

EDITO

FOCUS

ON Transport and Mobility

**Time for a change in mobility**

Transport plays a central role in the success of the European economy. In modern society, it represents a precious source of freedom for people. Furthermore, transport has a very large impact on the environment, as far as air pollution and noise are concerned. Indeed, 30% of energy goes to transport and almost 99% of the energy used by the transport sector comes from fossil fuels. However, transport is responsible for a large part of greenhouse gas emissions. In an effort to avoid bottlenecks in our cities and limit the climate change due to CO₂ discharge, as well as preserving our health, it is important to make citizens aware of this significant problem and the concept of energy saving. In other words, it is necessary to convert citizens from passive consumers into active savers.

In order to confront this worrying situation, in its white paper entitled "European Transport Policy for 2010", the European Commission developed a strategy to promote an environmentally friendly mix of transport services. To realise the obligations of the Kyoto protocol and to implement the measures planned in the white paper, it is urgent that people re-think their travel habits.

Substitute solutions for the achievement of these objectives and the reduction of air pollution already exist. It is essential to promote and develop intermodality as a positive alternative to cars. Carpools, car sharing and eco-driving are all good options. An effort could also be made to encourage the production and distribution of bio-fuels (bio-ethanol and biogas), without forgetting bike and foot as viable modes of transport. It is also necessary to make public transport more attractive and to extend its availability in urban and rural areas with the creation of parking-relays.

Fedarene and its members (the energy and environment agencies), also play a significant role thanks both to their local and regional presence and their function as links between political authorities and society. Several projects and activities have been developed as a result of their collaboration. Changing the behaviour of people at large is a long-term task. For it to be successful, everyone must be convinced of the need to participate.

Hans Gullikson

Vice-President Transport & Mobility

Promoting greener modes of travel (such as walking and cycling), encouraging the use of public transport, developing intermodality and increasing the use of biofuels to reduce CO₂ emissions, are the crucial challenges for the next few years. Some initiatives in the transport and mobility sectors have already been implemented by regional energy and environment agencies. Three of these - Arpa Midi-Pyrénées, Arene Ile de France and Nenet Norbotten - gave a presentation of their project. Fedarene spoke with M. González Finat, Director of DG Transport about current and forthcoming European policies.

From protection of the environment to the promotion of sustainable mobility

Working, studying, taking care of yourself, relaxing, taking part in sports, the exchange of goods - so many mobility requirements to satisfy in order to ensure the functioning of the territories. In addition to that, saturated roads, lost time, stress, more and more costly infrastructures, energy consumed, noise, atmospheric pollution, the greenhouse effect, accidents, etc. - are they unavoidable?

Mobility management has become a decisive factor in terms of sustainable development.

In the Midi-Pyrenees region, as elsewhere, many people are involved in mobility - communities, businesses, schools and even individuals.

To bring about a change in behaviour, create a climate favourable to the emergence of sustainable mobility and encourage projects, ARPE offers all of these players technical, organisational and methodological support; creates educational and communication tools; advises on financing and stimulates collaboration. It is a work of demonstration and partnership.

Nearly a dozen mobility partnerships have been set up concerning around 60,000 people, while about ten communities have established voluntary planning of relocation (outside of state assistance).

We observe that the problems are similar, whatever the size of the company or community, the

solutions are similar (reduction of parking spaces, promotion of public transport, cycling, walking and the organisation of car sharing), there are no direct coercive measures imposed on motorists, the implementation of measures is handled internally by the departments concerned and the budget is dedicated to a consultant, to car sharing software, to communication tools and to small items.

It is an opportunity to set up partnerships with communities and the state as well as to initiate collaboration between the unions, associations and internal departments.

The relocation management is neither the job of the schools nor of the companies - they have little time to dedicate to that and they are not familiar with the institutional aspects of mobility.

They all have a need for interaction with others involved in mobility on one hand and with methodological tools on the other. It is what they expect and what ARPE hopes to give them.

Changing behaviour is a long-term project and all

of the players involved must be convinced that it is necessary to act.



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ENERGY RENOVATION OF BUILDINGS

The European INTEREB project "Eco-energy adaptation of buildings", in which Rhônalpénergie-Environnement was a partner, has now been completed.

