



**Environment  
and transport**

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**EUROPEAN COMMISSION**  
*Regional Policy*

La Coruña, 8-9 June 2006

## **Environment and transport Lessons from the Italian ERDF Operational Programme for transport**

1. The EU transport policy framework – White paper on transport policy 2001-2010
2. Key aspect ERDF strategy for interventions in transport field in Italy
3. The contribution to sustainable transport of Italian OP for Transport
4. Large projects environment aspects - problems faced and best practices

**Environment and transport - lessons from the Italian transport OP  
Carlo De Grandis – European Commission – DG REGIO**



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## The EU transport policy framework - white paper on transport policy

### 1. Policy Guidelines – some key assumptions:

- Congestion = imbalance between modes (→ focus on rail and waterways)
- Need to decouple economic growth and transport (→ less transport intensive models, enhance collective transport)
- Sustainable transport (energy consumption, kyoto emissions → energy efficiency, biofuels + mix of measures – see hereinafter)



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## The EU transport policy framework - white paper on transport policy

### 2. Measures:

- Revitalising the railways
- Promoting Sea and waterways transport
- Developing Intermodality and Interoperability
- Building TEN-T
- Improving road safety and infrastructure charging (ITS)
- Developing high quality Urban (public) Transport (→ Clean Urban Transport)
- RTD for efficient, cleaner transport (EEV vehicles, biofuels)
- Strategic view for Sustainable Transport (EST, modal balance)



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## Key aspects of ERDF strategy for interventions in the transport field in Italy

Overall Mobility Goals of Community Support Framework & N.O.P. "Trasporti":

- **accessibility** TENs connections
- **mode and environmental re-balancing** (as a way toward kyoto target achievement)
- **intermodality**
- **sustainable (urban) mobility** – ITS and public transport
- **quality and efficiency** of service, safety standards (tech innovation)
- **reduction of the environmental impacts** of the transport system



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## The contribution to sustainable transport of Italian OP for transport

The effort toward re-balancing the modal split – 1 – key elements:

- OP for Transport prescriptive ratio in investment: 60 rail / 40 road
- Funding of sea transport:
  - Vessel Traffic Service (ITC)
  - Port infrastructures



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## The contribution to sustainable transport of Italian OP for transport

The effort toward the re-balance of the modal split – 2 – additional measures:

- II.3: 400 M€ for urban and suburban public (rail) transport system
- III.3 – multimodal structures for freight
- III.4 – ITS - innovation in transport to enhance public transport share and sustainable freight transport in urban area





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## The contribution to sustainable transport of Italian OP for transport

ITS actions:

- Integrated (electronic) ticketing systems for public transport (incl. park & ride, vectors integration) - one the most cost-effective investment and important tool for transport policy
- Priority for public transport at traffic lights
- Access control / road pricing
- Real time information and control (AVM technologies) and Security systems
- City Logistics mgmt systems (sust. freight transport in urban areas)



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## The contribution to sustainable transport of Italian OP for transport

### Environmental indicators:

A revised set of indicators was established by the Italian Ministry for the Environment, in co-operation with EC and Mgmt Authority, to assess OP performances:

- Programme key impact indicators (to be used for evaluation purpose)
- Measure output and result indicators (focusing on implementation phase)
- Project indicators (to gather info on each intervention output and impact in implem. and operational phase)





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## The contribution to sustainable transport of Italian OP for transport

### Programme key impact indicators:

- Overall air emission pollutants for each mode of transport in the area covered by the programme (CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub>, VOC)
- Reduction of air pollutant in urban areas due to share increase of rail (public) transport
- Interferences with Nature 2000 sites (SCI and SPA)



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# The contribution to sustainable transport of Italian OP for transport

