed out by written feedback from an invited city administrator.

"Access to free, easily reachable, barrier-free meeting rooms (without having to pick up some keys from somewhere in advance, etc.) without any minimum consumption is very valuable.

For public relations, it is valuable to hold events from time to time when the initiatives can present themselves publicly. The tents, tables, etc. should be provided, and the advertising for this event should also be done primarily by the municipality (poster production, billposting, etc.).

It is very valuable that initiatives are invited to meetings at the expert level, where the participants of the initiative can contribute their expertise and in return are informed about the status of current projects. In contrast, it is not so expedient when meetings with the actual planners / decision-makers are prevented (one can only speak with moderators, press officers, no appointments are offered, etc.)."

The city administration perspective

Due to the difficulty of choosing a suitable time for volunteer initiatives, none of the invited employees of city administrations could or wanted to participate in the workshop. In his written feedback, one of the invited city administration employees is naming success factors for a good cooperation:

"My overall impression is that initiatives that are ready to make a constructive contribution and have positive visions are listened to by politicians and administrators. Initiatives that are "against" (don't cut down a tree, no matter what for) tend to have a hard time. The existence of structures in the initiative (association, website with imprint, contact person, etc.) supports the willingness to engage in dialogue. If initiatives can manage to visualize their ideas, this increases the probability of implementation. On the other hand, initiatives that only produce text deserts have a rather difficult time."

Summary

The work between municipalities and initiatives is depending on the motivation and capacities on both sides. Nevertheless, the basic tenor of the workshop had been that initiatives need to be persistent and have to bring a high frustration tolerance with them. Furthermore, the discussion in the workshop can be summarized into three main topics: Subsidies, regulatory framework and personal capacities and motivation. The opinion on these topics was neither entirely positive nor negative. For example, the discussion on getting subsidies from the city or the state showed mainly positive experiences, but some initiatives also complained it is a very time-consuming process that can be an obstacle especially for voluntary initiatives.

Unfortunately, the workshop focuses on the initiative side due to the difficulties in finding a mutual time for voluntary initiatives and city administrations. At least one city employee gave written feedback pointing out that the relationship between the city and initiatives and is depending on the structure and organization of the initiative.

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France

Authors: Laure Charpentier (négaWatt)

Workshop conception and implementation

We chose to implement a 2-steps workshop, and to propose those as online sessions.

Why **Online** workshops? To enable participation from each one's location, as initiatives are spread all over France.

Why **2** workshops? Workshop 1 intends the participants to know each other and their initiatives, and develop confidence so that the second workshop can be fully productive, people being confident enough to share their personal experience and feedback in a direct and contributively manner.

The 2 workshops took place in the morning, (sept 7th and sept 27th) on a 2h30 duration basis. Note that web-tools were implemented, and that we took care to propose previous online support to ensure that people will be comfortable using those tools during the online workshops.

Participation was satisfying. As the initiatives were previously reached by phone for an interview, (as well as some local authorities), they had committed to attend. Although the number of participants was more important for workshop 2 (13 participants) than for Workshop 1 (8), including 4 local authority representatives.

The initiatives represented can be classified as follows:

one initiative from the housing sector

one initiative from the mobility sector

two initiatives from the consumption sector

three initiatives related to transversal, multi sector changes

Workshops process is described below:

Table 2 French workshop process

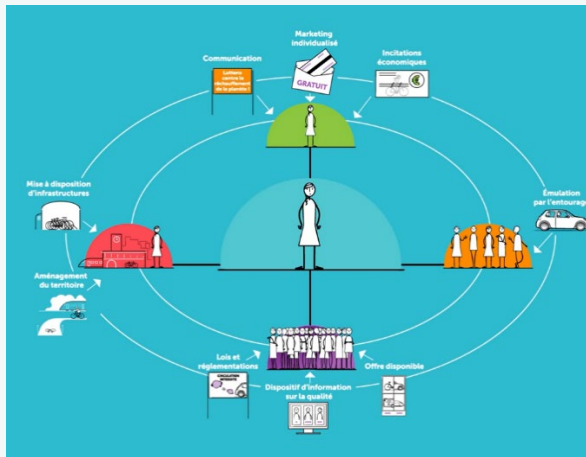| Workshop 1 – September 7th 2022	Workshop 2 – September 27th 2022
Intention:	**Intention:**
Allow participants to get to know each other, get information on initiatives involved in FulFill and gain knowledge on SSH (Social Sciences and Humanities) relevant models.	Explore what are the drivers and barriers between initiatives and local authorities and propose recommendations.
Process:	**Process:**
Inclusion – Framework agreement	Inclusion – Framework agreement
Short introduction to nW and the FULFILL project and to sufficiency definition assumption.	Share of the consolidated analysis of the INI contribution on the lever types scheme
Presentation of each Initiative (by its representative)	Presentation of the SSH Diffusion of Innovation Model (Everett Rogers) to challenge and improve analysis of drivers and barriers specific to the first steps of diffusion of the initiative.
Presentation of the ADEME scheme on the lever types impacting behaviour change (by négaWatt)	

Workshop 1 – September 7th 2022	Workshop 2 – September 27th 2022

Identification, by each initiative, of the ACTIONS implemented, as well as BARRIERS, DRIVERS they are dealing with

