

# Interreg

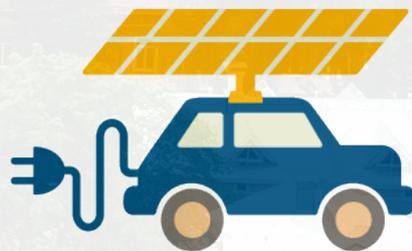
**makes a difference  
in sustainable transport**



EUROPEAN UNION

## Interreg

**NETWORK ON**



**SUSTAINABLE TRANSPORT**



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## Introduction

In this brochure, you can find examples of impactful Interreg projects dealing with sustainable transport in different parts of Europe. Interreg programmes open doors and facilitate cooperation across borders by providing financing from the European Regional Development Fund. Transport is one of the eleven thematic objectives of Interreg.

Interreg builds connections to initiatives funded by, for instance, Connecting Europe Facility (CEF), Horizon 2020 and other important actors in the field of sustainable transport. Many of the initiatives play a major role in transport policy, such as supporting in building the TEN-T corridors, or contributing to the implementation of the EU Macro-regional strategies.

Interreg projects, though often relatively limited in their budgets, have acted as successful initiators, as the glue between actions, and also, ensuring many first/last-kilometre initiatives. They also often serve as test platforms and build up interesting public-private partnerships.

Great success stories of Interreg cooperation as a part of large-scale transport initiatives include examples like Alpine Smart Transport and Urbanism Strategies or the plan for an under-the-sea extension of the Copenhagen Metro in Denmark to Malmö in Sweden. For more examples than the 12 presented in this publication, visit the Interreg programme and project database at [www.keep.eu](http://www.keep.eu).

Interreg, truly, makes a difference!

### Interreg Network on Sustainable Transport

The network functions as a platform for exchanging knowledge, expertise and experiences among Interreg programmes and projects. On the other hand, the network is also open for others interested in Interreg cooperation related to sustainable transport. In case you would like to exchange or join, please contact Ulf Wikström at the Interact Programme ([ulf.wikstrom@interact-eu.net](mailto:ulf.wikstrom@interact-eu.net)).

More information about Interreg projects and programmes:

[www.keep.eu](http://www.keep.eu)  
[www.interreg.eu](http://www.interreg.eu)

## BITS Bicycles and Intelligent Transport Systems

A modal shift to green transport is urgently needed as congestion, pollution, growing population and health problems threaten the livability of the North Sea region's urban areas. Cycling has proven to be a solution to these challenges - not only as a way of getting around in its own right but also as a part of the multimodal transport system. However, more cycling data is needed to position cycling within the multimodal transport system and to improve the system as a whole.

Regions in the North Sea area that are involved in BITS already boast high levels of cycling (NL, DK, BE) or have ambitions to increase their rates of cycling (UK, DE). Intelligent Transport Systems (ITS) are important tools to achieving this goal, while also producing the desired cycling data.

The demonstration of ITS applications and cycling data will allow others to use the cycling data for the development of applications and policies. BITS partners will evaluate the effectiveness of ITS solutions, identify challenges posed to their implementation, and disseminate the results to other regions.



### Main results of the project:

- Reduction of CO2 emission by 9% thanks to cycling (in place of other modes)
- 10% increase in cycling use (kms) by commuters, students, school children and recreational cyclists within the project period
- 100 cycling datasets available for authorities and ICT and cycling industry through the CyclingDataHub. These data sets will be used to improve cycling policies and to build ICT applications and ICT services for cycling.

### Other thematically related Interreg projects:

- [CoBiUM – Cargo bikes in urban mobility](#) (Interreg South Baltic)

More information:  
<https://northsearegion.eu/bits>



Photo: Kevin Mayne

## ART-Forum Automated Road Transport Forum for the North Sea Region

The technological development towards automated road transport (ART) is rapid. ART will likely change spatial development and the transport system in the North Sea region (NSR) and beyond in a fundamental way. Enabling of technological developments and test applications of automated vehicles have been observed but little guidance is being provided to authorities on how to deal with these technologies, particularly in their SUMP, street design, and regional development plans. Moreover, not every aspect of the technology development is considered positive. Therefore, it is necessary to involve and build public authorities' knowledge base, enabling them to raise their voices in the development of new framework settings for this technology.