## Focus on "clean" Priority TEN corridors:



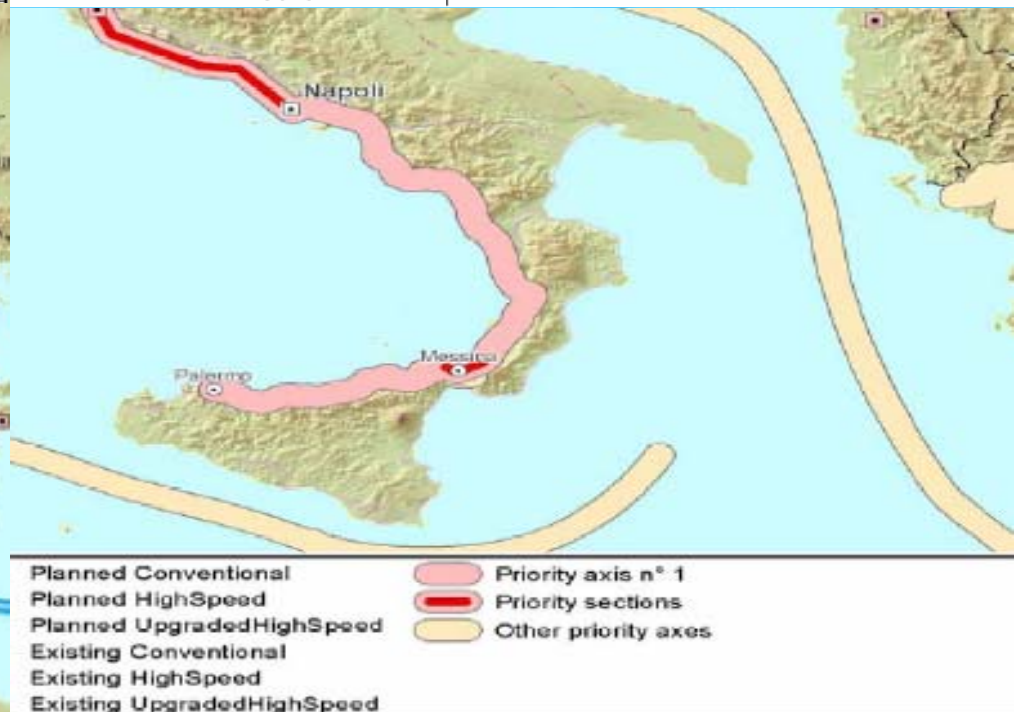
PROJECT N° 21  
Trans-European transport network  
Priority projects

MOTORWAYS OF THE SEA



PROJECT N° 1  
Trans-European transport network  
Priority projects

RAIL AXIS  
BERLIN-VERONA/MILANO-  
BOLOGNA-NAPOLI-MESSINA-PALERMO





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## The contribution to sustainable transport of Italian OP for transport

Rail priority axe n° 1 – Berlin – Verona/Milan  
Bologna – Naples – Palermo:

- High speed infrastructure Roma-Naples track in Objective 1 (3 large projects for around 700 M€), including ERTMS 2 signalling system

ERTMS is the EU standard for rail signalling, aiming at unifying the 20 different ones! – standardisation has to apply to ensure interoperability, that could lead to increase in rail passengers by 40%, and freight by 70%, as well as enhance the level of the service



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# The contribution to sustainable transport of Italian OP for transport

Priority axe n° 21 – Sea Motorways

Key Italian hubs (red) & ports involved (blue)





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## The contribution to sustainable transport of Italian OP for transport

Priority axe n° 21 – Sea Motorways - EC interventions on:

- Port infrastructures (strong effort on Gioia Tauro, main hub)
- ITC systems – Vessel Traffic Service (traffic control, emergency preparedness, IT for logistics, toward an integrated Mediterranean RVTS)
- Taranto port rail accessibility (Bari-Taranto TEN rail – synergic with Terminal container (Taranto - II hub, under Regional OP Apulia))



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## Large projects environment aspects - problems faced and best practices

### Frequent problems:

- lack of proper EIA procedures and information (often due to the early stage of projects conception in the 80's)
- lack of participation in EIA
- lack of assessment of impacts on Nature 2000 SCI and SPA, or ex post evaluation
- lack of compensatory measures (though mitigating ones are often required)



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## Large projects environment aspects - problems faced and best practices

A strong commitment (in all fields) is needed on Nature protection to reach the EU ambitious goal of Halting the loss of biodiversity by 2010



That means we'll have to act on any habitat and ecological corridor fragmentation or negative influence, even if due to infrastructure or constr. site located in a external buffer zone



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## Large projects environment aspects - problems faced and best practices

Some positive examples:

- every project submitted by 2005 has a proper evaluation of impact on Nature
- Bari-Taranto railway includes a clear compensatory measure to restore a specific habitat consistently with a negatively affected one
- National Road 114 project has been modified according to Dir. 92/43/EC eval., relocating the infrastructure westward to avoid interference with SCI "Oasi del Simeto" and keep heavy traffic away from the coast

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