

Title of the measure:	EST 38 – Grant for creation of sustainable urban mobility (in cities of Kohtla-Järve / Jõhvi and Narva)
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General description

The Operational Programme (OP) for Cohesion Policy Funding in frames of the *European Commission – Estonia Partnership Agreement for European Structural and Investment Funds 2014 – 2020* includes, under Priority Axis 9 (Sustainable urban development) item 9.2 (Sustainable development of urban areas in Ida-Viru county) the support measure for creation of sustainable urban mobility and environment benign public city space (measure 9.2.1).

The support is targeted to achieve three goals, two of which are partially related to energy efficiency:

- construction of roads in urban areas for non-motorized transport, i.e. pedestrian and bicycle routes.
The support budget for this goal from the ERDF is 8.00 M€ considering 9.41 M€ as the total cost of all taken measures with no state-side own financing planned. The support rate per project is foreseen up to 85%.
- developing sustainable and innovative mobility environment and public space integrated with public transport developments.
The support budget for this goal from the ERDF is 1.00 M€ considering 1.18 M€ as the total cost of all taken measures with no state-side own financing planned. The support rate per project is foreseen up to 85%.

For awarding the grant the intermediate bodies are the Ministry of Finance (the 1st level) and the Enterprise Estonia (EAS) (the 2nd level).

The measure for sustainable urban development is based on the sustainable development strategies of two larger urban areas in Ida-Viru County:

- Kohtla-Järve / Jõhvi;
- Narva.

These strategies cover all sustainability aspects of urban areas, including their economic, environmental, climatic, demographic and social challenges. The EU contribution is planned to be used for the implementation of those strategies, in particular for the following activities, which will be devised on the basis of the specific challenges of cities and the objectives of the 'Estonia 2020' strategy:

- development of sustainable and low-carbon mobility and urban space;
- creation of childcare and nursery school places to reduce the need for transport and support employment.

Additionally, the action proposed under this measure will be complemented by other activities to be financed from EU Funds which are expected to contribute to the increased international competitiveness of larger urban areas, incl. interventions focusing on R&D and entrepreneurship with significant growth potential. A contribution to a reduction in CO₂ emissions in urban areas will be made by the interventions that are planned under the 'Energy efficiency' priority axis with a view to improving the energy performance of multi-apartment buildings and renovating street lighting systems and by the interventions planned under the 'Sustainable transport' priority axis.

Under this measure, support will be provided for activities that decrease dependence on using a personal car. For that, three types of activities will be supported:

- development of opportunities for moving on foot or on a bicycle, incl. pedestrian and bicycle routes, bicycle parking places, bicycle share systems, smart solutions;
- increasing support of sustainable modes of mobility in public urban space by focusing on key mobility areas;
- sustainable provision of public transport services that meet the needs of the population, incl.



mobility surveys and plans, information systems, ticket systems, park-and-ride systems, acquisition of environmentally friendly public transport vehicles to the extent of the portion of the cost that exceeds the price of an ordinary vehicle.

Impact evaluation

The implementation of sustainable urban development strategies should contribute to the achievement of several objectives in an integrated manner, and have a combined effect with the activities to be carried out under other priority axes, and activities of the municipalities of these urban areas.

The interventions proposed will be of direct benefit to all parties operating in larger urban areas. The mobility options of those who do not use a personal car will improve. Promoting a pleasant mobility environment and making non-motorised traffic and public transport more convenient will result in reduced use of cars and thus also reduced CO₂ emissions and a healthier urban environment.

The proportion of journeys made using public transport has declined in larger urban areas, and the use of bicycles is also relatively low. While the share of people who live in larger cities and their hinterland and go to work on public transport, by bicycle or on foot was nearly 61% in 2005, this indicator was just 48.5% in 2012. The target set for the measure is 50.0% by 2030.

Interaction of measures

There is an interaction with the measure:

TER EST 37 – Grant for creation of sustainable urban mobility (in cities of Pärnu, Tallinn, Tartu).

TRA EST 3 – Promotion of cycling and walking.

TRA EST 19 – Information campaigns to increase people’s awareness of the impact of cars on the environment and to promote non-motorised vehicles and public transport.

References

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