

The road to a low carbon economy:

Strengthening the connection
between local, national and
european climate policy.

Madrid, April 2017

The key role of the transport sector to oppose climate change

1) According to the last published Report of the International Energy Agency **transportation sector is the cause of 23,1% CO₂ emissions worldwide.**

73,2% of which is from road transportation.

In Europe transportation contributes to **30,4% of CO₂ emissions** (of which 71,1% from road transportation).



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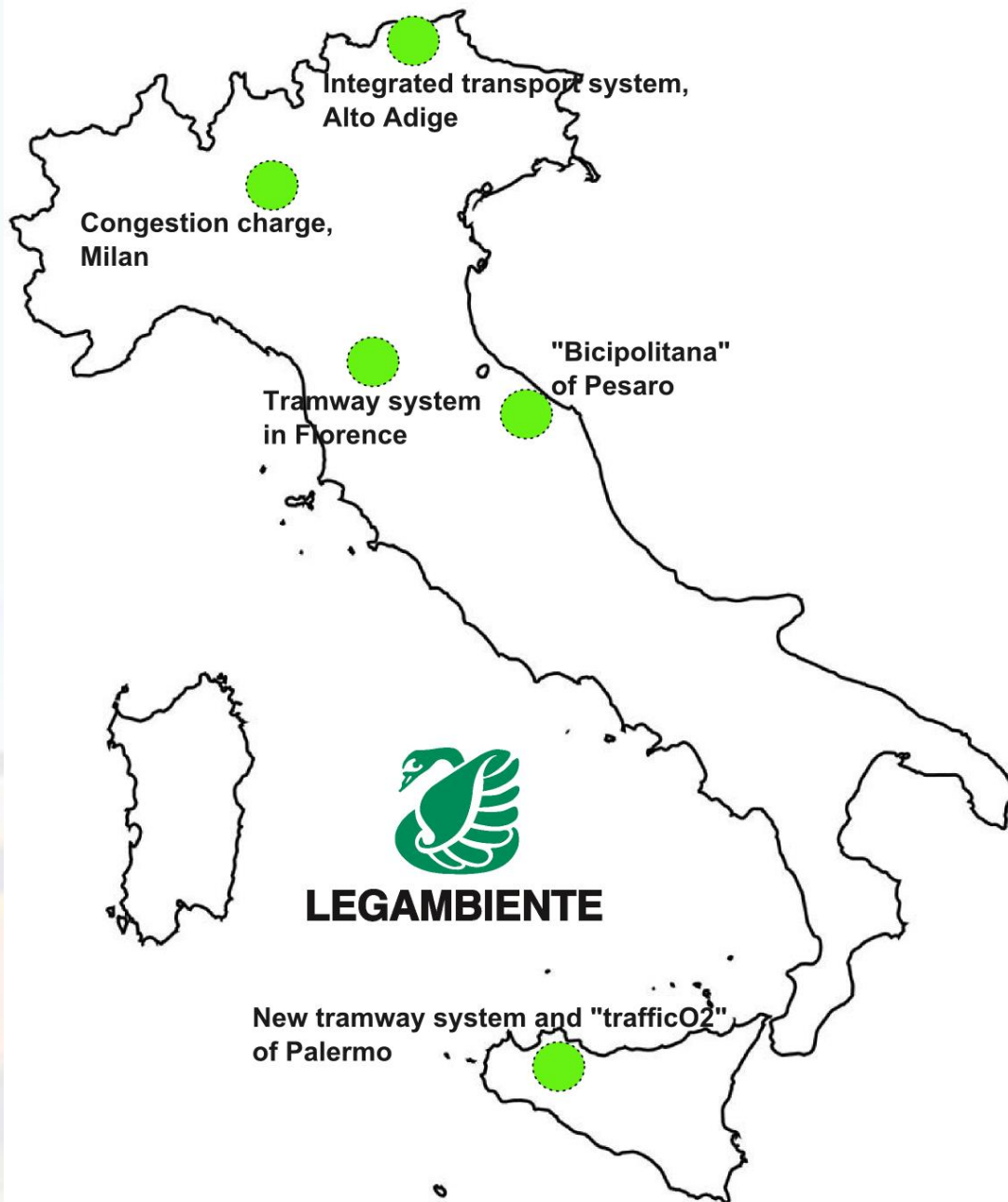
2) To provide an alternative sustainable transport will reduce the pollution affecting our cities but the governments need to establish clear and ambitious goals because there are **467 thousand premature deaths each year in Europe with Italy second after Germany with more **than 66,000 per year**.**

3) Several studies published in Italy revealed as that of the public transport is a key sector for the economy, with a total turnover of over **12 billion Euros per year**, more than **1,000 active companies**, over **126 thousand employed workers** and **5.2 billion passengers carried each year**.



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Italian transportation good practices



-**New railways and tramways** because transport of people is increasingly growing;

-**More pedestrian areas and environmental taxes**, so as to allocate more funds to mass transport systems;

-Increase the **use of bicycles**, also for a better quality of life in the large urban and metropolitan areas.



