

The logo for Interreg, featuring the word "Interreg" in a bold, blue, sans-serif font.

CENTRAL EUROPE

European Union
European Regional
Development Fund

SOLEZ

A map of Europe with a green overlay. The SOLEZ project area is highlighted in a darker green, showing a network of interconnected regions across Central Europe. The text "TAKING COOPERATION FORWARD" is written in white, bold, sans-serif font over the map.

TAKING
COOPERATION
FORWARD

SOLEZ

Smart Solutions supporting Low Emission Zones
and other low-carbon mobility policies in EU cities

PRESENTATION TOPICS

Interreg CENTRAL
EUROPE

Context of the
project

Project
objectives

Partnership and
involved Urban
Areas

Project key
outputs



Interreg is the main instrument for cooperation across borders to ensure territorial cohesion.



LOW CARBON



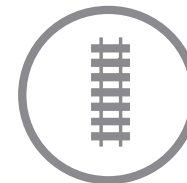
INNOVATION



ENVIRONMENT & CULTURE



TRANSPORT



CONTEXT OF THE PROJECT



- The majority of European cities have grown around an identifiable center, where commerce, entertainment, shopping and political power are concentrated.
- Due to the urban structure and multiple use, City Centers and the immediate neighborhood are particularly vulnerable to pollution, noise, congestion, etc...
- City Centers are responsible for a relevant part of urban traffic, from/to other urban areas and the hinterlands.



CONTEXT OF THE PROJECT

- Urban areas are responsible for about a quarter of CO2 emissions from transport, and 69 % of road accidents occur in cities.
- Europe goals:
 - halve the use of ‘conventionally-fuelled’ cars in urban transport by 2030;
 - phase them out in cities by 2050;
 - achieve essentially CO2-free city logistics in major urban centres by 2030.

White Paper on transport (2011)



HOW TO PROTECT URBAN AREAS AGAINST MASSIVE TRANSPORT?

- Traffic Restriction Policies are an effective way to protect City Centers and other Urban areas from road congestion, pollution, etc...
- ...but these policies also present negative impacts, that could jeopardize the positive expected effects.



➔ A well-balanced combination of push & pull measures and a real involvement of stakeholders from the whole Functional Urban Area are essential to maximize the effectiveness of sustainable mobility policies



To contribute to the achievement of EC targets for traffic and pollution reduction in Functional Urban Areas, by improving capacities of public administrators for low-carbon mobility planning and by increasing the acceptability of proposed interventions for private stakeholders and citizens.



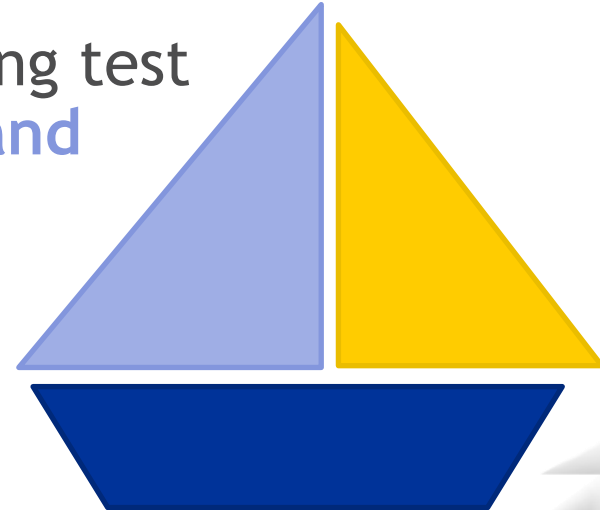
What it's not:
a project on City
Centers



- Focus is on the whole FUA
- “Traffic Restriction Policies” means much more than LEZ and Pedestrian Zones



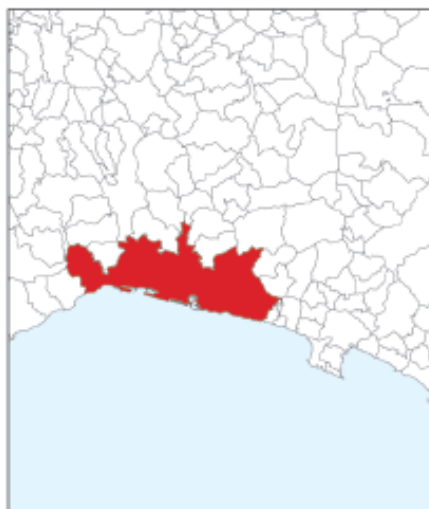
1. **Increasing partners' knowledge** and experience on effective LEZ implementation approaches
2. Enhancing the **dialogue with key stakeholders** about access control policies definition and implementation
3. Designing, developing and piloting test **innovative ICT-based services and solutions** supporting the implementation of LEZ and related policies in functional urban areas



FUNCTIONAL URBAN AREA: WHAT IS IT?