Main SSH input

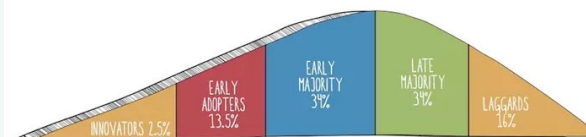ADEME SCHEME „LEVERS TYPES IMPACTING INDIVIDUAL BEHAVIOR CHANGE"

Source https://librairie.ademe.fr/changement-climatique-et-energie/2289-changer-les-comportements-faire-evo-luer-les-pratiques-sociales-vers-plus-de-durabilite-9791029703638.html

Main SSH input

(Everett Rogers)

Output types

List of actions, drivers and barriers that initiatives identify during implementation

„Post-it" (Sticky Notes) on scheme (1 scheme by initiative)

+ consolidated analysis

Output types

Identification of specific drivers and barriers between initiatives and local authorities, in relation to the stage of diffusion of the initiative

„Post-it" (Sticky Notes) on Diffusion of Innovation Model (collective)

+ recommendations

Drivers and barriers in the relation between sufficiency initiatives and local authorities, along the steps of diffusion

Referring to the Everett Rogers's „diffusion of innovation" SSH model, the group agreed to consider as an innovation *„Any idea, practice, or object that is perceived as new by an individual or other unit of adoption".*

Considering sufficiency initiatives, during the workshop, participants identified shared experiences and items to be highlighted. Beyond each initiative's specificities, the group converged to the following description:

At the very beginning is the connection between an emerging initiative and an existing municipality. At this step, the initiative was created by one person or a group of people with strong beliefs and values, very often volunteers, with high level of personal involvement.

Their aim is first to make the sufficiency initiative concrete. They wish to show, demonstrate, and then let know. Referring to the diffusion of innovation model, they can be qualified as „pioneers".

Considering the relation with local authorities at this first phase, here are drivers and barriers identified:

Barriers:

Decide what is the right timing to be identified by the local authority. Introduce itself… or not? *„Is it worth spending time on that?"* .

Find a way to be identified by the local authority: „who is the right person, what are the existing instances, the regular communication channels?".

The sufficiency initiative can be perceived as raising a controversy subject, and then generate caution on local authority side, a "wait and see" attitude.

Reassure or provoke? Some initiative may decide that the best way is to act, whatever the perception will be from the local authority's point of view, assuming being out of the legal frame.

When the sufficiency is calling for a collective challenging the local planning decisions and documents (like town planning), a long and complex decision process is needed, a gap between initiative and local authority paces.

Drivers:

Personal existing contacts with one identified person will allow mutual acquaintance.

When public participation is an existing practice, some opportunities already exist to connect civil society with local authorities.

Providing material and logistical support, (access to a premise for example)

During this first phase, there are more barriers than drivers. This is inherent to the fact that being an innovation, the sufficiency initiative inevitably challenges the existing system.

Processing along the "Diffusion of Innovation" model, the situation changes.

The sufficiency initiative is getting structured. Having premises, eventually support volunteers by a regular paid job is very important at this step to structure the initiatives activity. Getting subsidies and logistical support are impacting levers.

When belonging to a national network, it is more to share good practices by peer-to-peer exchanges for internal purposes.

Considering the relation with local authorities at this phase, here are drivers and barriers identified:

Barriers:

The local authority needs to find the initiative reliable enough to provide effective support.

Complexity and pre-requisites of subsidies appliance process.

Drivers:

Identification of possible co-benefits such as employment, health, social links, popularity, from the local authority's point of view.

Existing frame to support experimentation. Including short decision-making process, qualitative evaluation…

Local authority can act as a trustful third-party to promote the initiative activities.

Even further, some initiatives may reach a maturity step that requires deeper involvement from the local authorities. The initiative is getting settled. When belonging to a national network, it is more and more for lobbying purpose, to have the legal framework evolve. In our panel, the relevant initiatives were providing a service closely linked to a public area (mobility, waste management). Those initiatives are providing alternative more sufficient solutions but haven't yet reached a balanced business model.

They are innovative also because they are acting transversally, which, by definition, does not fit usual authority organization. This may cause issues regarding financing, but also regarding governance. Local authority may be challenged to come on board of the initiative governance.

Their need is also to challenge the existing legal framework at national level.

Barriers:

Local authority having no background on getting involved in a private-public co-operated activity.

Lack of risk culture on local authority's side.

Time investment required for deep understanding of the initiative activity context, while elected people are changing regularly.

Drivers:

When the national framework sets legal obligation to local authorities.

When the local authority is facing an issue (financial, organizational, legal constraint…) on a public service relevant area, that the initiative could fix.

Summary

Some major drivers - on which the local municipality could act - were identified. There criticality is growing accordingly to the initiative deployment phases:

Getting in touch - First contact.

Providing material and logistical support.

Setting up a shared frame for experimentation.

Communication / Promotion.

Definition of the local framework – when requested by regulatory rules like for urbanism.

(Support enhancements of the national legal framework.)

Consolidation of the business model.

Involvement in governance.

We can notice that some characteristics are clearly segmenting criteria that impact relations between initiatives and local authorities:

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Some initiatives challenge the "business as usual", i.e. the usual, normative, regulatory frame –> this triggers more resistance and then barriers.

Some initiatives meet an identified need (avoid costs) or provide solutions to a constraint the municipality has (regulation expectations) ➔ this generates drivers and accelerators.

