

# European Policy for Sustainable Transport.

## The case of Cyprus.



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- A. Towards a new culture for urban mobility.
- B. The case of Cyprus.

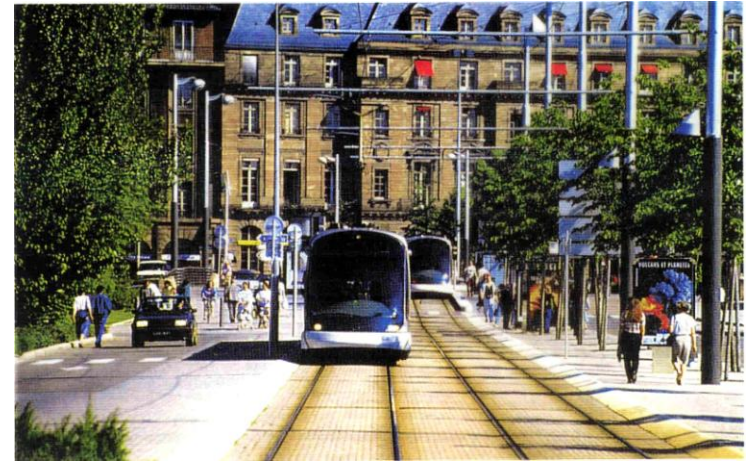


Urban traffic is responsible for 40% of CO<sub>2</sub> emissions and 70% of emissions of other pollutants arising from road transport. The European Council has set a target to reduce EU greenhouse gas emissions with 20% by 2020.



# Rethinking urban mobility involves:

- Optimising the use of all various modes of transport.
- Organising “co-modality” between the different modes of collective transport (train, tram, metro, bus ,taxi).
- Promoting different modes of individual transport (car, motorcycle, cycle, walking).



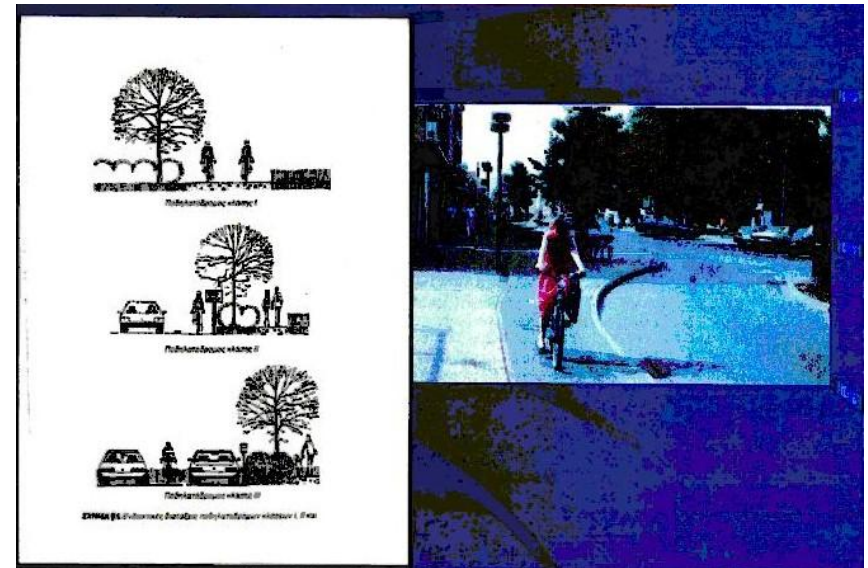
# To be effective, urban mobility policies need to be based on:

- Technological innovation.
- The development of clean, safe and intelligent transport systems (ITS).
- Economic incentives.
- Amendments to legislation.



# Towards free-flowing towns and cities

- Promoting walking and cycling (adequate infrastructure, family policy development, initiatives in cities, companies and schools).
- Optimising the use of private cars (car-sharing, “virtual mobility”, parking policy).
- Optimising freight transport (smaller, efficient and clean vehicles, planning and technical measures, urban logistics).



# Towards greener towns and cities

## New technologies

- Cleaner conventional combustion engine technology
- Catalytic converters and particulate filters
- Alternative fuels (biofuels, hydrogen and fuel cells)

## New policies

- Incentives for the purchase and operation of clean and energy efficient vehicles
- Privileged access for low-emitting vehicles in sensitive areas

## New ways of driving

- Eco driving



# Traffic restrictions

- Pedestrianisation
- Restricted access
- Speed limits
- Urban charging





# Towards smarter urban transport

- Smart charging systems (fleet management, selected urban tolling, ticketing systems).
- Better information systems (intelligent route planning, driver assistance, intelligent vehicles, interaction with infrastructures).