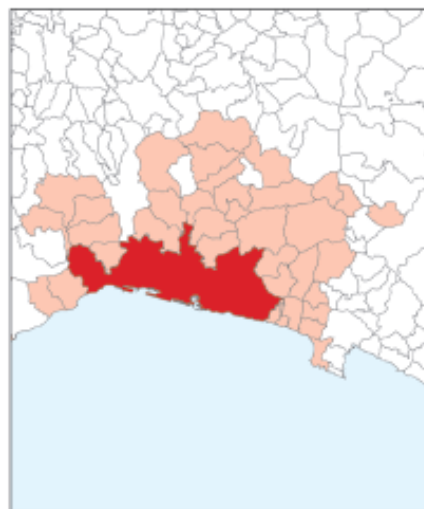
A Functional Urban Area is defined by OECD as a functional economic unit characterized by densely inhabited “urban cores” and “hinterlands” whose labor market is highly integrated with the cores (at least 15% of their employed residents working in a certain urban core)

City



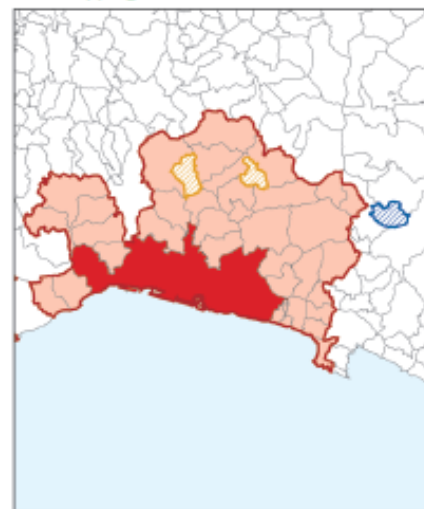
■ City
□ Commune

Commuting area



■ Commune with > 15 % of its employed population commuting to the city

Commuting area after including enclaves and dropping exclaves

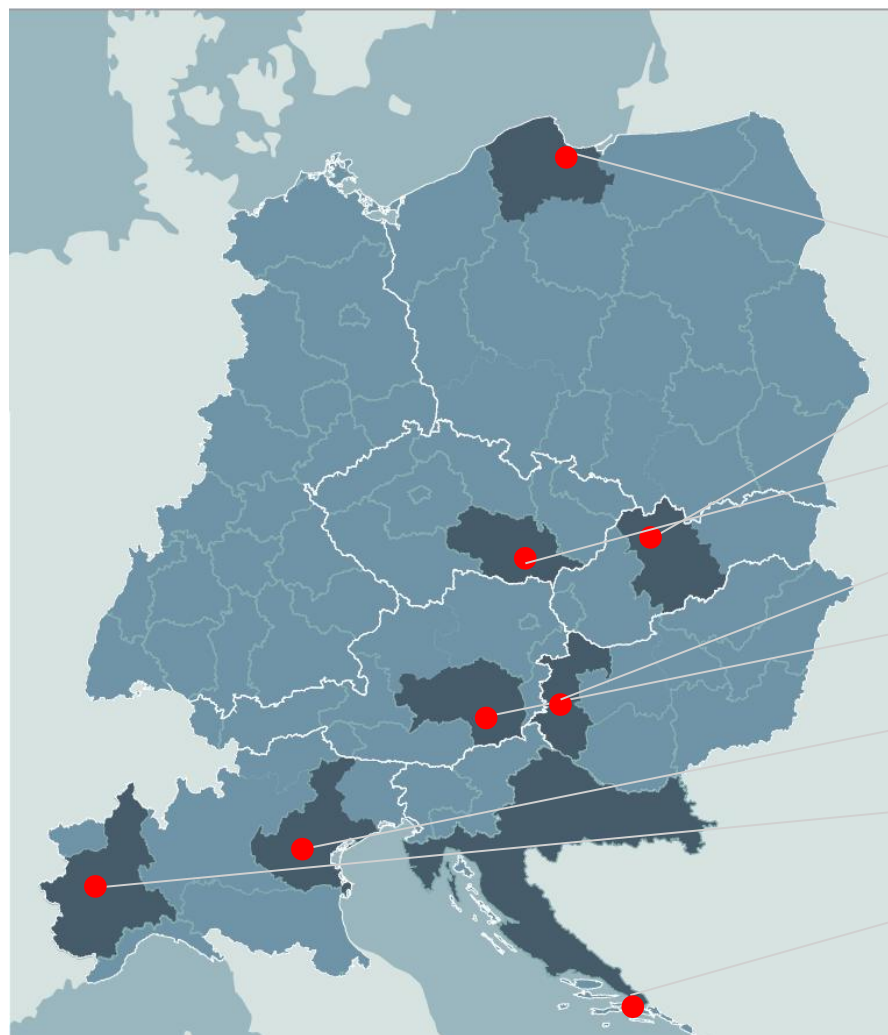


■ Larger Urban Zone
■ Added enclave
■ Removed exclave



PROJECT PARTNERS

- Municipality of Vicenza (IT)
- City of Dubrovnik (HR)
- University of Zagreb (HR)
- Transport Research Centre (CZ)
- KORDIS JMK (CZ)
- City of Graz (AT)
- Pannon Business Network Association (HU)
- City of Torino (IT)
- City of Gdańsk (PL)
- City of Žilina (SK)



8 Functional Urban Areas

Gdańsk

Žilina

Brno

Sárvár

Graz

Vicenza

Torino

Dubrovnik



KEY PROJECT OUTPUTS

Action plans for effective usage of access restriction schemes in Functional Urban Areas

Innovative Tools dealing with different aspects of sustainable mobility and traffic restriction policies:

- Effective Parking Regulation Scheme and related Control systems
- Value-added services to reduce disadvantages produced by traffic restriction policies
- Feasibility study of introduction of electric buses in functional urban areas

Pilot Actions for testing the developed tools

Capacity Building for low-carbon mobility



Interreg

CENTRAL EUROPE



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European Union
European Regional
Development Fund



Grad Dubrovnik



Sveučilište u Zagrebu
Fakultet strojarstva i brodogradnje

