

Towards integrating climate change mitigation objectives into SUMP's and Regional Transport Plans (RTPs) in Poland

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Climate Change Mitigation through SUMP's

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Agenda

- SUMP initiative in Poland
- Climate Change context in PL
- JASPERS support integrating climate change mitigation in SUMP and Regional Transport Plans:
 - Basic principles & practical recommendations
 - Existing experiences, challenges and good initiatives

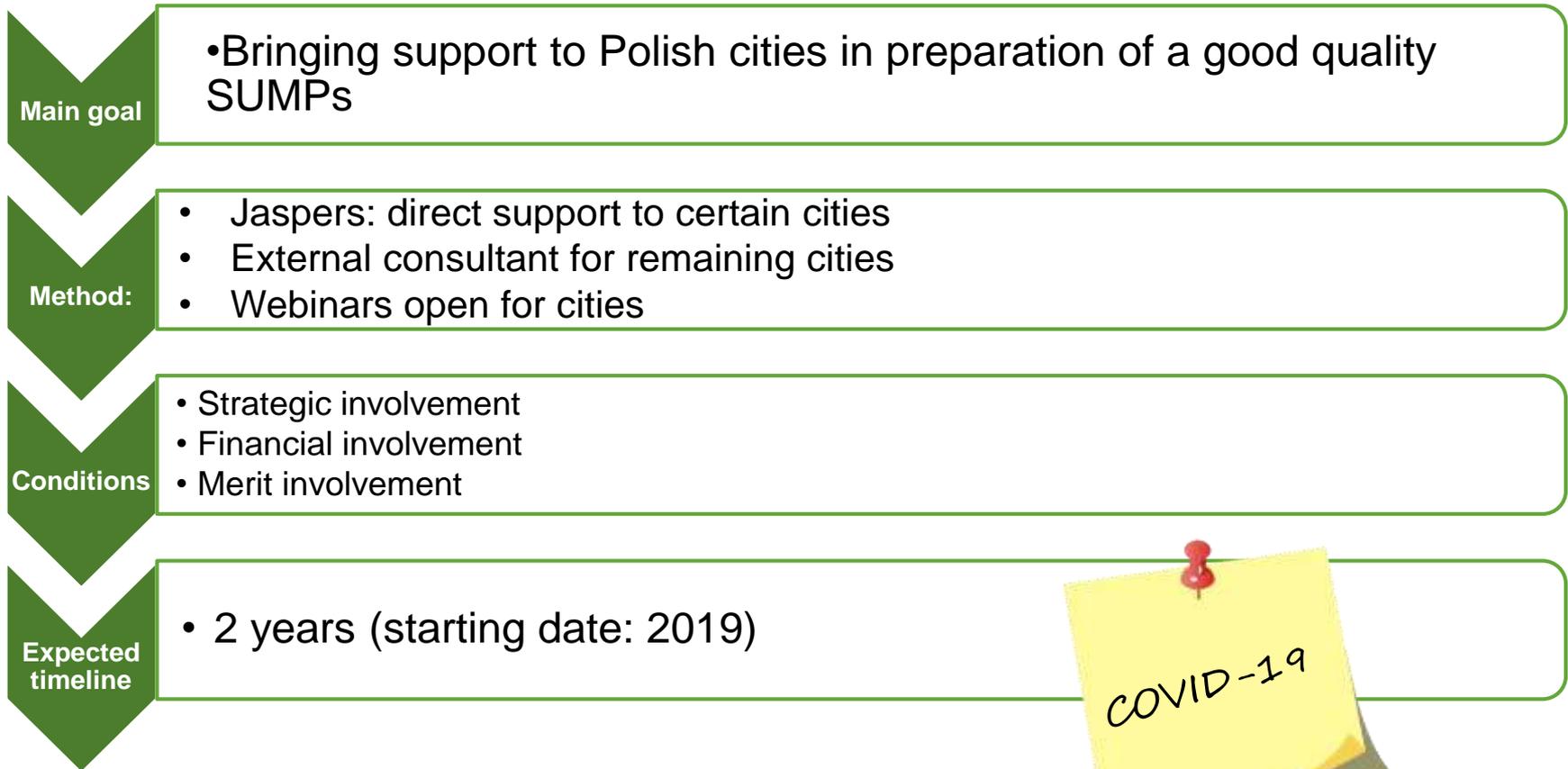




SUMP Pilot

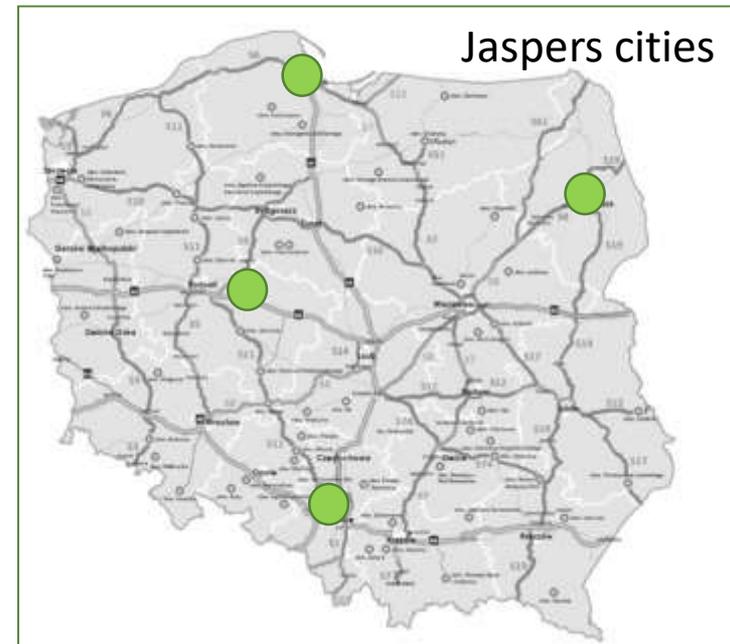
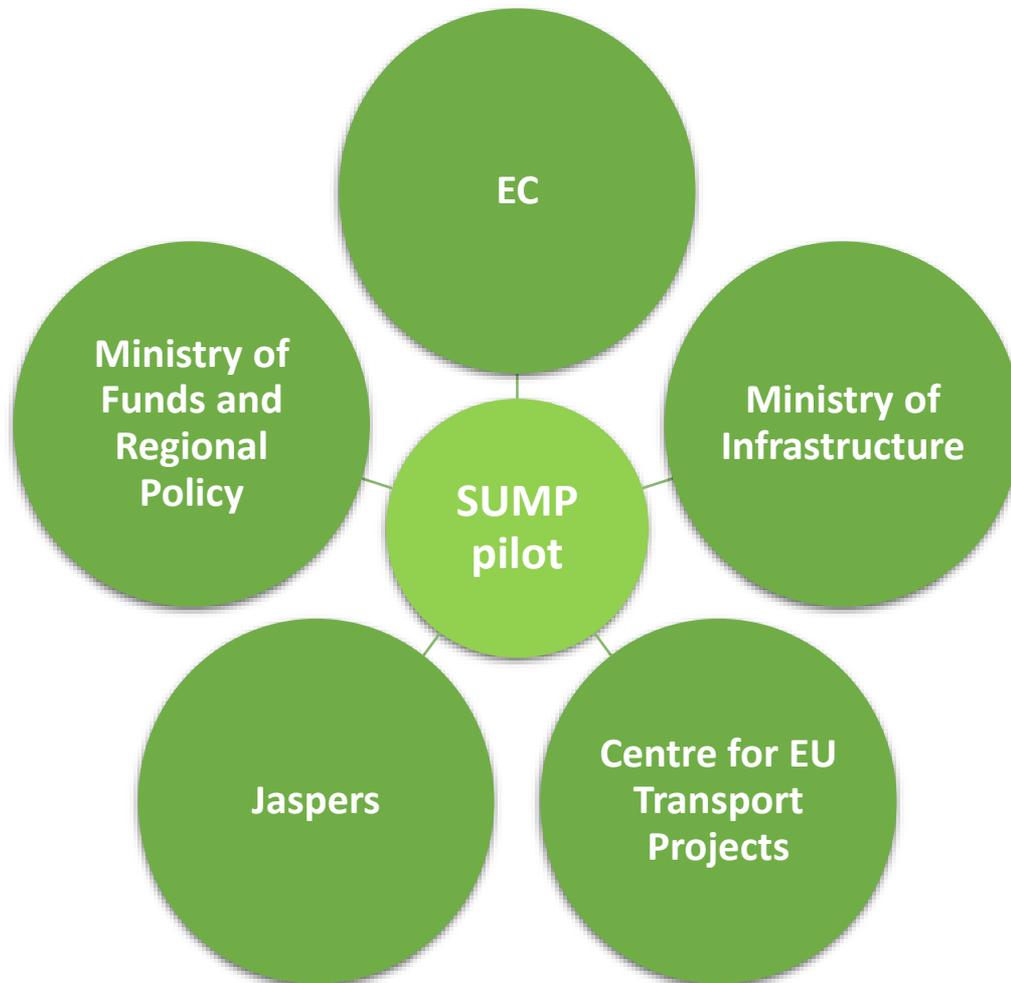
Operational Programme Infrastructure & Environment 2014-2020