Local authorities are mainly challenged on their way to proceed with sufficiency initiatives. Working on transitions, with high expectations to change, local authorities are called to consider new ways of providing public services.

It calls experimenting new practices, relations, ways of working with transition project leaders like sufficiency initiatives. Some have already considered this challenge and are experiencing new governance practices.

This is quite new and as a conclusion, below is the wording from one local municipality representative to figure out what kind of change is required:

"Before: Initiatives would form propositions, and local authorities would say YES or NO. Now: Initiatives and local authorities are stakeholders of the projects."

Italy

Authors: Riccardo Mastini (Politecnico de Milano)

The program of the workshop was as follows:

Short introduction about the FULFILL project

What is sufficiency? What types of initiatives represent sufficiency-in-action?

Short introduction round during which each participant presented their initiative

Given that the initiatives participating to the workshop are based across Italy, we decided to organize the workshop online. The key challenge for setting the workshop date and time was to find a time slot when most initiatives could attend. In the end we opted for organizing the workshop on January 27th between 2 p.m. and 5 p.m. CET.

Overall, representatives of 10 initiatives participated in the workshop. The initiatives represented are active in the following fields (some of them are active in more than one):

9 initiatives work on community building;

8 initiatives work on climate change mitigation and adaptation;

7 initiatives work on biodiversity conservation;

7 initiatives work on public health;

5 initiatives work on employment opportunities;

4 initiatives work on social inequalities;

3 initiatives work on poverty reduction.
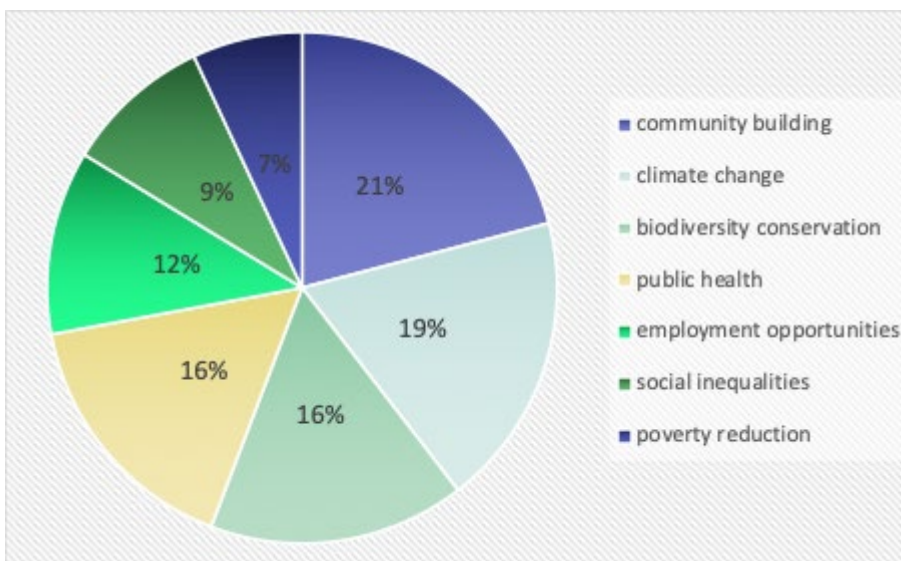
Figure 1 Share of fields in which the initiatives represented in the workshop are active in.

The representatives of the initiatives who participated in the workshop indicated the following issues as the pivotal ones for which they need support from local administrations.

9 initiatives require support with financing;

7 initiatives require support with involvement in decision making;

6 initiatives require support with networking;

2 initiatives require support with outreach;

2 initiatives require support with permits issuance

Figure 2 Ratio of issues for which the initiatives participating in the workshop require support from local administrations.

Main findings

On the topic of how local administrators can support the sufficiency actions promoted by the initiatives, several representatives stated that institutions should subsi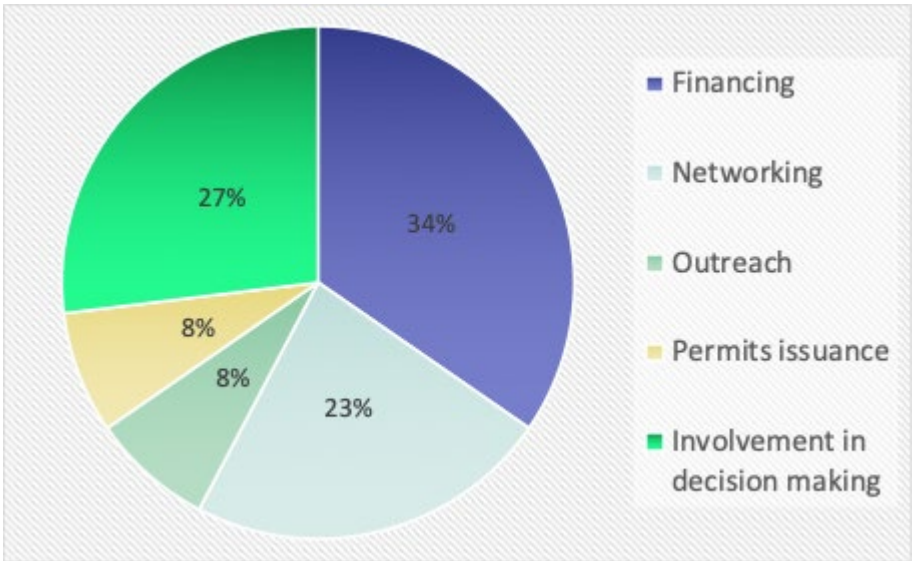dize their activities in order to make it cheaper for citizens and consumers to opt for lifestyle choices that reduce environmental impacts. One representative specifically argued that if municipalities were to financially support his initiative, that focuses on providing reusable containers for takeaway and home delivery food, this would make it easier for customers to stop using throwaway plastic containers and, in return, this would reduce waste treatment costs for the municipality in question. Therefore, what at first may appear just as a subsidy is in reality a medium-term investment for the municipality in a virtuous cooperation with a grassroots initiative.