ART-Forum will create a debating ground for local/regional authorities in the NSR, address risks and opportunities, and help guide policy development with regard to the impact that ART could have on the road transport system and life in the NSR. A transnational approach is required as the onset of ART will pose a similar challenge for cities and regions across Europe. A joint public dialog and development of sound policy frameworks can spread lessons learned and prepare other communities for this technological development more rapidly than any one organisation could accomplish alone.

### Main results of the project:

- Removing bottlenecks: 50% improved efficiency and safety in passenger and freight transport
- Increased capacity of authorities in the NSR (100 organisations) to future proof their transport strategies
- Revised transport strategies that include guidance for ART in at least 75 % of participating public bodies as a result of knowledge exchanged and recommendations developed in project



### Other thematically related Interreg projects:

- [SUV – Stimulating the Up-take of shared and electric autonomous Vehicles by local authorities](#) (Interreg North Sea Region)

More information:  
<https://northsearegion.eu/art-forum>



Photo: ART-Forum project

## REMEDIO REgenerating mixed-use MED urban communities congested by traffic through Innovative low carbon mobility sOlutions

REMEDIO aims at strengthening the capacity of cities to use low carbon transport systems and include them in their mobility plans by testing existing mobility solutions, through an assessment tool and participatory governance schemes that result in an operational path replicable by other urban areas of different size. It addresses the challenge of the high density areas surrounding the city centres with commercial and directional roads often suffering from traffic jams to the point of becoming wounds in the connectivity of the wide spread city and elements of additional economic crisis and even social exclusion.

REMEDIO proposes to transform these roads into “horizontal condominiums”, forms of participatory governance that actively engage institutions, stakeholders and citizens and with which the municipality can directly interact to improve multi-modal and low carbon mobility, freight logistic and environmental quality.

REMEDIO implements concrete actions to relieve traffic congestion in Treviso (IT), Thessaloniki (EL), Loures (PT), Split (HR) and Seville (ES), where territorial institutions, supported by technical partners, are involved as beneficiaries and put in place adaptation measures for improving the sustainability of urban mobility plans.



### Main results of the project:

- The Integrated Modelling Tool (IMT) for low carbon mobility solutions assessment
- The new participative governance model for roads of middle sized Mediterranean cities, based on “horizontal condominium”
- Awareness & educational paths on sustainable urban mobility behaviour

### Other thematically related Interreg projects:

- [CAR – Creating Automotive Renewal](#) (Interreg South Baltic)

More information:  
<https://remedio.interreg-med.eu>



Photo: REMEDIO project

## LOW-CARB Increasing investment in low-carbon mass transportation

Public transport in functional urban areas has a high impact potential for reaching the EU’s White Paper goals to cut transport emissions by 60 percent by 2050 and to halve the use of conventionally fuelled cars in urban transport by 2030.

The LOW-CARB project aims to enhance capacities for integrated low-carbon mobility planning by tackling burning issues such as integrated coordination, institutional cooperation and action plan implementation including joint financing and public investments in low-carbon mobility systems in times of austerity.

By incorporating new trends, LOW-CARB’s strategies, action plans and pilots plan to reduce CO2 emissions by almost 60 000 tons by 2020. Open data based mobility planning, integrated mobility platforms or implementation of low-carbon technologies, such as a call-a-“clean”-bus service or solar-powered e-bike charging stations, are the future of public transport and shared mobility.



### Main results of the project:

- Sustainable Urban Mobility Plans (SUMP) Self-Assessment Tool
- Monitoring tool and reachability heatmaps for SUMP
- SUMP 2.0 Guidelines

### Other thematically related Interreg projects:

- [EfficienCE](#) (Interreg Central Europe)
- [SMART COMMUTING](#) (Interreg Central Europe)
- [SHARE-North – Shared Mobility Solutions for a Liveable and Low-Carbon North Sea Region](#) (Interreg North Sea Region)

More information:  
[www.interreg-central.eu/low-carb](http://www.interreg-central.eu/low-carb)



Photos: AdobeStock, Shutterstock

## SULPiTER Serving cities with greener logistics

Transport is responsible for 20% of greenhouse gas emissions, making it the second largest emitting sector after the energy industry. Emissions from freight transport have also grown significantly and in order to reverse this trend European Commission set the ambitious target to free city logistics from CO2 by 2030. This does not only call for public policy actions, but for a shift in the paradigm of policies. In fact 82 percent of Europeans will live in cities by 2050 and urban freight transport needs to take into consideration transport and economic relations between inner urban centres and surrounding urban territories.