Main assumptions of the pilot

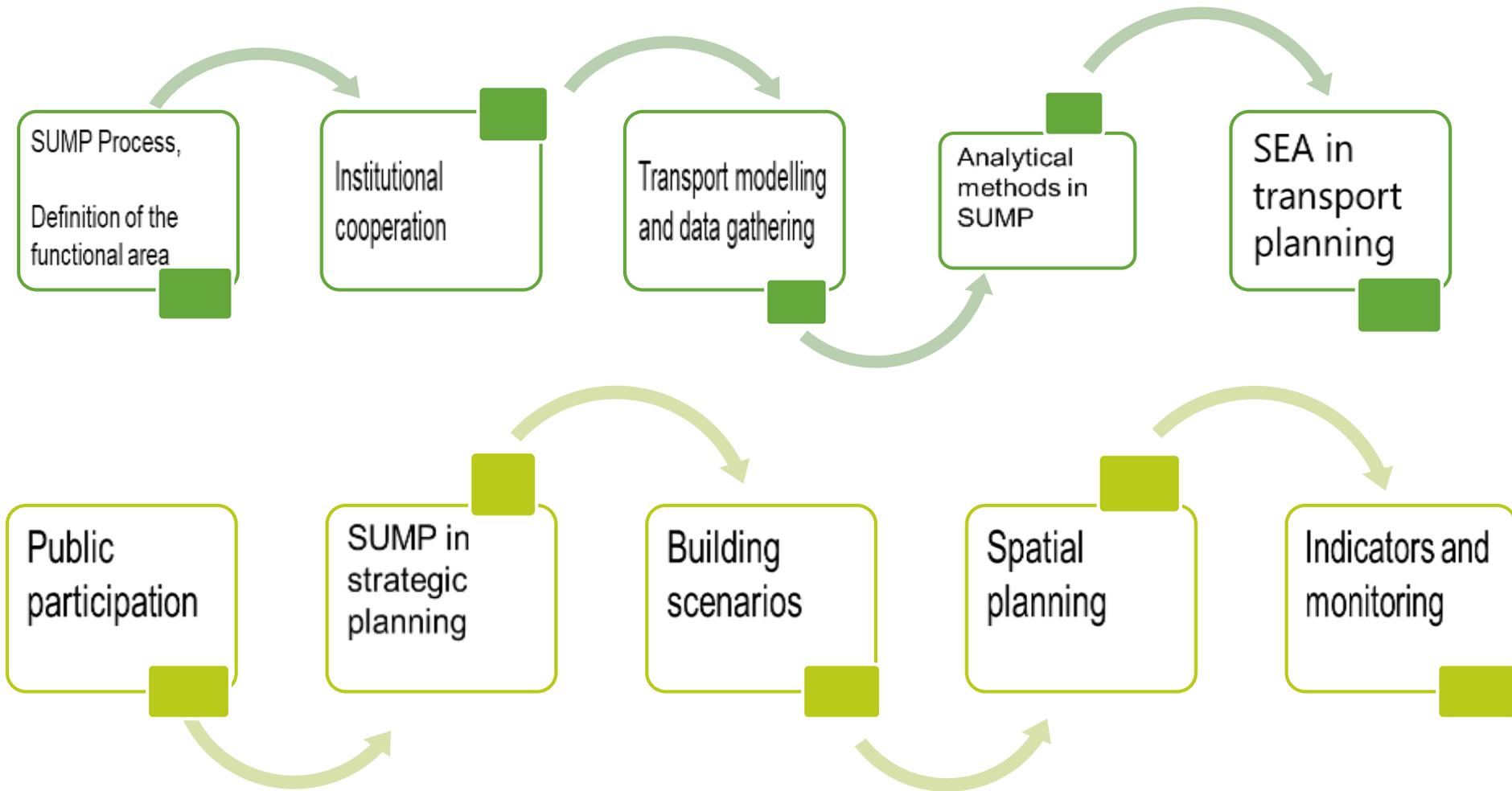




SUMP Pilot under OPI&E 2014-2020



Several issues raised during workshops



Experiences gained:

- Big differences in the scale of demanded works between big and small cities

- Expert support valuable for the cities
- Market still being developed



- Financial aid important to support the idea.

- Much more time needed than 2 years



Thank you for your attention!

Ministerstwo Funduszy i Polityki
Regionalnej

Departament Programów Infrastrukturalnych

- 
- <https://www.pois.gov.pl/sump>
 - <https://plany.mobilnosci.pl/>

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MINISTERSTWO
INFRASTRUKTURY



**STRATEGY
FOR SUSTAINABLE TRANSPORT
DEVELOPMENT TO 2030
STD2030**



STRATEGY FOR SUSTAINABLE TRANSPORT DEVELOPMENT TO 2030 (STD2030)

- STD2030 in accordance with the adopted the Strategy of Responsible Development provides for sustainable transport development must include the measures aiming at mitigation of environmental effects of development of this sector and climate change, depletion of non-renewable resources, permanent occupation of land, disturbed ecosystem operation and deterioration of acoustic climate.
- This intervention direction targets at increasing the share of these types of transport that cause the least environmental damage and at reducing negative environmental impact of the different transport modes, including, in particular, road vehicle transport.
- The transport system based on sustainable development principle should balance the transport system with its landscape environment, including: environmental, cultural and socio-economic environment, consisting in using the existing resources in a manner enabling their continuous use and preservation for the future generations.

STD 2030