Representatives of initiatives focusing on food raised the issue of not being involved by local municipalities on planning local food supplies, such as to school and hospital canteens. Several representatives pointed out that their involvement could be beneficial to transition public canteens towards more environmentally sustainable and socially fair provisioning, for instance by directly connecting local farmers to institutional buyers and, in so doing, skipping big retailers that tend to squeeze the profit margins of farmers. Specifically, one representative extolled the potential of directly connecting public school and hospital canteens in a metropolitan city of to the farmers operating in a protected rural area located close to the city, established with the purpose of preserving, safeguarding, and enhancing the natural and historical heritage.

Other representatives pointed out how the financial uncertainties under which their organizations operate cause the people involved to constantly doubt their ability to continue to be remunerated for their work. Inevitably this leads to anxiety on the part of those tasked with ensuring the continuity of the operations of the initiative and the result is an atmosphere of uncertainty that does not benefit the long-term planning of operations. Hence the financial support that initiatives require from municipalities does not pertain only the amount of the grants, but also their medium- and long-term continuity in order to ensure better management.

'Acknowledgment' is another keyword for many initiatives. Some representatives who attended the workshop maintained that many initiatives would benefit from being acknowledged by local institutions. This element is of particular importance for those initiatives that depend on the involvement of many volunteers who do not care for monetary compensation but rather act merely out of desire for making a difference for their communities. When the

effort of volunteers is taken for granted or ignored by institutional partners, this can negatively impact future collaborations and demotivate people to carry on with their activities and invite others to join. In partnerships in which no monetary transactions take place, recognition is the most valuable currency.

Awareness raising is seen by most representatives who attended the workshop as the linchpin for successfully achieving their organizations' mission. Educating people to sufficiency can have ripple effects in a variety of domains: from the way in which people consume to the way in which community networks are established. Making people aware of the existence of sufficiency projects represents also a valuable pool of potential volunteers into which organizations can tap. And even more crucially, organizations can keep on innovating and coming up with new projects if more people contribute ideas. As one representative said, "once we had to go to people and suggest how to do things in a sustainable way, now it's people coming to us for proposing new ideas."

While 'outreach' mainly concerns the ability of initiatives to make themselves known to people who could potentially benefit from their services, 'networking' on the other hand pertains the opportunity of striking fruitful collaborations with institutional and business partners who could benefit from and contribute to the projects pursued by the initiative in question. For instance, the representative of the initiative working on reusable containers for takeaway and home delivery food stated that the pursuit of the mission of his initiative necessarily require that restaurant and café owners are aware of their services in order to reach out and commence a collaboration. The role of municipalities in enabling and favouring these types of collaborations rests with their ability to establish dialogues with non- and for-profit entities through roundtables and awareness raising initiatives. This dynamic and the importance for institutions to take it into consideration when pursuing sufficiency policies is best captured in the words of a workshop participant: "The most important policy is to replicate already-existing initiatives that work successfully".

Conclusions

Overall, financing, involvement in decision making, and networking are considered by the representatives of the organizations attending the workshop as the most crucial fields in which they necessitate support from local decision makers. Firstly, representatives pointed out how the financial uncertainties under which their organizations operate cause the people involved to constantly doubt their ability to continue to be remunerated for their work. While volunteers are unpaid, some people involved in managing the day-to-day operations of the organizations are paid for part-time work. Secondly, representatives stated that institutions should subsidize their activities in order to make it cheaper for citizens and consumers to opt for lifestyle choices that reduce environmental impacts. Organizations need some funds to pay for their operations, be it the maintaining of green space and cycle lanes, providing training to school canteens for switching to plants-based menus, or organizing public events for awareness raising. Thirdly, representatives stressed how local and regional policy-makers can help them strike fruitful collaborations with institutional and business partners who could benefit from and contribute to the projects pursued by the initiative in question. On the other hand, representatives cherish the support they have been receiving from local decision-makers on obtaining permits for carrying out their activities and on creating outreach events and materials to promote their projects to local stakeholders.

Latvia

Authors: Jānis Brizga (Zala Brivibap), Krista Pētersone (Zala Brivibap)

About sufficiency initiatives in relation to municipal strategies and policies (governance).

Workshop in person in a big city in Latvia

November 4th, 2022

Methodology of the workshop

The discussion was organized into 4 blocks. After the introduction of the sufficiency framework and example initiatives, the participants were invited to describe the present situation and highlight the main directions of change as well as identify enablers and barriers for collaboration. The format of the discussion was an open dialogue.