Its objective was to develop a methodology for the estimation of the potential for energy saving in residences in a territory.

A brochure on the energy renovation of buildings has been produced. For the 4 partners in the project, (Rhônalpénergie-Environnement (Fr), Punto Energia (It), Kape (Pl), Energy Agency of Plovdiv (Bu)) it presents: a national overview of the residential sector, the methodology put in place and its applications, the strategies for the energy renovation of residential buildings.

The French version is available on request and can be downloaded from the site: www.raee.org Section "Nos publications". English and Italian versions can be downloaded from: www.puntoenergia.com/Lavori/Intereb/deliverableWP4.htm

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MOBILITY ACTION PLAN IN AN INDUSTRIAL AREA IN BURGOS

EREN is carrying out a pilot activity to promote alternative mobility systems in the industrial area in Burgos.

From an energy and environmental point of view, the pilot action plan proposes alternative and more efficient mobility systems, such as sharing private vehicles, promoting private buses for larger companies, encouraging the use of public transport and cycling tracks.

This initiative is supported by leaflets distributed among all workers in the area, posters placed all around the district and the city, publicity hoardings installed along the main roads, press releases, conferences and promotional items (pens, notebooks, stickers, etc.)

The Industrial Polygon is situated close to Burgos City and there are currently 8,000 workers in approximately 380 companies.

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THE WORLD SUSTAINABLE ENERGY DAYS

The largest annual conference in this field in Europe, offer a unique combination of events on sustainable energy production and use including the following events: European Energy Efficiency Conference, Conference "Green electricity for Europe's regions", Conference "Renewable Heating & Cooling", European Pellets Forum, Seminar "Green Energy Business - new clients, new markets" and Technical site visits.

The World Sustainable Energy Days 2006, which will be held from 1-3 March 2006 in Wels/Austria, will motivate and inspire stakeholders from around the globe to take further action and show concretely how sustainable energy projects can be initiated, implemented and financed. Information is available at www.wsed.at.

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INTERVIEW

Alfonso GONZALEZ FINAT - Director of DG TREN, new energies, demand management and sustainable development

The "White Paper on European transport policy" was adopted in 2001, what has been already achieved within the last 4 years in the spirit of this document regarding the transport?

Since its establishment in 2000, the Energy and Transport Directorate-General has had over 120 proposals adopted by the European Parliament and the Council. These include a number of major initiatives, for example:

- The launching of the GALILEO Programme, which will be the first independent European satellite system, opening up the potential for a

huge range of options for more efficient traffic management by road, air and water, as well as many other useful applications;

- The launch of the "Single Sky" initiative, which will establish a single Europe-wide system for air traffic control. This initiative will considerably reduce pollution and congestion around Europe's airports, improve safety and efficiency, and lead to savings of up to 12% in aviation fuel;

- The opening up of the European railway market, which, by establishing an area without internal frontiers, will help to stimulate this mode, and move more traffic off roads and onto rail; ..

"Express Advices" on the quality of transport infrastructures with regard to sustainable development

In 2000, the Regional Charter for transport infrastructures was approved by the Regional Council. This charter charges Arene with a mission to follow up and assist contracting authorities (territorial communities, transport operators, etc.) to take sustainable development into account on projects for the creation or rehabilitation of transport infrastructures.

In this way, by using its experience in terms of "Express HQE advice" for buildings, Arene Ile de France wants to inform and assist contracting

the upstream phase of the project and to better formulate, organise and structure the demand for quality requirements in terms of objectives and resources needed.

"Express advice" procedure

- 1st working meeting - site visit - transmission of documents,
- Implementation of the files with the help of an analysis grid,
- Restitution meeting, discussions about improvements in terms of sustainable development, decision on courses of action,
- Submission of a succinct report,
- Revision of the experience of the project manager (questionnaire on the evaluation of the express advice).