INTERVENTION DIRECTION 1 Development of an integrated, mutually connected transport network increasing the competitiveness of the economy 4.5 Urban and agglomeration transport as a component of the integrated transport system:

- Promoting the development and implementation of the Sustainable Urban Mobility Plans (SUMP) by cities
- Development of eco-mobility chains in cities and their functional areas

INTERVENTION DIRECTION 3: Changes to individual and collective mobility:

- Actions for decreasing the share of individual motorised transport and encouraging to use public transport
- Establishing the conditions for public transport development throughout the country, among others by ensuring transport accessibility of non-urban areas, including areas at risk of permanent marginalisation (of the worst space-and-time accessibility), with consideration to allocation of tasks between the local government units

INTERVENTION DIRECTION 5: Reduced negative environmental impact of transport:

- Reducing transport congestion, especially in urban areas by: increasing the share of collective transport in passenger transport; separation of transport corridors intended for collective transport; integration of public transport in the cities and city agglomeration areas along with construction of P&R and B&R parking systems; optimisation and integration of urban and agglomeration transport and regional passenger transport systems; promotion of pedestrian and bicycle traffic and extension of eco-mobility chains



STD2030



Tasks of government administration in the field of urban mobility

- Ensuring optimal legal conditions for local governments (by analysing the existing legal solutions and updating, if required, the existing provisions or establishing new legal frameworks)
- Promotion of good practices in the area of urban transport design and management in all its aspects
- Providing technical and financial support for the selected directions of urban transport development, also from the EU funds