Domains

Housing

Like other regional towns, the city of the workshop faces shortages of affordable housing. There will be governmental programs for the construction of low-cost apartments. There is also a lack of long-term rental options and Airbnb flats dominate for summer seasons.

The town is shrinking, and the number of students is not growing. But it is still a student city, providing the possibility for co-living. However, people and local officials are sceptical about the new forms of living (e.g., co-living, and shared spaces) as there is a strong negative association with communal apartments and very limited privacy and poor living standards from the Soviet times.

This city is not just a student city, it also has a growing share of elderly people. Unfortunately, many of them are resisting change and are not willing to get involved in energy efficiency. This is mainly because they have no disposable income to invest and also because they discount the future ("I don't have much to live").

It has a high share of renovated multi-apartment buildings. This has reduced the bills and provided individual heat regulation options for many. However, the poorer part of the population often lives in poorly insulated houses with outdated heating systems. However, exact data on energy poverty is missing.

The next step would be to promote new community projects and neighbourhood development. Although alternative ways of apartment sharing and rental exist, the potential for new communal modes of living is low.

The municipality is also working on an initiative which would provide better possibilities for the inhabitants to engage in solar PV power production.

Food

People are interested in community initiatives, especially community gardening, and composting. This could also be linked to historical experiences during the Soviet time, when many of the families had allotments and were used to it. They also had the necessary skills for gardening and food preservation. The new generation sees this as an interesting trend and part of the care economy. Guidance from the municipality on proper composting and community compost is missing.

Local food markets and their popularity are shrinking. The city had a short supply chain direct purchase club for local organic food, but it's not working anymore because of little interest from the local people. The local food producers may have become less active, as income depends on tourism, and during the Covid-19 pandemic, their numbers have significantly decreased.

The municipality sees little need to intervene in food choices – for example through public procurements or contracts with catering services. The NGOs suggest that a focus on climate neutral menus and sustainable materials would add to the value of events hosted by the municipality and other public institutions.

Waste

The municipality is involved in the development of the regional waste management plan for 2023-2027. And it is working together with the waste management company to ensure that biowaste sorting options will become operational in 2023.

However, workshop participants highlighted that there are many communication and management problems in the waste sector. E.g., the housing companies do not provide sufficient instructions or facilities and residents often ignore the sorting rules. Intensive information campaigns would help, the NGO suggests. So far also very little has been done to encourage the minimization of waste both at the household, as well as on the business level.

However, there is a large interest from the community to begin local community composting. Former DIY projects found that the Russian language was a barrier for many residents. Thus, it would be useful to provide information also in other languages than Latvian.

Mobility

Transforming the mobility system is one of the priorities for reaching the cities climate goals. However, it's clear that minimizing the environmental impacts of automobility will be very challenging. There are some large-scale mobility projects specified in the municipal development programme including road construction (there are still many gravel roads). But in comparison with larger cities, there are no big traffic jams and there are fewer spatial conflicts. Nevertheless, local NGOs are not convinced these projects will help to improve mobility and minimize emissions. They stress the need for stronger engagement in the information campaigns like the "day-without-a-car" initiative and providing a supporting framework for alternative low-emission mobility options. The municipality admits that all restrictions towards car traffic cause objections from car users and the number of cars may still increase in the city.

Micro mobility is gaining popularity but its effects on street safety and emission savings have not been analysed yet. There are also some car-sharing options available. The cycling infrastructure has improved.

One of the shortages is the absent train connection with the capital. The railway is not electrified and would require large investments. Currently, the main public transport mode is the intercity bus, but many people also use ride sharing which is rather popular for young people.

Main Barriers:

There is in general little understanding of the limitation of energy efficiency actions and the need for a sufficiency approach both among NGOs and inhabitants, as well as among representatives of authorities and even researchers. Thus, it's not always easy to sell the sufficiency action and argue for the need to support it. Some of the sufficiency actions are more supported than others, e.g., decision-makers in Latvia are very resistant to communal living solutions but are rather open to waste minimization and food-sharing initiatives.

Some of the initiatives have very low public engagement and there is a small number of actively involved people, e.g., direct food supply network. The initiatives hypothesize that this may be because the members don't have enough free time. Thus, they have problems self-sustaining the initiative. There should be support for marketing and scaling up the initiatives supporting sufficiency.

There is also a strong belief in the technological fix and no willingness to change existing habits and social practices.

Some of the initiatives are experiencing trouble obtaining the necessary permits, e.g., setting up a community fridge took almost a year discussing possibilities with the local municipality and food safety regulator. Similarly, setting up a community compost also took a long time to come to an agreement with the local municipality, the waste management company, and local community. Thus, legislation and administrative practice are not designed for experimentation and innovation.

Even if financial support is available for local action, it is rarely sufficient and usually does not cover operational costs but rather the setting up of the initiative. Thus, it is always important to think about the sustainability of the initiatives proposed. Local municipalities are usually providing support only to registered NGOs and it is not easy for them to financially support citizen initiatives.

Some of the initiatives would benefit from the support of the local municipality in terms of low-cost premises, e.g., focusing on the exchange of goods (clothes, construction materials etc.) which require relatively large spaces.

There might be similar projects implemented in the same municipality but there is a lack of cooperation and info exchange to know about them and learn from each other. There is also the question of scaling up and expanding some of these successful initiatives.