Three French contracting authorities participated in an trial of this concept: the General Council of the Hauts-de-Seine for a tramway, the town of Villeneuve-le-Roi for a road repair project in a business zone and the General Council of Val-de-Marne for the planning of a bus route.



authorities to take sustainable development into account in the conception, construction and implementation of their transport infrastructures. The agency has, therefore, developed and tested a specific advisory system:

- personalised timely advice during the construction or rehabilitation of a new transport infrastructure,
- neutral and transversal expertise on quality issues with regard to sustainable development.

To achieve this, they have called on a multidisciplinary group of experts, selected after a call for proposals.

This is about being able to integrate requirements linked to sustainable development from

This test operation facilitated the production of two documents:

- a question grid (6 major themes and 17 targets) on the quality of the infrastructure projects
- a list of examples of good practice that identify some interesting projects in this domain.

The interest generated by this initiative involving territorial communities in France suggests re-running an improved version of the device in order to respond to the growing demand to integrate environmental quality with sustainable development in transport infrastructure projects.

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• The adoption of 30 European transport network "priority projects", involving new or significant upgrades, mainly to rail routes, but also developing inland waterways and sea motorways as well as road links that will aid the free circulation of goods, services and people across the enlarged Union. These priority projects will involve investments amounting to EUR 225 billion by 2020.

According to the "Green Paper on energy efficiency" the efficiency of the transport is going to have important economic incidences; Seen on one hand, the importance of investment costs and on the other hand the rarity of the public funds, what kind of financing do you foresee? Besides the programs Civitas and Steer or the structural funds, knowing that a big number of regions of Europe has no access there It is possible to favor financings with public/private partnerships?

One of the principle causes of imbalance in transport modes in Europe arises from the fact that different modes do not always bear all the costs that they generate. Those extra costs end up being passed on to the citizens in indirect and often unequal ways. We believe an efficient framework of charging for infrastructure use is the fairest and most equitable way to restructure, in particular the road sector, and to guarantee fair competition between different modes of transport, as well as being an essential contributor to the further development of the European transport network.

There are always considerable costs associated with developing large new infrastructure projects. Whilst the Commission can make significant contributions through Community instruments, it is also important to develop good partnerships with public and private investors, and to establish appropriate funding mechanisms, including public/private partnerships where they are the best way to deliver particular projects.

In spite of the coming into force of the Biofuels Directive in January 2004, the production of biofuels is still very weak in most of the member states; is it a political lack of will or are brakes real and difficult to raise? What incentives can you set up to develop this situation?

Biofuels are an important element of the strategy being pursued by the Commission to develop new and renewable energy sources. Our overall target is that by 2010, 12% of our energy consumption, across all sectors, shall come from renewable sources (compared with 6% in 2000). We estimate that alternative fuels, including biofuels, could technically enable 20% of diesel and petrol consumed by road transport to be replaced by the year 2020. I believe that with the ever-increasing pressures on fossil fuel reserves, and the consequent rise in prices, biofuels will increasingly be seen as one of the most viable alternative energy sources for road transport in future years.

In addition to the Biofuels Directive requirements, DG TREN is currently preparing a Communication on a Biofuels & Biomass Action Plan (BBAP), which should be adopted by the end of 2005. The plan will identify measures to increase the overall contribution of bioenergy to the EU energy bud-

get and propose specific actions in relation to bio-fuels, bioheat and bioelectricity.

To reduce the road traffic, increase the energy efficiency and reduce CO2 emissions, a better use of the various ways of transportation - intermodality - is to be encouraged. What measures can the EU set up to incite member states to favor the "inter operability" of the various ways of transportation?

There is no doubt that the promotion of intermodality can contribute substantially to energy savings and reduce pollution. 50% of journeys are of 5kms or less, and there is significant scope for many of those journeys to be made by modes other than private motor vehicles. We are promoting greater intermodality through a number of mechanisms. For example, the CIVITAS initiative, which is supporting innovative public transport solutions in 36 cities across Europe, and the MARCO POLO II freight programme for which the Commission has proposed a budget of EURO 740 million under the financial perspectives for 2007-13. MARCO POLO II builds on the good experience gained with the PACT and MARCO POLO I programmes, but significantly widens the scope and geographical coverage.