# Towards accessible urban transport

- People with reduced mobility, disabled and elderly people, families with young children, and the young children themselves, should have easy access to urban transport infrastructure.
- Urban infrastructure, including roads, cycle paths etc. but also trains, buses and public spaces, parkings, bus stops and terminals should be accessible and of high quality.



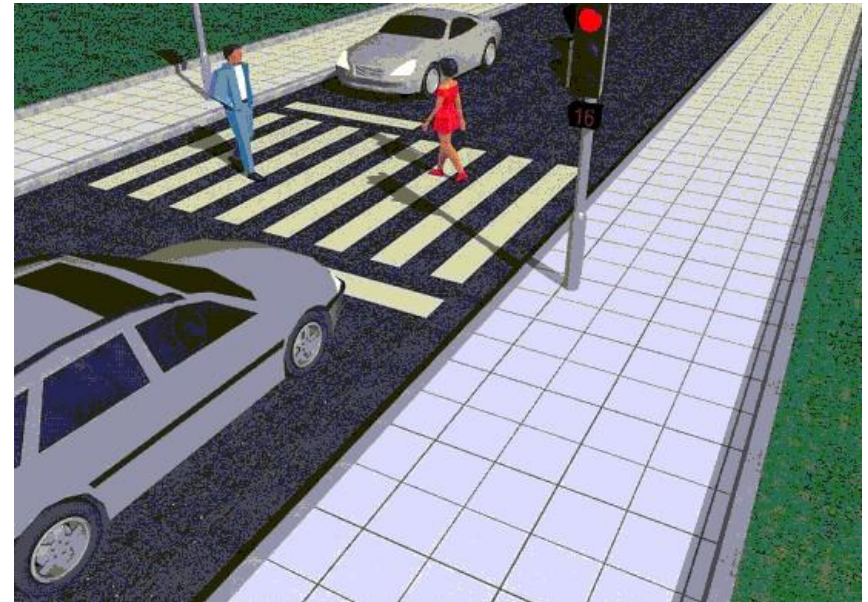
# Towards safe and secure urban transport

In 2005, 41.600 people were killed on the roads in the EU. The joint target is no more than 25.000 fatalities a year by 2010. The risk of being killed in a road accident is six times higher for cyclists and pedestrians than for car users. Often, the victims are women, children and elderly citizens.



# The safety options:

- Safe behaviour.
- Safer and secure infrastructures (good pavements for pedestrians and cyclists, enhanced visibility, wider enforcement of patrols, safety-based traffic management).
- Safer vehicles (night vision, break assistant, collision avoidance, sleep warning).



# Creating a new urban mobility culture

- Improving knowledge (education, training and awareness).
- Data collection (urban mobility statistics).
- Observatory for the collection, harmonisation and exploitation of statistics at European level.



# European financial resources

- EU encourages investment in infrastructure and passenger interchanges, the maintenance and operation of networks, fleet renewal and maintenance, and public awareness and communication campaigns.

- At EU level sources of financing are the Structural Funds, the Cohesion Fund and loans from the European Investment Bank. There is a more broad and solid basis for co-financing urban transport and collective transport across Europe (railways, terminals and rolling stock, clean buses, trolley buses, trams, metros and suburban rail). The ERDF (European Regional Development Fund) can also finance installations related to environmentally sustainable urban transport projects and provide support for certain target groups of the population (elderly, handicapped).

# B. The case of Cyprus





Vehicles of all types and categories on the Register of the Land Transport Department, at the end of 2007 totaled 688.532, compared to 649.574 at the end of 2006.



Motor vehicles newly registered during 2007, increased by 33,1% to 64.405 from 48.387 in 2006. Private saloon cars newly registered increased by 37,1% to 48.133 from 35.110 in 2006.

The number of road accidents reported to the police decreased to 2.302 in 2007 compared to 2.673 in 2006. Human casualties in road accidents were 89 persons killed and 2.155 persons injured in 2007, as against 86 dead and 2.589 injured in 2006.