Main enablers

As the main enabler for the sufficiency action in the cooperation with local administration the availability of small grants to support local community action was mentioned. However, most of the funding local NGOs receive are from other sources, e.g., EU institutions or the national government. And it depends if the sufficiency type of action is supported by these programs.

Some of the activities are initiated by the municipality itself, e.g., municipality is planning to start the energy community project to support the local RES production and involve local communities and businesses.

The city has announced plans to green the city and has joined the EU cities aiming to decarbonize by 2030. This is a relatively new development and it is hard to assess its effects. But there is an expectation that this would also enable local initiatives aiming for emission reduction, lifestyle change, and sufficiency. However, there is a risk that initiatives which are not foreseen in the local municipal development plans might be hard to support.

For some of the initiatives national regulations have been redesigned to support and enable their work, e.g., a few years ago there were changes made in the legislation allowing "best before" expired food from supermarkets to be given to charities for distribution.

Conclusions

There sometimes can be a gap between what a municipality has planned for in terms of sustainability and what is actually sustainable, and this is where local activists can play a crucial role. Local activists can help to fill this gap by advocating for more ambitious sustainability goals, raising awareness about the need for sustainable practices, and pushing for more inclusive and participatory decision-making processes. They can also work to implement sustainable practices at the grassroots level, such as promoting green infrastructure, encouraging sustainable transportation, and supporting local food systems. By working together with municipalities and other stakeholders, local activists can help to bridge the gap between what is planned and what is truly sustainable, and create more livable, resilient, and sustainable commtunities.

Cities tend to prioritize economic growth and often engage in intercity competition, which can make it challenging to achieve climate and energy transition goals. This is because a focus on growth and competition can lead to increased energy consumption, greenhouse gas emissions, and unsustainable resource use. However, there are many initiatives and policies being implemented by cities to address these challenges and promote sufficiency.

Some of the sufficiency initiatives come with significant structural and social change and thus can take a long time to be implemented and could have a strong resistance as well as problems with scaling up and expanding.

Top-down and bottom-up approaches can both be used to promote local energy sufficiency. A successful energy sufficiency initiative should ideally incorporate both top-down and bottom-up approaches, as this can help to ensure that policies and programs are tailored to local needs and priorities, while also providing the necessary support and resources for effective implementation.

3.3.   Main workshop results

The FULFILL partners organized their workshops in a pragmatic way adapted to national circumstances. Almost all partners opted for online workshops, mainly because initiatives were invited from all over the country, and this was the easiest way to reach many different initiatives. Only the Latvian workshop was fully in-person and therefore had mainly initiatives related to the city the workshop was organised. The Italian workshop was organised in a hybrid format and was both in-person and online. Another exception was the French workshop, which took place in two online sessions.

Regardless of the different practical implementation, the discussions with sufficiency initiatives and local authorities were quite similar. The workshops identified barriers and drivers in the cooperation between initiatives and municipalities and discussed possible improvements. More barriers than drivers were mentioned by the participants. This is partly because some workshops simply did not focus on the positive aspects. On the other hand, it can be explained by the assumption that negative aspects were more present to the workshop participants.

Finding a suitable time and date for the workshop was an issue for some countries, as participants from city administrations or professional initiatives only had time during their working hours, and voluntary initiatives could only attend in their free time after work.

The availability of participants is one of the reasons why the composition of workshops varied from country to country. The FULFILL partners invited in total, about 260 participants from initiatives or municipalities. About 70 people attended the workshops. In general, the conversion rate from invitations to participation, had been between 30% and 70%. The only exception was Germany with 157 invitations and 15 participants, resulting in a relatively low conversion rate of 10%. The workshop participants were mostly representatives of initiatives. While Denmark, France and Latvia also had participants from municipalities, Germany and Italy had none. Some project partners had email contact with participants who could not attend to the workshop, which contributed to complementing information e.g., of municipalities.

The initiatives attended came from the housing or district planning sector, the mobility sector, and the food and consumption sector. Some initiatives covered all sectors, addressing cross-sectoral sustainability transition (such as eco-villages). Although all the initiatives attended in the workshops could be categorised in these groups, there were differences in the specification of the initiatives in each country. While the Danish workshop had eco-village initiatives, the German workshop had a community project. The food initiatives had the specific themes of community supported agriculture, urban gardening or food sharing. The mobility initiatives were both in the sharing sector with car and cargo bike sharing. Initiatives from the transition town movement can be named as an example of cross-sectoral sustainability transition.

The barriers identified in the workshops can be grouped into five themes: legislation, motivation, resources, knowledge as well as networking and outreach.

As expected, most initiatives struggle with existing legislation, because their activities challenge the existing legislation or the governmental and municipal structures. For example, traffic laws in Denmark do not include car sharing. Also, initiatives such as eco-villages or community-supported agriculture struggle with spatial planning and local zoning. Also not surprising is the general pattern, that local authorities are often reluctant to support initiatives that try to break new ground. A possible explanation can be a low willingness to take risks or a lack of capacity. Many initiatives complained that it was difficult to find the right contact person in the right department.

Municipalities often have no sufficient structures to respond to civil society and their specific needs which may not correspond to the logic of municipal department structures.

