OUTPUT FACT SHEET

Tools

Version 2

Project index number and acronym	CE1671 Dynaxibility4CE
Output number and title	O.T2.2 - Tools for planning for new low-carbon mobility solutions and to improve air quality
Responsible partner (PP name and number)	PP8 - Regional Agency for prevention, environment and energy in Emilia-Romagna Region (Arpae)
Project website	https://www.interreg-central.eu/Content.Node/Dynaxibility4CE.html
Delivery date	02/2022

Summary description of the key features of the tool (developed and/or implemented) and of its transnational added value

The “Guideline for air quality data collection/Management approaches for clean mobility” represents an attempt to put together most of the issues related to mobility and air quality, since mobility is recognized as one of the major contribution to atmospheric pollution. Administrators at all the different institutional levels are required to define policies and to take decisions aiming at the reduction of atmospheric pollution but often lack of comprehensive and detailed data about the contributions to emissions and concentration of air pollutants from the different forms of mobility and about the impact of mobility plans. The reduction of the traffic flows in our cities and their surroundings and the incentives to promote low emission mobility are included in their own right to reduce the impact of traffic on air quality. This can be achieved both reducing pollutants emission by cars thanks to the new technologies developing in the car industry, but also promoting more innovative and sustainable forms of mobility. The impact assessment of this synergic effect must be carefully taken into consideration when defining mobility policies according to the specific area where they will be implemented.
The Guideline consists of two parts. The first part deals with the main links between air quality and mobility, focusing on the presentation of mobility indicators relevant in relation to air quality management. A significant effort was also devoted to the collection of mobility data among the Project partners in the different countries, starting from the definition of a list of shared indicators. An important section of the Guideline contains a synthesis of these mobility data, giving as a result an up-to-date picture of the actual availability of these information in several European areas.
The second part of the Guideline focuses on the different methods and techniques to monitor and assess air pollutants concentrations. Administrators and stakeholders at various different levels may find useful information related to the standard approach based on reference monitoring techniques, but also related to the cutting-edge techniques, which are rapidly developing in this field.
The transnational value of this tool is also ensured by the process of sharing draft versions of the Guideline among partners since the beginning of the process of content development. The final version integrates fruitful feed-backs obtained by experts in the partnership.

NUTS region(s) where the tool has been developed and/or implemented (relevant NUTS level)

The concerned NUTS regions involve the different areas where the collection of mobility indicators has been carried out and that contributed to the development of the concepts presented in the guideline, namely: Leipzig (NUTS3 DED52), Budapest (NUTS3 HU101), Parma FUA (NUTS3 ITH52), Krakow (NUTS3 PL213), Stuttgart (NUTS3 DE111), Graz (NUTS3 AT221).

Expected impact and benefits of the tool for the concerned territories and target groups

The Guideline offers an overview of the major aspects related to the complex relationship between air quality and mobility. The description of tools and methods may be of support for administrators and stakeholders (which are the main target of the Guideline) in the definition of policies aiming at the reduction of atmospheric pollution, taking into account the specific needs and requests of the different areas. The positive impact on air quality due to suitable policies results in improved life quality for all the citizens.
Usually, there is a consistent lack of information about the impact assessment of such policies. This assessment is generally quite a difficult task, due to the number of factors affecting air quality conditions. In addition, most mobility measures have a long-term impact on air quality, especially those promoting low emission forms of mobility.
In this respect, administrators at the different levels may find valuable information and solutions related to the possibility of managing air quality monitoring and assessment. This approach could finally lead to the definition of more effective policies for the improvement of air quality, hopefully raising major consensus among citizens.

Sustainability of the tool and its transferability to other territories and stakeholders

The Guideline represents an overview and it is not meant to define any tool implementation. As a matter of fact, the choice of suitable strategies for better air quality lays on the peculiarity of the areas where they will be implemented. In this respect, there is no a priori limitation to the transferability to other territories, where the Guideline may be a support for local administrators in the policy definition. In addition, the Guideline provides a selection of mobility indicators that are important in relation to air quality management and the conclusions of this review is surely transferable to other territory.
The main limitations are obviously related to the financial and human resources needed to develop effective strategies for better air quality and to monitor the improvement on a quantitative basis. Therefore a careful planning of the different aspects is needed as well as a fruitful collaborations among different institutions. The dialogue between administrators and technicians should be greatly promoted to overcome these constraints.
The sensor network implemented in Parma FUA is an important step in the direction of increasing the knowledge of air quality at high spatial resolution. It can be considered a prototype attempt to implement a possible monitoring network which can be obviously reproduced also in other areas. It may be used to assess the impact of mobility plans at very high spatial resolution.

References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

Deliverable D.T2.2.7 “Concept Note: Guideline for air quality data collection / Management approaches for clean mobility”.

Deliverable D.T2.2.8 “Guideline for air quality data collection / Management approaches for clean mobility”.(https://www.interreg-central.eu/Content.Node/Dynaxibility4CE/D.T2.2.8-arpae-final-version.pdf).

4th Dynaxibility-4CE Project Newsletter (https://www.interreg-central.eu/Content.Node/Dynaxibility4CE/1.html).