SULPiTER supports policy makers in developing sustainable logistics plans for the functional urban areas that surround our cities, so that freight can be moved in an energy efficient, environmentally friendly way. Policy makers in Bologna, Budapest, Poznan, Brescia, Stuttgart, Maribor and Rijeka, in cooperation with further local, regional and national authorities as well as technical partners work on accelerating this change and making our city logistics CO2-free.

### Main results of the project:

- Seven Sustainable Urban Logistics Plans (SULPs)
- Educational model on topics related to the development of SULPs
- Recommendations that help integrating the SULPs to the Sustainable Urban Mobility Plans

### Other thematically related Interreg projects:

- [SOLEZ – Smart Solutions supporting Low Emission Zones and other low-carbon mobility policies in EU cities](#) (Interreg Central Europe)
- [InterGreen-Nodes – Intermodal Green Alliance, Fostering Nodes](#) (Interreg Central Europe)
- [LCL – Low Carbon Logistics](#) (Interreg South Baltic)

More information:

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



Photo: Shutterstock

## SMILE FirSt and last Mile Inter-modal mobility in congested urban arEas of Adrion Region

SMILE project is focused on first and last mile mobility in some paradigmatic urban areas of the Adrion Region, embracing coastal, inland and bordering cities of different size. Mobility models and multimodal solutions will be sought through the realisation of mobility scenarios and the development of a transnational Sustainable Urban Mobility Plan (SUMP) mirroring local specific contexts. Citizens, commuters, tourists, freight and bus tourism operators will test IT-Information Technology solutions (APPs/ Platforms) aimed at reducing traffic congestion, promote intermodal solutions and improve traffic flows.

### Main results of the project:

- Increase of policy-making commitment and operational capacity through the elaboration of mobility scenarios and a joint transnational Sustainable Urban Mobility Plan (SUMP) scheme in order to support the definition and implementation of transport policies aimed to reduce GHG transport emissions and improve the living environment in high traffic density areas



- Enhancement of sustainable dimension of mobility services in ADRION urban areas by testing innovative IT solutions, supporting commuters and tourists in their choice of environmental-friendly transport solutions, in order to favour the reduction of fossil-powered car usage and the increase of public transport, cycling, walking, electrical and hybrid vehicles

### Other thematically related Interreg projects:

- [PARKING GETS SMART – Improved & digitalised parking management as tool to foster green and multimodal transport](#) (Interreg South Baltic)



Photos: SMILE project

More information:

<https://smile.adrioninterreg.eu>



## EnerMOB Interregional Electromobility Networks for intERurban low carbon MOBility

ENERMOB project aims to study and support common solutions for electric transport systems at interurban and interregional level, by implementing pilot networks of charging infrastructures and by assessing sustainable technologies to manage energy demand of electric mobility.

The project mainly aims to promote the use of electric vehicles in the existing regional/local transport systems of the ADRION area according to interregional common guidelines, and to capitalize on experiences of already tested projects and actions by the more advanced EU States. Moreover, the project will develop pilot actions to test longer connections between different cities with the use of electric vehicles, by checking possible problems in the driving and charging phases.



### Main results of the project:

- Increase of transnational knowledge on design and implementation of electro-mobility infrastructures based on shared international technical standards and integrated communication protocols for all Adrion regions
- Development of joint capacity to define and implement coordinated strategies for regional and urban planning of Interregional Electro-mobility Networks - connecting parallel local networks of electric vehicle supply equipment in order to overcome interurban and interregional restriction - and of electric transport infrastructures/ services to be funded by ESI Funds
- Exchanging skills to implement regional Small-Scale Infrastructure Networks in the existing regional/local transport systems of all participating States, allowing interurban electric transport displacement and using same standards and protocols

