7. PROMOTING SUSTAINABLE TRANSPORT AND REMOVING BOTTLENECKS IN KEY NETWORK INFRASTRUCTURES

What does EU want to achieve

- Competitive and resource-efficient transport system
- Reduction in greenhouse gases of at least 60 % by 2050 compared with 1990

How?

Unfortunately, the priorities and key actions identified in the Common Strategic Framework totally **overlook the need for targeted action in the field of transport in rural areas.** The proposed actions have two dimensions: Trans-European transport facilities and urban sustainable transport. With regard to the consumption of fossil fuels, the measures mostly mention implementation of the polluter-pays principle. However, there is no consideration of providing alternatives to the citizens of Europe who are not currently offered public transport alternatives and/or have limited chances to see public transport being supplied to their remote communities. EAFRD is identified as the fund that should bring solutions to what seems to be treated as a marginal problem. However, EAFRD will not be able to cover all needs. ERDF must also tackle rural problems.

How/why mountains can contribute?

Mountain people are not always offered a wide range of opportunities for collective transport. There is room for **innovation and the reduction of carbon emissions in mountain areas via a smart approach to sustainable transport,** and mountains can lead the way for all remote territories in designing and implementing new promising solutions. Euromontana, together with 12 partners, is currently working in the field of sustainable transport in sparsely populated areas in the framework of the Move On Green project (INTERREG IVC). After only 11 months of work, many solutions have already been identified. Where people are most reliant on individual forms of transport, as in mountain and other sparsely populated areas, collective organisations are likely to bring many benefits for Europe by reducing emissions from transport.

As mountains are major tourist destinations, the development of alternative forms of transport can also benefit tourists, as well as decreasing emissions of air pollutants and greenhouse gases, thus contributing to priorities 5 and 6.

What do they need in order to contribute?

First, mountains need strategies for improving transport in relation with their specific contexts. Where Trans-European Network corridors cross them, which happens quite often, they need to benefit from **efficient connections** to these. Second, they need to invest in **alternative forms of local transport**. If support is not provided for rural transport under this priority, priorities 4 to 6 could provide room for investment in the field of mountain mobility.
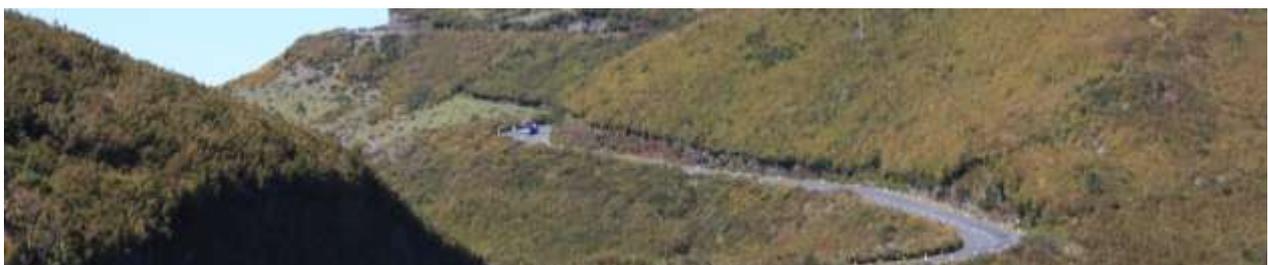
Example of actions/practices/policies/projects which could deliver on the objective

- **Develop solutions for sustainable transport in mountain areas**: the ACCESS project has worked on transport needs. In addition, more than 50 good practices are being identified in the Move on Green project (www.moveongreen.eu). These solutions include:
  - **Energy efficiency and alternative fuels**. Eg. free training courses in Teruel (Spain) on efficient sustainable driving delivered by CIRCE - promotion of a new driving style and reduction of fuel consumption up to 15% in comparison to conventional driving. www.e4aragon.com/transporte
  - **Car-sharing and Car-pooling** and other innovative "sharing" formulas (private and public). Eg. car-sharing in Epirus Region (Greece) through project LIMIT4WEDA- Light Mobility and Information Technologies for Weak Demand Areas.
  - **Cycling promotion**. Eg. the regional bicycle rental system in West Pannonia (Hungary) includes 10 stations for taking and returning bikes in different places in this cross-border region. The aim is to increase the number of cyclists among tourists and local residents.
  - **Transport on demand**. Eg. the experience in Burgos (Spain). The public transport line is activated when a user books transport, at least one day in advance.
  - **Dedicated transport** (leisure bus, discobus, health bus,etc). Eg. Community Coach in Burgenland, Austria. These initiatives focus on people - mainly old and young - with limited access to individual mobility in low density rural areas. The regional government co-funds the purchase of buses and operation costs.
  - **Intermodality**. Eg. Plans to closing valleys (Gorenjska region, Slovenia). Two municipalities have projects to close their remote valleys, aiming to exclude traffic from protected areas but still assure accessibility. This is an intermodal approach for replacing motorized traffic with more efficient public transport and environmentally friendly vehicles, electrical mini buses and taxis, boats, smart systems etc.
  - **Redesign of existing services**. Eg. coordination and simplification of transport offers in neighbouring territories in Auvergne, France. This involves voluntary work to coordinate the 13 authorities in charge of transport in the region.
- **Improve understanding and strategic analysis of transport needs and transport policies through data creation and management:**
  - Through the SITT project in Lombardia, Italy, a web-based trans-boundary transport information system was created for on-line registration of sensitive waste transport permits, real-time monitoring and control of registered transports by GPS and a GPRS data transmission system allowing the trailers' traceability.
  - The Alpine Space Alpine mobility check project also included creation of a database including relevant data on transport to inform policies.

More information:

www.moveongreen.eu; www.facebook.com/MoveonGreen

 http://www.access-alpinespace.eu/