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Alto Adige

The **Val Venosta** railway is a successful model. Long about 60 km has been built as a connecting line between Merano and Malles in 1906 when it was seen as part of a larger project that included the rail line between Venice and Austria. Its story has been rather different and difficult, until the closure in 1990.

Thanks to the **purchase of the railroad by the Province of Bolzano** (Alto Adige), the line has seen a new development and is now of great importance for the area. The province has also recovered the **historical stations and added new stops**, up to the inauguration of the "new" line in 2005, with the annual amount of passengers of 1 million. That figure increased to **over 2.7 millions in 2009**.



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Since 2012 in the Province of Bolzano **intermodal transportation** is even more encouraged thanks to a new type of subscription, "**Bikemobil Card**", which allows to use all **regional trains** from Brennero to Trento and from Malles to San Candido, the **buses** (urban, suburban and city bus), **the cable cars** to Renon, Maranza, San Genesio, Meltina and Verano, Renon tram and Mendola **funicular**, the **PostBus** between Malles and Switzerland and **rental bicycle**.



Also since 2012 the province has set up a subscription with a duration of 365 days valid **on all public transport** called "**South Tyrol Pass**".

Thanks to **progressive pricing system** and a **prepaid card** (connected to a bank account) people save money and increase their use of local public transport.



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The **electrification** of the Val Venosta railway line is the latter project of the South Tyrolean rail network. The main goal is to be able to schedule the transit of **the trains every 30 minutes and to deliver an high travel comfort** for all passengers.

The railway will be characterized from 2019 by a modern standard as regards the technical and safety.



The first works for the electrification started in October 2016 and it will also include the **extension and upgrading of existing sidewalks**, the realization of **pedestrian subways**, the **refurbishment of Malles station** and the adjustment of the track height of Lasa.



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Florence

The **tramway system** in Florence, whose network is currently made up of the single T1 line, is one of the most important examples of how to offer a modern and efficient service for commuters.

The line between **Florence and Scandicci**, **7.4 km long with 14 stops**, counts about 30,000 passengers per day and 13 million annually, almost the double of the estimated 7 million passengers objective when the project started.

About **35/40% of those who today are using the tram used to travel by car or motorcycle**.

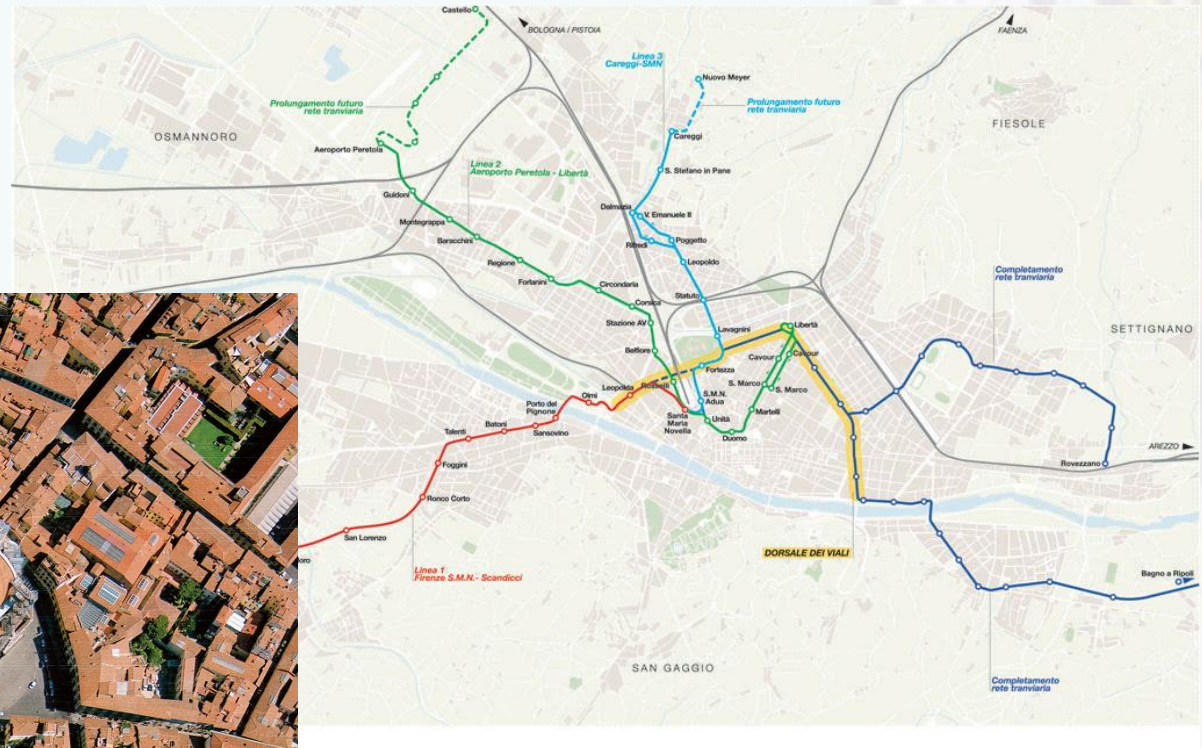
From an environmental perspective it is estimated that **each year 1,600 tons of CO₂ have been reduced**. From June 2013 the transport of bikes has been admitted with some limitations.