Activities of the Ministry of Infrastructure

- **Training for local governments under the CIVITAS PROSPERITY project**
- **Preparation of SUMP Guide adapted to Polish conditions in cooperation with CIVITAS PROSPERITY project**
- **Establishment of the SUMP Council - a consultative and advisory body to the Minister of Infrastructure**
- **Cooperation under the SUMP Pilot**

National Energy and Climate Plan 2021-2030



Main Targets:

- -7% GHG emissions reduction of non-ETS in 2030 compared to 2005 level
- 21-23% RES in gross final energy consumption in 2030
- 23% in energy efficiency by 2030
- It also includes references to climate change adaptation

Transport is included

Transport – GHG emissions

- Over 15% of all GHG emissions in Poland come from the transport sector - the second largest source after energy production.
- Roads are responsible for over 97% of transport emissions.

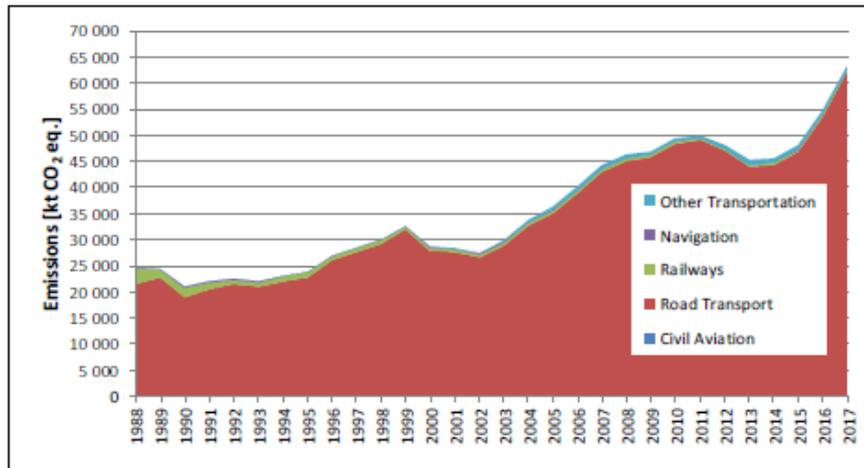
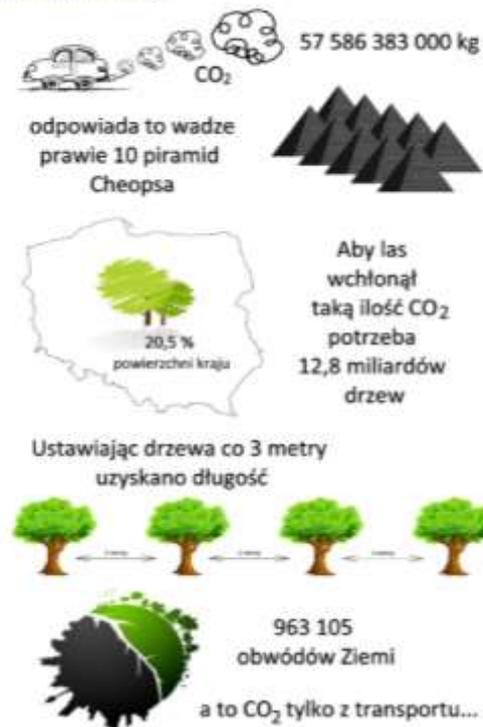


Figure 3.2.8.1. Emissions from transport in years 1988-2017

Source: "Poland's National Inventory Report 2019, GHG Inventory for 1988-2017", KOBiZE

Emisja dwutlenku węgla



źródło: Opracowanie metodyki i oszacowanie kosztów zewnętrznych emisji zanieczyszczeń do powietrza atmosferycznego ze środków transportu drogowego na poziomie kraju, GUS, 2019.

