

## Badajoz (Spain) 2022 - CISMOB - FINERPOL event

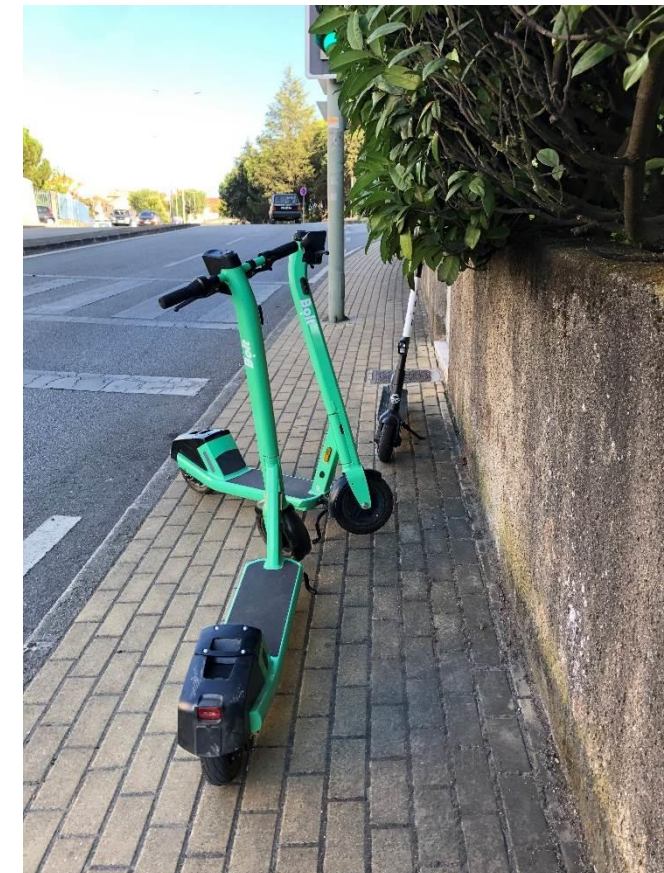


Bernardo Campos (ROP centro 2020: “Mobility: what we have done so far and ...the future is on the corner?”)



1. What have we done, or not?

a) That we do not want:



b) ROP Centro 2020– ERDF

b.1 ) Some figures

<b>Enquadramento</b>	<b>Nº</b>	<b>Total invest</b>	<b>ERDF</b>
<b>CUC</b>	44	38.649.119,05	26.986.608,97
<b>CIM</b>	4	9.755.892,70	6.926.611,64
<b>CUNS</b>	72	49.837.082,92	36.282.124,95
<b>Total Geral</b>	<b>120</b>	<b>98.242.094,67</b>	<b>70.195.345,56</b>

## b.2 ) Some examples

			€
	Designation	Total cost	ERDF
MUNICIPALITY OF COIMBRA	tariff integration	5,300,802.74	3,544,139.36
MUNICIPALITY OF COIMBRA	real-time information	477,830.40	330,208.00
MUNICIPALITY OF TORRES VEDRAS	Real-time road information systems	496,046.70	421,639.70
MUNICIPALITY OF AVEIRO	Cyclable path between UA and CP	550,800.21	280,908.11
MUNICIPALITY OF VISEU	Viseu Mobility Operations Center – PAMUS/PEDU	4,612,401.48	2,456,344.15



**TORRES VEDRAS-TERMINAL** 03 Junho 2022

Linha	Destino	Horário
781	Torres Vedras - Sevilheira	18:20
782	Torres Vedras - Campelos	18:20 19:20
796	Linha Verde	18:20
797	Linha Vermelha	18:20
721	Torres Vedras (Terminal da ExpoTorres) - Mafra (Parque Desportivo)	18:25
204	Torres Vedras (Terminal da ExpoTorres) - Ericeira (Parque Intermodal)	18:30
700	Torres Vedras - Lisboa	18:30 19:00
703	Torres Vedras - Póvoa de Penafirme	18:30 19:15
710	Torres Vedras - Cadaval	18:30
722	Torres Vedras - Ervideira	18:35
50	Torres Vedras - Arruda dos Vinhos	18:45

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INFORMAÇÃO AO PASSAGEIRO EM TESTES

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**TORRES VEDRAS**

8 ABR A 14 DEZ 2022

**TORRES VEDRAS NIGHT**

TODAS AS 21h15 QUARTAS-FEIRAS

PRACA MACHADO GANTOS

Atividade física

Iniciativa que convida

INFORMAÇÃO AO PAS

2. Where are we?

a) difficult context (pandemic and war crisis scenarios)

b) EU response :

b.1 ) PA and mobility:

**EU: (CDR/RDC) OP2 – Europe [Portugal] + Green**

**Portugal (sustainable mobility):**

**pre-existence : Transport Authority (CIM / Municipalities)**

**Thematic Agenda 3 - Climate Transition and Resource Sustainability (PA)**

“ **The transport sector** is responsible for 28% of total GHG emissions in 2019 and for 36% of final energy consumption (against 30% on average in the EU). Transport also depends on oil, which satisfies 95% of its energy needs”. So we need:

- **modal** transfer (from individual transport to collective transport ) and electrification of the transport sector, infrastructure to reinforce sustainable multimodal mobility in urban and suburban areas and rolling stock, electric charging infrastructure

- investment on active modes of mobility, in particular cycling and pedestrian mobility

b.1 ) ROP proposal:

*2.1.1. Priority: 2B. Sustainable Urban Mobility (Specific urban mobility objective defined in article 3, no. 1, subparagraph a), subparagraph viii), of the ERDF Regulation and Cohesion Fund)*

*2.1.1.1. Specific objective: RSO2.8. Promoting sustainable multimodal urban mobility as part of the transition to a net-zero carbon economy (ERDF)*

*2.1.1.1.1. Fund interventions*

***Sustainable urban mobility***

*(...)*

*. **Urban logistics** to promote the use of non-polluting modes of distribution, including space reorganization (micrologistics centers and systems for restricting and controlling loading and unloading in urban centers - Zero Emission Cargo Zones) and information systems for managing logistics;*

*. Elimination of road and railroad safety black spots and actions to support pedestrian mobility and improve accessibility, particularly for the most vulnerable users (high accidents in an urban environment);*

*. **Creation of no-traffic and/or zero-emission zones;***

*. **Traffic and parking management systems** (eg information systems to improve traffic, reduce congestion and optimize the use of parking spaces);*

*. **Priority to collective and public transport**, through the modernization and adaptation of traffic routes (BUS corridors, traffic lights, etc.). The modernization and adaptation of the road network must promote the capacity of roads dedicated to more sustainable modes and must not lead to an increase in road capacity for private cars;*

*. Reinforcement of **intermodality and connectivity** between modes of transport, involving, namely, the qualification of public transport interfaces and stops and the articulation with smooth and active mobility (cycling and pedestrian modes);*

*. Promotion of active modes of transport (reinforcement of cycling infrastructure, qualification and construction of cycle paths, etc.) and efficient **behaviour***

### **2.1.1. Priority: 3A. Rail transport networks**

*2.1.1.1. Specific objective: RSO3.2. Develop and strengthen sustainable, climate-resilient, smart and intermodal national, regional and local mobility, including improving access to TEN-T and cross-border mobility (ERDF)*

#### *2.1.1.1.1. Fund interventions*

#### **Modernization and electrification of the Caldas da Rainha – Louriçal section of the Oeste Line**

*This project is part of the Program for Electrification and Reinforcement of the National Railway Network (RFN) (...) main purpose: reinforce the capacity, eliminate bottlenecks (...) and promote the reinforcement of its density, expanding the electrified extension and equipped with interoperable control, command and signaling and allowing for the crossing of trains up to 750 m in length. (...)*

*The estimated fund allocation for this line is **€65.7 million**.*

#### **Requalification and electrification of the Vouga Line**

*Main purpose: increase the railway's market share by strengthening and systematizing the offer and improving regional and local accessibility and articulation with the rest of the railway network. The project consists of the rehabilitation and modernization of the entire length of the Vouga line, between Espinho and Aveiro, (...)*

*Improving the quality of service will significantly increase demand for rail transport on this line, which crosses several densely populated areas.*

*The estimated fund allocation for this line is **€38.9 million***



**c) Constraints on sustainable multimodal urban mobility (PA):**

- promotion of connectivity and digitalization of the urban mobility sector, which brings together and connects infrastructures, transport services, and users;
- filling the accessibility deficits of populations in some territories, investing in shared transport systems and flexible transport systems that complement the existing offer through innovative systems
- reinforcement of intermodality and modal integration.

d) ROP (ERDF) in approval. What can you expect?

Intensification of what were interventions such as those identified above, such as:

- support to transport authorities, especially at inter-municipal level, in the way in which they are providing answers with regard to the mobility of people
- support for the use of public transport and intermodality solutions
- smooth mobility support
- And.....: RAILWAY