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The **lines 2 and 3**, whose work are underway, will affect the most populated area of the metropolitan area and connects key parts of the city as the airport, the new high speed station, the new settlements for the university, the court in Novoli and the main hospital.

At the same time many areas of the city centre have become **pedestrian**. Those include the historical Piazza Duomo.



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Milan

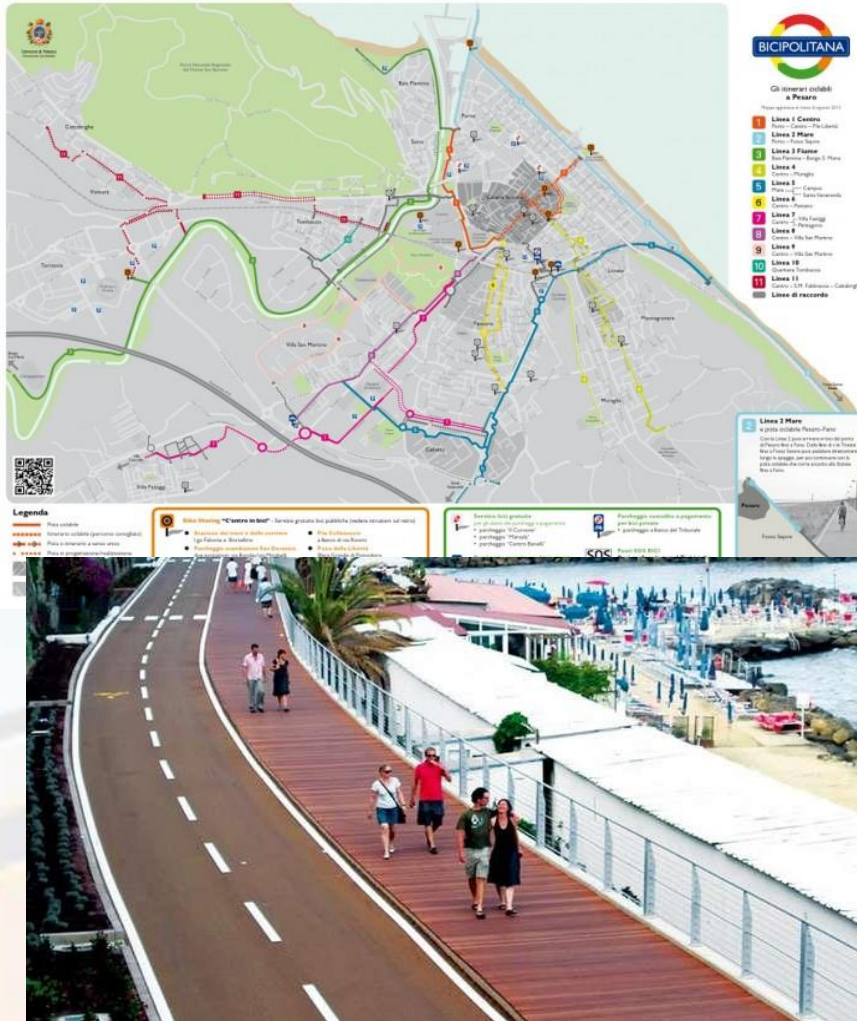
The access to the historical centre of Milan is limited by the **Congestion Charge area** (Area C) with an entrance ticket of 5 euro. As for London in Milan this decision has been made for:

- Decreasing road traffic** in “Cerchia dei Bastioni” (city centre).
- Improving public transport** networks.
- Raising funds for: **cycle lanes, pedestrian areas, 30 kph zones.**
- Improving the **quality of life** by reducing the number of accidents, uncontrolled parking, noise and air pollution.



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Pesaro



In **Pesaro**, on the Adriatic Sea coast, has been launched the “**bicipolitana**” project, a **cycle lanes network** which length is currently about 85 km, with 14 pedestrian and cycle routes, connecting outlying areas to the city center. The **graphic idea and the communication about the project is based on metro system**. The results: **32% of people use it on a daily basis**, one of the best rating in Italy.



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Palermo



Another good example is in **Palermo**, where from the end of 2015 there are **4 new tram lines** in operation with a total length of 14.2 km. The success is evident with **30% of tickets sold in more at the end of 2016** and at least **25,000 passengers a day**. It is foreseen the realization of the other three lines which will be added to the existing ones by 2021.

Another example from this city is about the use of technology. **“TrafficO2”** is an app for smartphone that involves all the companies and workplaces. All of the local businesses that subscribe to the platform as sponsors become stations of a **new type of mobility system that fosters travel by walking, biking, public transportation, car pooling and car sharing**. For every respectful behavior towards the environment, the **citizen earns a certain amount of points**, with whom they can rise the ranking of his community and win the **prizes offered by the sponsors**.



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