### Other thematically related Interreg projects:

- [CAR - Creating Automotive Renewal](#) (Interreg South Baltic)
- [SEEV4-City - Smart, clean Energy and Electric Vehicles 4 the City](#) (Interreg North Sea Region)

More information:

<https://enermob.adrioninterreg.eu>



Photo: ENERMOB project

## ASTUS Alpine Smart Transport and Urbanism Strategies

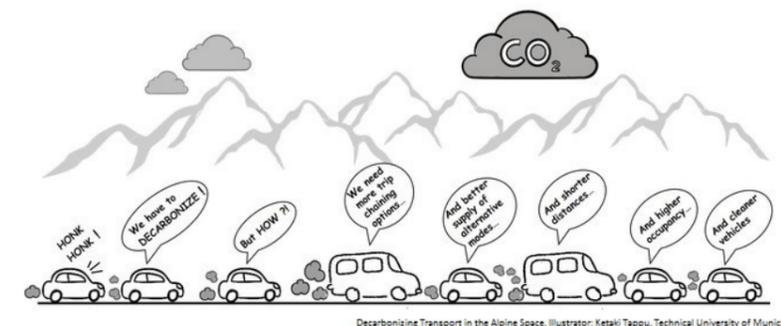
Climate change, pollution peaks, traffic jams, public health issues... The alpine dynamism and attractiveness are strained. Urban sprawl and the residential development generate car dependence for households living outside urban cores where few alternatives are available. The average size of agglomerations, the relative isolation of some of them from structuring transport networks, and isolated low density territories favor mobility behaviors towards the individual car.

The ASTUS project (Alpine Smart Transport and Urbanism Strategies) aims to help local authorities to identify and implement long term alternative mobility solutions for inhabitants, using both transports and spatial planning levers. The main objective of the project is to reduce in a long term perspective the carbon impacts and atmospheric pollution linked to daily trips in the Alps.

ASTUS assists local authorities in identifying and adopting an adequate local strategy and action plan, in order to foster long term low carbon options. By working on five different regions as a sample, project partners will define transnational solutions, fit for different alpine territorial types.

### Main results of the project:

- ASTUS transnational methodology for low CO2 scenarios
- CO2 minimizer toolbox
- A territorial alpine space typology



### Other thematically related Interreg projects:

- [G-PaTRA - Green Passenger Transport in Rural Areas](#) (Interreg North Sea Region)

More information:

[www.alpine-space.eu/projects/astus](http://www.alpine-space.eu/projects/astus)



Picture: Ketaki Tappu

## SAMBA Sustainable Mobility Behaviours in the Alpine Region

Sustainable mobility behaviours can only be achieved when people perceive public transport as a convenient option. The SaMBA project aims to increase awareness about the potential of policies for change in mobility behaviour. With mobility policies based on reward and pricing principles, behavioural changes can be triggered and the use of more sustainable transport options, such as car sharing, public transport, bicycle and others will increase.

In SaMBA, 13 project partners from the Alps will set up reward and pricing policies directly related to the external costs of transport in order to stimulate people to use sustainable mobility options instead of private cars. The partners will also develop a tool for planning authorities to estimate the impact of such mobility-related behavioural change policies.

Based on the results of the testing phase, mobility experts and public authorities will draw up recommendations for the development of harmonized behaviour change policies, thus promoting sustainable and low carbon mobility.

### Main results of the project:

- Method and tool to measure the impact of behaviour change policies
- Handbook for the implementation of behaviour change policies
- Recommendations for the development of harmonized behaviour change policies

### Other thematically related Interreg projects:

- [MOVE – Mobility Opportunities Valuable to Everybody](#) (Interreg North Sea Region)

Photo: Louis Lo/Unsplash

More information:  
<https://www.alpine-space.eu/projects/samba>



## The Öresund Metro Preliminary study of building a metro tunnel between Malmö (SE) and Copenhagen (DK)

The ongoing project is the fourth phase of analysing the possibilities of building a metro tunnel between the two cities of Malmö, Sweden and Copenhagen, Denmark. The previous phases I, II and III, has been focusing on technical and economic analyses. Phase IV of the project focuses on communication and anchoring the information about the Öresund metro and its impacts in terms of travel options, the creation of a more robust transportation system, technology and the environment impact, costs and the usefulness by connecting the Greater Copenhagen Region and Europe more efficiently. The project will address the elements in the Greater Copenhagen Committees Traffic Charter and the international perspectives of the EU TEN-T ScanMed Corridor including connectivity to Copenhagen Airport.