Climate Change Strategic framework for SUMP's and RTPs in Poland

Paris Agreement Alignment & climate objectives for transport

Climate Neutrality (Mitigation)

GHG emissions reduction of transport systems

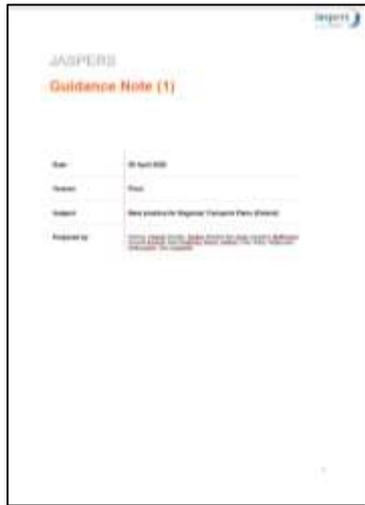
National level: No specific GHG emissions reduction targets for transport set at national level for now

Climate Resilience (Adaptation)

Climate Resilience of transport systems

National level - SPA 2020 (2030): Increasing resilience to current and expected climate changes (including extreme events)

JASPERS support integrating climate change in SUMP's and RTPs



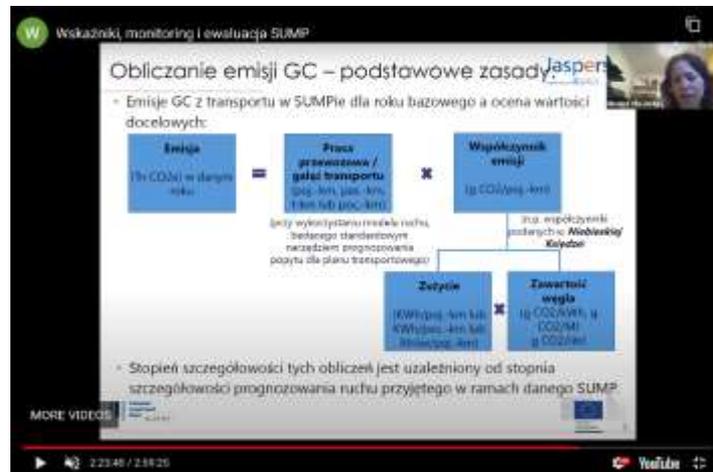
JASPERS Guidance Note: Best practice for Regional Transport Plans (Poland)

§3.7. Dealing with Climate Change issues

RTP Webinars: **05/03/21, 20/05/21 & 07/09/21**



SUMP Pilot Webinar: *Indicators, Monitoring and evaluation of SUMP, 30/06/21*



Climate Change Mitigation in SUMP's and RTPs

- **One of the strategic objectives** is to reduce GHG emissions. Those should be related and meaningfully contribute to national/sectoral objectives when available.
- **Definition, analysis and comparison of options** (and measures within them) should contemplate climate change mitigation impacts of those options (i.e. quantification of GHG emissions) as one of main criteria together with other relevant criteria/objectives.
- **Quantification of GHG emissions** should be carried out **based on transport demand analysis** results (e.g. transport model). There are as well available tools for quantification of emissions. In any case, it is important to clearly present inputs and assumptions used to justify results. It should reflect GHG emissions changes related to modal shift, shift in travel patterns, induced traffic or fleet changes of option(s) compared to current/baseline.