Civil aircraft landings during 2007 increased to 31.028 compared to 30.670 in 2006.  
Passenger arrivals through airports increased to 3.512.672 in 2007, compared to 3.344.784 in 2006.



During 2007, 4.279 vessels arrived at the various ports of Cyprus compared to 4.534 in 2006. Of these 3.217 or 75,2% arrived at Limassol port, 786 or 18,4% called at Larnaca port and 276 ships at other ports.



MONTH	2004			2005			2006			2007			2008		
	TOTAL	NEW	USED	TOTAL	NEW	USED	TOTAL	NEW	USED	TOTAL	NEW	USED	TOTAL	NEW	USED
JANUARY	3.890	1.669	2.221	4.346	2.153	2.193	4.332	2.547	1.785	5.128	2.617	2.511	5.672	2.963	2.709
FEBRUARY	3.423	1.337	2.086	3.825	1.909	1.916	3.577	1.840	1.737	4.714	2.535	2.179	5.584	2.737	2.847
MARCH	4.393	1.889	2.504	4.257	2.149	2.108	4.486	2.657	1.829	6.483	3.591	2.892	5.768	3.228	2.540
APRIL	4.507	2.405	2.102	4.245	2.172	2.073	3.860	2.327	1.533	5.175	2.701	2.474	5.428	2.910	2.518
MAY	4.412	2.067	2.345	4.490	2.320	2.170	4.638	2.637	2.001	6.374	3.623	2.751	6.487	3.412	3.075
JUNE	6.204	3.240	2.964	4.323	2.634	1.689	4.877	2.863	2.014	6.426	3.567	2.859	6.287	3.380	2.907
JULY	5.682	2.817	2.865	4.365	2.312	2.053	4.489	2.680	1.809	5.985	3.138	2.847	7.077	3.757	3.320
AUGUST	4.122	1.969	2.153	3.944	2.136	1.808	3.792	2.127	1.665	5.064	2.585	2.479	4.762	2.319	2.443
SEPTEMBER	5.062	2.293	2.769	4.289	2.135	2.154	3.992	2.237	1.755	5.166	2.729	2.437			
OCTOBER	3.960	1.944	2.016	3.516	1.804	1.712	2.433	1.275	1.158	5.344	2.627	2.717			
NOVEMBER	4.531	2.316	2.215	3.850	2.136	1.714	4.090	2.302	1.788	5.182	2.659	2.523			
DECEMBER	3.851	2.028	1.823	3.262	1.758	1.504	3.821	2.163	1.658	3.364	1.697	1.667			
<b>TOTAL</b>	<b>54.037</b>	<b>25.974</b>	<b>28.063</b>	<b>48.712</b>	<b>25.618</b>	<b>23.094</b>	<b>48.387</b>	<b>27.655</b>	<b>20.732</b>	<b>64.405</b>	<b>34.069</b>	<b>30.336</b>	<b>47.065</b>	<b>24.706</b>	<b>22.359</b>

*(Last Updated 08/09/2008)*

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# Conclusions:

## A. Present

- European financial resources should be exploited more intensely for both passenger and freight transport infrastructure.
- European policies for sustainable transport (towards a new culture for urban mobility) should strongly influence decision making.
- Although pollution and road safety statistics seem relatively satisfactory further improvement is required.
- There is a serious lack of collective transport modes (train, tram, metro).
- Bus operation is insufficient (low level of service, expensive pricing).
- Alternative modes of individual transport (cycle, walking) are not adequately encouraged.
- There is still a strong tendency for even higher carownership rates (about 750.000 private cars by the end of 2008, more than 1 car per person).
- There is a strong need for creating a new urban mobility culture according to European policies.

## B. In case of reunification

- Northern part should be ready to benefit from investment possibilities.
- It should also be avoid prepared to transport policy distortions rising from the sharp increase of carownership.
- Reunified Cyprus must balance and optimize travel behaviour by implementing collective modes of transport (e.g. reliable buses).
- In that context a surface tramway system could be installed in unified Nicosia, and an extended LRT (suburban light rail system) for the whole island.
- New road infrastructure (in the northern part) should cover all safety and environmental standards imposed by the EU.
- Reunified Cyprus must promote different modes of individual urban transport (especially cycle and walking facilities).
- Overall, reunification can offer a good chance to create a new culture for urban mobility in Cyprus.





before



before



after



after

Thank you and good luck  
to Cyprus.