### Main results of the project:

- Contribution to reduced travel time across Öresund by almost 50 % (from today's approximately 35 minutes to approx. 20 minutes between Copenhagen and Malmö)
  - Increasing the size of the accessed labour market of the business community
- People living in the region gain access to a larger labour market. Passenger and freight crossing the Öresund, a more robust and sustainable transport system becomes reality.

### Other thematically related Interreg projects:

- [Strategic analysis of a fixed link between Elsinore and Helsingborg](#) (Interreg Öresund-Kattegat-Skagerrak)
- [A coherent transport system in Greater Copenhagen](#) (Interreg Öresund-Kattegat-Skagerrak)
- [FinEst Link – Finnish-Estonian transport link](#) (Interreg Central Baltic)

Photos:  
Lars Bendroth, Peter Brinch/Øresundsbron

More information:  
[www.oresundsmetro.com](http://www.oresundsmetro.com)



## MELINDA Mobility Ecosystem for Low-carbon & INnovative moDal shift in the Alps

MELINDA fosters multimodality and modal shift in mobility behaviour for a more sustainable mobility in the Alps. To reach this aim, the project partners are analysing factors that impact the demand and offer of mobility in participating Alpine regions, using trans-sectoral & social innovation approach.

The new low-carbon mobility model of MELINDA focuses on:

- better understanding user demand and conceiving alternative and innovative modalities,
- smoothing the way to citizens awareness and engagement for a low carbon mobility,
- generating innovative business models for service providers through a social innovation approach, including public and private operators.

In six pilot areas – Ebersberg (DE), Greater Lyon and Greater Annecy (FR), Maribor (SI), Uti Del Noncello (IT), rural areas in Switzerland and Vorarlberg (AT) – seven pilot projects are developed and tested with the support of a network of regional stakeholders.

By providing an integrated set of mobility and behavioural data, MELINDA supports low-carbon policy-making on regional, national and transnational level and service planning for transport providers.

### Main results of the project:

- Transnational Framework on Low Carbon Mobility and Multidisciplinary Panel
- Methodology of the participative processes
- Pilot-based evidences and guidelines on mobility patterns

### Other thematically related Interreg projects:

- [Stronger Combined – Combined Mobility in the rural public transport system to build sustainable rural public services in symbiosis with private mobility providers and citizens](#) (Interreg North Sea Region)

More information:

<https://www.alpine-space.eu/projects/melinda>



Picture: MELINDA project

## SURFLOGH Smart Urban Freight Logistics Hubs

SURFLOGH is a project with six beneficiaries from four North Sea region countries - The Netherlands, Belgium, Sweden and UK. Together with a knowledge and research institute, regional and local public authorities are focusing on improving the role of distribution hubs within the context of urban logistics. By investigating, evaluating and implementing different actions, techniques, organizational forms and logistic tools, the partners aim to increase the efficiency of last mile logistics and stimulate green transport solutions.

Activities include:

- Organizing Innovation Labs focusing on data collection and mapping good flows
- Developing and implementing various pilots
- Testing urban freight hub Groningen/Eelde and a number of micro-hubs for businesses
- Launching a pilot for last mile distribution with cargo bikes
- Hosting the International Cargo Bike Festival 2019 (City of Groningen)
- Designing a framework for business models for urban freight hubs



### Main results of the project:

- Increased volume handled, carried out and/or distributed by emission reducing logistics solutions (60000 parcels handled by emission reducing solutions (e.g. consolidation, lockers, hubs) and vehicles (e.g. cargo bike))
- Reduced conventional freight traffic in last mile by using bundling solutions or zero emissions vehicles (1800 conventional trips saved by using consolidation options or covering by zero emission vehicles)
- Increased use of zero emission urban vehicles in last mile distribution (15 zero-emission vehicles used in pilots)

### Other thematically related Interreg projects:

- [CoBiUM – Cargo bikes in urban mobility](#) (Interreg South Baltic)

More information:

<https://northsearegion.eu/surflogh>



Photo: SURFLOGH project



European Regional Development Fund