Time and money are critical resources. Volunteers, in particular, invest a lot of their free time, and dealing with authorities can be a time-consuming process for the reasons mentioned before. But also, initiatives with paid employees are depending on fundings to ensure their remuneration. This is also the case when it comes to applying for funding. Although funds may be available, they tend to be project-oriented one-time payments. Project funding may not sufficiently allow to sustain activities of initiatives. Especially for the employment of staff mid- to long-term funding schemes could be considered.

Initiatives often have little or even no knowledge of how to organise themselves. This is a crucial skill, as municipalities prefer to work with well-organised initiatives. There is also a lack of knowledge about how to work with administrations, what funding is available and how to apply for it. This can be linked to the resources-barriers, when time or financing is missing to learn these crucial skills.

The success of an initiative also depends on its outreach. Local initiatives struggle with reaching a large group of people. They also have problems finding like-minded initiatives in their area or at national level. Municipalities could be helpful by supporting networking events as well as communication and marketing.

Another barrier, that was only found in Latvia, was little or a different understanding and acceptance of sufficiency or even energy efficiency by a big part of the society and even researchers, that can be related to their history with the Soviet Union. For example, there is little acceptance for communal living projects but sharing concepts like foodsharing are widely accepted.

The categories used for barriers can also be applied to drivers.

At each workshop participants stressed the importance of good and supportive relationships between initiatives and local authorities. The participants either described experiences in the relationship between initiatives and municipalities or recommendations on how to improve the cooperation. The importance of personal contacts had been repeatedly stressed.

Most of the initiatives reported positive experiences with getting financial support. Some initiatives convinced their municipalities by pointing out the benefits they could bring for meeting municipal long-term development or climate goals.

The workshops developed recommendations including legislative improvements. For example, how city planning or zoning laws could encourage experimentation and innovation. For this purpose, improved consultation and participation of local sufficiency initiatives in local planning and decision-making processes could be helpful. This partly depends on the motivation and support of the city administration employees and a general participative culture in the municipality. Not only should initiatives be more involved in city planning processes, but the municipality should offer better and more inclusive communication. For example, providing checklists or manuals for application processes or explaining in a simple way, why applications have been rejected. Funding should also be available with a medium- and long-term perspective, including a perspective for paid staff for administration or project management. The city could provide free, easily accessible meeting rooms or the possibility to rent premises at reasonable rates. In addition, the city could support outreach and networking, e.g. through a database of local initiatives, networking or public showcase events.

The workshop consultation indicated that in some cases cooperation between local sufficiency initiatives and municipalities can work quite well thanks to individual motivated city employees, however, in most cases the initiatives reported rather inflexible structures and legislation. In general, local sufficiency initiatives have to assert themselves in urban systems that work against their shared purpose rather than supporting it.

4. Conclusions

The aim of this work package is to identify, at the meso-level, drivers and barriers that enable or prevent the success and outreach of local sufficiency initiatives. The methodology of this analysis was divided into two parts. The first part was a survey among local sufficiency initiatives that was designed by the Wuppertal Institute with the support of all project partners. Besides collecting key data on the initiatives, the survey focused on two topics: the impacts the initiatives were aiming at and the interaction with municipal governments and administrations. The survey was conducted in 5 EU-countries: Denmark, Germany, France, Italy and Latvia. In order to gain further knowledge about the international context, Indian initiatives also participated in the survey. But due to a very low response rate from the Indian Initiatives no robust findings could be obtained. In total, 64 valid surveys were analysed from the EU participants and 3 from India. The second step of this work package was national workshops with initiatives and municipalities. Based on the preliminary results of the survey, the workshops aimed at analysing the cooperation between initiatives and municipalities as well as the multiple effects of the initiatives. In order not to limit the results and to allow for unexpected outcomes, the planning of the individual workshops was not restricted by guidelines, so that each project partner could design the workshop according to what each partner deemed necessary. The workshops were held in 5 countries by the corresponding project partners: International Network for Sustainable Energy-Europe Inforse (Denmark), Wuppertal Institute for Climate, Environment and Energy (Germany), Association négaWatt (France), Politecnico de Milano (Italy) and Zala Briviba (Latvia). In total 70 representatives of initiatives and municipalities attended the workshops. No workshop was intended in India, as they should be represented only by the survey results.

Barriers

The survey and the workshop showed similar results. The main barriers for local sufficiency initiatives are a **lack of financial and human resources**. Initiatives do not necessarily have a problem with finding volunteers, but dealing with municipalities can take up a lot of their (free) time and requires at least some experience in this field. This is a major challenge especially for voluntary initiatives with no paid staff for administrative tasks. The survey showed that the biggest concern was funding, although funding can be both a barrier and a driver. While most initiatives were positive about funding opportunities of municipalities, they suffered from time consuming and lengthy processes. They also mentioned that funds are often one-time payments, whereas ongoing payments would be more helpful, especially for initiatives that already pay or want to pay their employees. **Lack of time and a high workload** are also a major challenge identified by the survey participants. Survey and workshop participants also identified considerable l**egislative and administrative barriers**. A major problem was that administrative competences of municipal departments do not necessarily match the scope of initiatives. This is a barrier for communication and participation. For example, eco-villages or communal supported agriculture initiatives reported difficulties in participating in local zoning or city planning.

The workshops also identified a **lack of organisational and administrative know-how** which can impede cooperation with municipalities. They also highlighted the **lack of information coming from local authorities** about the funding processes.