PACT (1997-2001) was the first freight programme dedicated to the stimulation of alternative solutions to road transport. A number of projects have benefited from the programme, including the "Kombiverkehr" project which introduced a multi-modal train-ferry service between Italy and Sweden, and "Lokomotion", which has linked Germany and Italy by intermodal rail services run by private companies. Its successor programme MARCO POLO (2003-2006), continues the success story and has funded Atlantica SpA Navigazione (Grimaldi), which introduced, for example, trans-Mediterranean links via multi-purpose "ro-ro" ferries between Italy, Spain and Malta, and the "CGTK-Project" between Vasa in Finland and Umea in Sweden, upgrading an existing RoPax ferry line to consolidate freight transport over the Kvarken Straits. A number of rail and inland waterway projects have also been supported.

Regarding the energy efficiency in the transport sector, what measures have the biggest potential? How to favour changes of citizens behaviours regarding the use of the car?

The Green Paper "Energy Efficiency - Doing More With Less", which was published earlier this year, looks at this issue. What is clear is that there is great potential to improve traffic management and efficiency, for example, through GALILEO and other new applications. We also need to look at ways to encourage increased use of cleaner and more energy efficient vehicles. We have already identified a number of possible options including:

- De-taxing clean vehicles;
- Placing an obligation on public administrations to spend a part of their vehicle purchasing budget on clean vehicles;
- The possibility of cities introducing restricted access to central areas for polluting and high fuel-consuming vehicles, either by toll or actual prohibition;
- Specific certification and testing standards for clean vehicles.

Whilst it is important that we seek to make vehi-

cles cleaner, it is clear we will also need to rationalise the use of vehicles if we are to successfully rebalance transport modes to make them truly sustainable. I am convinced that we need to develop a new, integrated approach for transport, particularly transport in urban areas where 80% of EU citizens live. Collectively we need to focus on better and more efficient public transport, safe infrastructure, especially for cyclists and pedestrians, a less intensive and more rational and sustainable style of car use, and regulated entry to areas that need to be protected from excessive noise and pollution.



On all these topics, which collaborations do you wish to develop with the agencies of energy and environment?

The issues surrounding transport, energy and the environment are always closely linked, and we continue to work closely with colleagues in the energy and environment sectors. Only by taking all the issues into account can we hope to find truly sustainable solutions to the problems of traffic congestion, pollution and climate change. Now is a particularly important time as we are engaged in the mid-term review of the Transport White Paper, and we are looking closely at the measures we have taken so far and their effectiveness in achieving our objectives. We will shortly be launching an external consultation on the mid-term review, during which we will be seeking views from interested parties on how European Transport Policy could be developed in order to protect and improve our quality of life, our efficiency and our competitiveness. The issues here are important ones and I urge everyone with an interest in these matters to contribute fully to the process.

Further to that, as you know, the Green Paper on Energy Efficiency was adopted by the Commission last June. The Green Paper indicates ways in which the European Union could save some 20% of its energy consumption by 2020. The options embrace all sectors production end-use, industry and services, households and buildings, transport and international relations. They concern all stakeholders, from European, national, regional and local decision makers, to banks, industry, international institutions and individual consumers. It suggests a wide range of policy tools, including financial incentives, regulations, setting of objectives, information and training, international dialogue and integration of energy efficiency in other policy initiatives. This Green Paper is the point of departure for a broad debate involving all stakeholders. At the end of the consultation process in March 2006, the Commission will come forward with a comprehensive action plan which will identify measures which should be put forward. All options are kept open. We are looking forward to a concrete and fruitful period of discussion with all stakeholders on this issue, including the Energy Agencies.

TELEX

DO YOU KNOW THE WALK TO SCHOOL PROGRAM?

Since 2001, the Provence-Alpes-Côte d'Azur (PACA) region of France has organised and supervised a pilot group composed of communities and associations that want to experiment in alternative ways of going to school rather than using the family car. At the start, two communities (Carpentras and Mouans-Sartoux) were involved but, in 2003 and 2004, the number of communities increased to 35 and then 50! In 2005, there are now 70 communities involved in an international programme. The project focuses on going to school on foot or by bike. It is often necessary to establish a group to take care of the children. In spring 2005, 23 communities walked to school regularly (once a month, twice a month, once a week or twice a week, organised as four pedibusses which run every day (Mouans-Sartoux (06) & Robion (84), Cucuron (84) and Apt (84)). It is recognised that health, the environment and security can all benefit from this behavioural change!