Climate Change Mitigation in SUMP objectives and monitoring indicators

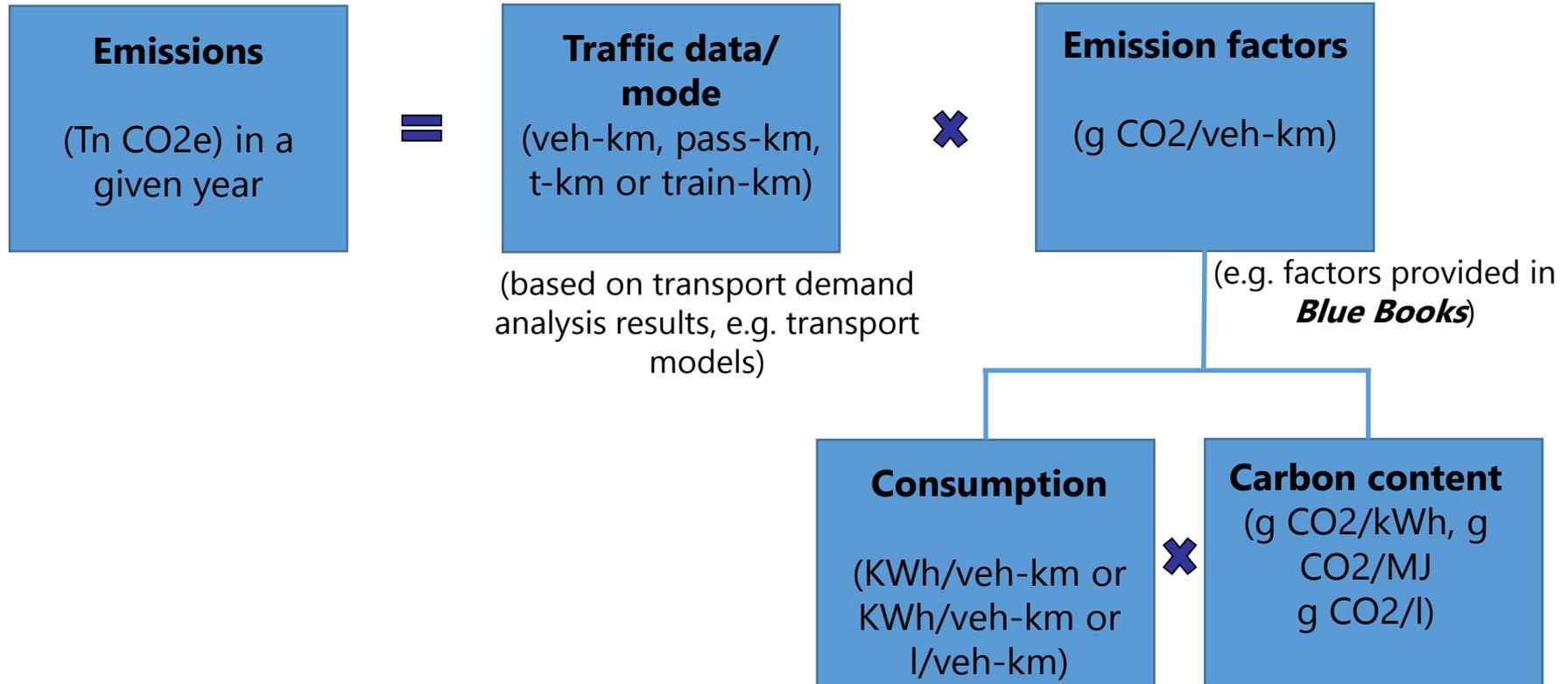
- One of SUMP strategic objectives is GHG emissions reduction
- Ideally it should be linked to a quantified target and be part of the monitoring indicators.
- It is recommended to quantify the emissions of the SUMP transport system enabling to support:
 - planning options comparison as one key criteria -together with other relevant criteria/objectives
 - definition and assessment of monitoring indicator(s):
 - **Baseline value.** GHG emissions for the current situation (base year)
 - **Targets.** forecasted GHG emissions of the SUMP option(s) for certain years

Object of presentation at SUMP Pilot Webinar: *Indicators, Monitoring and evaluation of SUMP (30/06/21)*

GHG emissions calculation

– Basic principles:

- GHG emission of transport system for base year and for different scenarios and time horizons considered (targets):



- The degree of detail of these calculations depends on the degree of detail in traffic forecasting adopted within a given SUMP.

Existing experiences, challenges and good initiatives in SUMP and RTPs in Poland

- Emissions reduction is generally part of sustainable transport planning objectives, it was often in qualitative terms only
- Some technical difficulties relate to quantification of emissions for different options / scenarios and current situation, since suitable demand analysis and forecasts (e.g. traffic models and/or relevant data) were not available in some cases
- ✓ In most recent experiences supporting preparation of ToR for RTPs and SUMP: included quantification of GHG emissions for different scenarios (baseline and options) and as a key criteria for option appraisal
- ✓ Considerations to set quantified targets on climate change mitigation, related and meaningfully contributing to national targets (for the sector when available)

Thank you!

Dziękujemy za uwagę!

More Information

For info or further questions on this webinar please contact the JASPERS Networking Platform team:

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