Drivers

Funding and support from employees at city administrations were not only problematic, but also positive and encouraging experiences had been mentioned. Both the workshops and the survey made it clear that the quality of cooperation depends very much on the particular municipality and the people working there. Another important success factor identified in the survey was the **cooperation within the team** of the initiative itself, which should be based on motivation and a shared vision.

One additional **driver as well as barrier** that is not entirely in the municipal scope, is the general **acceptance of sufficiency by the community**. For example, Latvia showed, that their Soviet history had a major impact on the acceptance of sufficiency measures like communal living or food

sharing within Latvian inhabitants, which is also influencing the municipal acceptance of sufficiency initiatives.

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What is needed?

Overall, initiatives need a **supportive and integrating environment**. Local sufficiency initiatives want to be part of the community and therefore need to have an acknowledged place in the city structure. For example, with dedicated contact personnel, participation in urban planning processes, (long-term) funding, checklists or meeting rooms. There is also a consensus in the survey and the workshop that **networking** is crucial for the success of an initiative and that municipalities can also help with this.

First and foremost, the framework and structure provided by municipalities and governments at the meso level is not very welcoming to sufficiency initiatives. They find it difficult to apply for funding, to be included in planning processes or simply to find the right contact person. Although a few initiatives have had good experiences of working with municipalities, most of them struggle to find motivated and supportive employees within city administrations.

Repeatedly, initiatives have indicated a lack of networking opportunities with other initiatives, no matter what field they are working in. Especially during the workshops, there was an interest in each other's initiatives and even an interest in international exchange. Networking events are both opportunities for learning as well as outreach.

The research team for D4.2. did not see any particular relevance in gender equality issues when designing the questions for the survey and workshop on collaboration between initiatives and municipalities. They did see it more in D4.3. on the multiple impacts of sufficiency initiatives, where it will be addressed in more detail. However, as these initiatives are mostly voluntary, the allocation of (unpaid) work in the care economy needs to be taken into account.

Annex 1: Quantitative Survey Results

This Annex shows the quantitative elements of the survey in tabular form. Qualitative responses (open text fields) can unfortunately not be shared as they would in many cases reveal the identity of respondents. In this deliverable the general part of the survey is shown as well as the part focusing on municipalities. The final section focusing on impacts is included in deliverable 4.2.

Table 3 Quantitative Survey Results - General Questions

General Questions	
Number of Surveys	
Country	**Surveys**
DK	8
DE	26
FR	10
IT	10
LV	10
ALL	64
Question 2: Year Founded	
Year	**Initiatives**
before 1990	3
1991 to 1995	0
1996 to 2000	3
2001 to 2005	3
2006 to 2010	4
2011 to 2015	15
2016 to 2020	26
after 2021	10
Question 3: Number of Individuals	
Number of individuals	**Initiatives**
less than 5	5
5 to 10	22
11 to 20	13
21 to 50	6
51 to 100	4
101 to 200	5
201 to 300	3
301 and more	3
No Answer	3

General Questions

Question 4: Fields of action

Field	Initiatives
housing	18
food	25
mobility	26
products, services and consumption	25
other	27

Question 5: Premises

Premises	Initiatives
none	41
area of land	13
house	8
office	16
workshop	13
café	3
other	21

Question 6: Target audience

Target audience	Initiatives
anyone interested	55
older people	6
college/university students	8
children	5
unemployed	5
neighbors	8
families	11
people with low incomes	10
people with a migration background	4
people living in our village / district / town	18
other	11

Question 7: Sustainability Attitudes

Are the people you are trying to reach rather …	Initiatives
… People already thinking about sustainability a lot	11
… People somewhat thinking about sustainability	42
… People hardly thinking about sustainability or not at all	10

General Questions

Question 8: Personal Role

Personal Role of Respondent	Initiatives
CEO	11
president / chairperson	21
team leader or involved in organization / management	30
full time staff	7
part time staff	6
volunteer	25
resident	4
other	6

Table 4 Quantitative Survey Results - Municipal Aspects

Municipal Aspects

Question 9: Worries

Worries	Initiatives
financing	36
acceptance by your target audience	19
public acceptance	7
finding appropriate locations / premises	8
support by politicians and administrators	28
legal issues	13
finding motivated staff or volunteers	32
too little time / overload of members	30
none of the above	0
Other	10

Municipal Aspects

Question 10: What Works Well	
Works well	**Initiatives**
acquiring public funding	11
public support	27
support from public administration (e.g. consulting)	10
access to adequate premises	15
motivated staff / volunteers	32
networking with other initiatives	45
shared vision within the initiative	38
none of the above	1
Other	8

Question 11: Support by politicians and administrators	
Kind of Support	**Initiatives**
financing	43
counseling	13
networking	27
reaching our target audience	12
obtaining permits	24
legal advice	15
technical support	13
business planning	9
involvement in local planning	33
Other	8

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Municipal Aspects

12. Importance of Support by Different Actors

Kind of Support	not im-portant at all	rather unim-portant	partly unim-portant and important	rather im-portant	very im-portant
politicians, administration and agencies	2	1	12	15	34
supporting organizations (e.g. chambers of com-merce, interest groups or trade organizations)	10	15	17	12	9
local businesses	5	13	9	24	13
other initiatives	2	6	17	24	11
the wider public	1	2	12	15	35
science	5	13	23	12	10
neighborhood	3	2	9	17	27

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