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RES AND ENERGY EFFICIENCY IN LIGURIA - AN UPDATE BY ARE LIGURIA

On the 18th of July, as part of the EU ALTENER project, "Promote 100", ARE Liguria organised a one-day seminar in Genoa to present the results achieved through the use of RES and energy efficiency tools. The event involved over 150 participants representing local administrations, energy operators, energy agencies, architects and engineers, financial institutions, environmental associations, students, professors, and foresters. The 22 speakers, invited from all over Italy, included politicians, public bodies, companies, financial institutions, environmental associations, universities and energy agencies. They provided an overall update on the latest regional energy policies and implementations, described and promoted RES plants and energy efficiency tools, described best practices, presented interesting plants and municipalities.

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Efficiency coaches - help transport companies to save money and environment

How can efficiency coaches contribute to mobility management?

Eco-driving, a method to reduce fuel consumption and improve road safety, was first introduced in Sweden in 1998. The result of the initial training lessons showed that fuel consumption and carbon dioxide reduction amounts to 13%. For construction equipment reduction can amount to 40%.

Unfortunately, without any follow-up or motivation measurement, the drivers tend to return to their old driving behaviour. This makes it hard to evaluate the prolonged effects of the training lessons.

Follow-up activities is an important part of the training program in "Eco Driving" unfortunately a lot of companies have not time or personal available to create necessary routines. The Swedish Road Administration (north region) has together with the Swedish Association of Driving schools developed and educated "Efficiency Coaches" to help companies and organisation to realize a more sustainable work for saving fuel for transports.

An efficiency coach assists companies in order to obtain more long-lasting effects of the courses in eco-driving. The coach helps companies to develop habits and measurement for the follow-

up of the fuel consumption. He/She also helps to motivate the drivers to maintain and develop their economical driving style. The purpose is that the efficiency coach will contribute with support and advices to avoid that the drivers revert to their old driving behaviour.

A European network for efficiency coaches would strengthen the cohesion within and the work with mobility management in the EU. The participants in the network would be an important group to initiate offensive measures in order to obtain safe and sustainable transportation systems. Measures that are in line with the goals established by the European Commission transport infrastructure of reducing transport's congestion, pollution and increasing road safety.



The target groups are transport companies as well as companies or industries with a large need of transportation within their field of work. The target groups also include all organisations related to driving schools, umbrella organisations etc, that will provide efficiency coaches.

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Sustainable Energy Europe: A european campaign to raise awareness and change the landscape of energy



Intelligent energy production and consumption will change the European energy landscape forever. This is the message of the Campaign Sustainable Energy Europe 2005-2008 launched by the European

Commission. Starting in 2005, the Campaign will run for four years and will contribute to the achievement of EU energy policy goals and targets in the fields of renewable energy sources, energy efficiency, clean transport and biofuels.

Its main four objectives are:

- Raise the awareness of decision-makers at local, regional, national and European level,
- Spread best-practice,
- Ensure a strong level of public awareness, understanding and support,
- Stimulate the necessary trends towards an increase in private investment in sustainable energy technologies.

The Campaign will also promote sustainable energy production and use among individuals and organisations, private companies and pub-

lic authorities, professional and energy agencies, industry associations and NGOs across Europe.

To make it successful, organisations are invited to join the campaign and become associate. Within this framework, Fedarene as partner will contribute to the promotion of this action through its networks of contacts and effective communication channels, encourage sustainable energy partnerships and exchange best practices.

The first annual conference will be held in Brussels on the 28 & 29 November 2005. It will provide an opportunity to discuss important sustainable energy policy issues with stakeholders and to analyse progress made in reaching the objectives at EU and national, regional and local levels. The first results of the Campaign and of Sustainable Energy Partners will be presented and debated. This event is also designed to spread best-practices, stimulate investment and raise the awareness of decision makers and the public.

All relevant information can be found on the campaign web site <http://www.sustenergy.org>