Introducing Mazovia to the „THE ISSUE” project
ENVIROMENTAL ISSUES

By Andrzej Kassenberg
The number of cars purchased is increasing - 2.5 times more than in 1990 - motorization rate is above 430 cars per 1000 inhabitants (195 in 1995).

From May 2004 Poland each year imported about 1 million of used cars – slow down during the financial crisis (50% of them are 11 or more years old),
Changes in transport system in Poland in last 20 years (I/II)

- During the 1990’s the railway passenger transport was reduced by more than 60% and the car traffic volume on national roads is twice as big as it was.

- Funds for railway infrastructure increase 4 times but for road 7 times; EU funds 2007-2013 support harmful to environment transport in 63% but environmental friendly only in 37%

- From 1990 r. 7 thousands km of railroads were dismantled (in whole EU in the same period 16 thousands km)

- Traffic congestion is becoming more and more burdensome.

Source: National Centre for Emission Management (KOBiZE) at the Institute of Environmental Protection – National Research Institute Warszawa October 2011
## Prognosis for energy use and GHG in transport sector in Poland

<table>
<thead>
<tr>
<th></th>
<th>Business as usual</th>
<th></th>
<th>More sustainable option</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Passengers in billions MJ</td>
<td>329</td>
<td>493</td>
<td>551</td>
<td>329</td>
</tr>
<tr>
<td>Freight in billions MJ</td>
<td>280</td>
<td>421</td>
<td>478</td>
<td>280</td>
</tr>
<tr>
<td>Total in billions MJ</td>
<td>609</td>
<td>914</td>
<td>1029</td>
<td>609</td>
</tr>
<tr>
<td>GHG emission in millions ton CO$_{2}$eq</td>
<td>37</td>
<td>58</td>
<td>62</td>
<td>37</td>
</tr>
</tbody>
</table>

Source: W. Suchorzewski „Zużycie energii w transporcie”, opracowanie wykonanego na potrzeby APE.
Road system and protected areas in Poland


- Final system of national roads up to 2030
- Road corridors
- National Parks with buffer zones (including the proposed ones)
- Proposed new sites of Natura 2000
- Natura 2000 sites
- Areas of potential conflicts
Road system and protected areas in Mazovian region


Areas of potential conflicts
• The size of goods transport and mobility should stabilize or grow more slowly than the economic development;

• Dematerialization and decentralization of production as well as further development of telecommunications would contribute to this.

• Such instruments should be introduced as would hamper:
  ▪ the growth in the number of vehicles;
  ▪ affect technological solutions (drive sources, energy use);
  ▪ organizational schemes (the protection of built up areas from excessive traffic, an improvement in the rate of vehicle usage).
More sustainable option for Poland (II/II)

- The existing quite large share of public transport should be maintained with support from the State and local governments.

- Investments in new infrastructure should be conducted with care; priority should go to the modernization and rationalization of the use of the existing infrastructure; this applies in particular to urban areas where the zoning principle should be implemented (with the role of the car diminishing with growing density of building).

- Policy instruments need to be focus on fiscal instruments including full costs of transport (together with external costs and elimination of anti environment subsidies) in the framework of ecological tax reform.
1. Community of the Mazovia Region, Metropolitan Area and Warsaw
2. Regional and local decision-makers (politicians)
3. Staff of local self-government units (regional, local)
4. Staff of units responsible for UE programs
5. Universities and research institutes
6. School children
7. Non-governmental organisations
8. The mass-media
9. Internet users
10. Representatives of industry
Economic (EO) Objectives for THE ISSUE

EO1: Utilise Intelligent Traffic Management to boost the competitiveness of transport-related economies at urban, regional and local levels.

EO2: Identify market opportunities for mature RTD applications and develop action plans for commercial implementation.

EO3: Deliver innovative solutions to traffic management operations.

EO4: Deliver innovative solutions to reduce traffic emissions and improve air quality locally.
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EO4: Deliver innovative solutions to reduce traffic emissions and improve air quality locally.
STO1: Coordinate RTD actions between regions.

STO2: Identify the development path for widespread uptake of Intelligent Traffic Management.

STO3: Achieve modal shift towards public transport to reduce urban congestion and shorten journey times.

STO4: Study of applications of road charging in other European urban traffic systems.

STO5: To transfer Computer Intelligence technology to operational users.

STO6: To provide regional planners with comprehensive databases of transport infrastructures to support their regional strategic planning.

STO7: To introduce active air pollution monitoring and mitigation into regional transport and environmental strategies.
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Thank you for attention!