

## SMART SOLUTIONS SUPPORTING LOW-CARBON MOBILITY POLICIES IN EUROPEAN CITIES



### WHAT WE DO

The Solez project brings together cities which endeavour to implement measures to support low emission zones or other low-carbon mobility policies.

The project activities will lead to:

- enhanced dialogue with key stakeholders about access restriction policies through definition and implementation of proper participatory strategies,
- design, development and pilot application of innovative ICT-based services and solutions supporting low-emission zones and other access restriction policies, by contributing to reduce the negative side effect of these interventions.



7  
COUNTRIES

10  
PROJECT PARTNERS

8  
FUNCTIONAL URBAN AREAS

1.93  
MILLION EURO PROJECT BUDGET

1.6  
MILLION EURO ERDF

## TAKING COOPERATION FORWARD

### WHO WE ARE

10 partners from 7 different countries share the will to protect key city areas from traffic through the use of Low Emissions Zones and similar measures. Each partner represents a Functional Urban Area (FUA) which is comprised of one core city and municipalities in its hinterlands. The project consortium includes both experienced cities in low carbon mobility, technical experts and cities that have some unique experience in low-carbon mobility or policy of Low Emission zones.

#### Austria

- City of Graz

#### Croatia

- University of Zagreb, Faculty of Mechanical Engineering and Naval Architecture.
- City of Dubrovnik

#### Czech Republic

- Transport Research Centre
- KORDIS JMK

#### Hungary

- Pannon Business Network Association

#### Italy

- Municipality of Vicenza - Lead Partner
- City of Turin

#### Poland

- City of Gdansk

#### Slovakia

- City of Žilina



#### Who funds us

Our project is funded by the Interreg CENTRAL EUROPE Programme that encourages cooperation on shared challenges in central Europe.

With 246 million Euro of funding from the European Regional Development Fund, the programme supports institutions to work together beyond borders to improve cities and regions in Austria, Croatia, Czech Republic, Germany, Hungary, Italy, Poland, Slovakia and Slovenia.



#### Contact Us

Project SOLEZ  
City of Vicenza

+39 0444 221246

politichecomunitarie@comune.vicenza.it

www.facebook.com/solezproject

@Solezproject

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[www.interreg-central.eu/discover](http://www.interreg-central.eu/discover)

## FACTS AND FIGURES

7 EU countries

10 Project partners

80-85 % ERDF co-financing rate

06.2016-05.2019 Project duration



### Territorial challenges

“Cities suffer most from congestion, poor air quality and noise exposure. Urban transport is responsible for about a quarter of CO<sub>2</sub> emissions from transport, and 69% of road accidents occur in cities. The gradual phasing out of ‘conventionally-fuelled’ vehicles from the urban environment is a major contribution to significant reduction of oil dependence, greenhouse gas emissions and local air and noise pollution.”

#### White Paper on Transport (2011)

In response to the negative effects of transport, European Commission set among others one goal focussed on urban areas. This goal is to halve the use of ‘conventionally-fuelled’ cars in urban transport in 2030, phase them out in cities by 2050 and achieve essentially CO<sub>2</sub>-free city logistics in major urban centres by 2030.

Indeed, European cities are not able to tolerate larger volumes of traffic, both for environmental and spatial reasons. Therefore, partners of Solez project share the will to implement smart solutions supporting low emissions zones and low-carbon mobility policy which mitigate the negative effects of transport in functional urban areas.

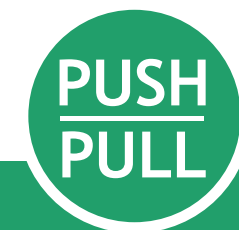


## APPROACH IN THE PROJECT

The project works on the assumption that policies to limit traffic in city centres are an effective means for the reduction of road congestion, air pollution and noise pollution in the whole functional urban area and at the same time they protect and enhance the city centres themselves.

Implementation of Low emission zone and other measures towards low-carbon mobility will be carried out using the following steps:

1. Addressing and dialogue with stakeholders and civil society regarding the definition and implementation of access restriction policies, (so-called “push” measures).
2. Solutions oriented towards citizens and economic operators (so called “pull” measures) will be developed and tested. Innovative information and communication technologies will be used to ensure effective implementation and acceptability of the proposed interventions. The pull measures will reduce negative effects of traffic limitation policies especially in the following areas:
  - access to parking and parking pricing policies,
  - accessibility and multimodal transport of goods and people to / from Low emission zones,
  - clean transport use and incentives.



Both types of measures will be employed to limit traffic in FUAs



## PROJECT OBJECTIVES

Which are the specific objectives the project aims to achieve?

- Increasing partner’s knowledge and experience of effective implementation of Low-emission zones
- Enhancing the dialogue with key stakeholders about access control policies definition and implementation
- Designing, developing and pilot test of innovative services and solutions based on information and communication technologies supporting the implementation of Low emission zones and related policies in functional urban areas.

Through these actions the SOLEZ project will result in improved capacities of public administrators for low-carbon mobility planning in functional urban areas. This will enable local authorities to influence urban mobility towards a cleaner, cost-efficient and energy saving transport, which finally contributes to the achievement of the target set by the European Commission to phase out conventionally fuelled vehicles in city centres.



Expected end of the project



## KEY PROJECT OUTPUTS

A set of common actions will be implemented leading to the production of 8 Action Plans , one for each Functional urban area involved in the project. Starting from strategic goals of the concerned area in terms of mobility, traffic reduction, CO<sub>2</sub> emissions reduction each Action Plan will identify a set of specific tasks that will contribute to these goals within 3-5 years period.

Project partners will jointly design and develop 3 Innovative Tools dealing with different aspects of sustainable mobility and traffic restriction policies.

1. A data Management System helping to identify and implement the most effective Parking Regulation Scheme and related Control Systems
2. Technical design and business cases of Value-added services enabling to reduce disadvantages produced by traffic restriction policies to people living, working or visiting the concerned areas and to increase business opportunities of mobility services providers.
3. Decision Support Tool dedicated to policy makers and transport planners, enabling them to analyze and evaluate the feasibility and the expected benefits and costs of the introduction of electric busses in a functional urban area.



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



## PILOT ACTIONS

The innovative common tools developed by project partners will be customized and tailored to the need, requirements and local frameworks of each SOLEZ pilot site and will be implemented, tested and evaluated in order to demonstrate and validate feasibility and effectiveness of proposed solutions. In total 12 Pilot Actions will be implemented:

Smart Parking solutions: Brno, Gdansk, Žilina, Vicenza, Dubrovnik  
Value-Added Services: Turin, Graz, Gdansk, Vicenza, Sárvár  
Bus electrification: Dubrovnik, Žilina

## CAPACITY BUILDING

Pilot actions and project partners’ knowledge will serve for transport planners and operators as a source of experience in low-carbon mobility. The learning process will be ensured through a peer-to-peer approach. Stakeholders responsible for mobility management in respective Functional Urban Area will have a chance to participate in peer-to-peer exchange of experiences and clearly see potential opportunities arising from good practices of low carbon mobility. The knowledge transfer will be thereafter ensured by these persons at workshops for local key actors. To support the exchange of experiences and collaboration among partners beyond the project life a twinning network of cities with similar requirements on low carbon mobility measures will be established.



Pilot actions focused on testing and validating of Innovative Tools