



EUROPEAN COMMISSION – EMPLOYMENT, SOCIAL AFFAIRS
AND EQUAL OPPORTUNITIES DG

European Cooperation and Learning to
Implement Transport Solutions to
combat Exclusion)



ECLIPSE (European Cooperation and Learning to Implement
Transport Solutions to combat Exclusion)

ECLIPSE EU Level Briefing Meeting

Social Exclusion: Focus on Transport

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Minutes
Brussels, 27th June 2006



This project has received funding from the European
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1. Purpose and Agenda

The ECLIPSE EU level briefing meeting “Social Exclusion: Focus on Transport” was organised by Polis and TTR, partners of the ECLIPSE consortium. The ECLIPSE consortium is made up of the following partners:

- TTR - Project coordinator
- FIT
- MERSEYTRAVEL
- POLIS
- RATB

The event, which took place on the 27th of June 2006, was hosted by Polis (www.polis-online.org) at its office in Brussels.

The EU level briefing meeting was designed to bring together different stakeholders: officers of the relevant Commission Directorates General with the European organisations and networks relevant to the issue. The objective of this meeting was to raise the profile of the transport and exclusion issue at the European level and, more importantly, provide a sustainable channel for dialogue between the transport and social partners in this important policy area. In this way, the key messages can be ‘cascaded’ down to members of key actor organisations in EU Member States and Accession Countries. The results of the actions at local/regional and national levels can also be ‘upscaled’ for discussion at the European policy level.

The morning session started with a broad overview of the inter-linkages between transport, and local transport in particular, and social exclusion. All stakeholders present took the time to give their point of view on this complex issue. Stakeholders discussed ways for achieving a greater dialogue between European Level Actors. In the afternoon, local and EU good practice was presented.

This Conference was one of the following ECLIPSE public events being held during year 2006:

1. European Conference - Perugia
2. **European level briefing Meeting - Brussels**
3. National Workshop - Bucharest
4. National Workshop - Parma

These events fit into the following main objectives of the ECLIPSE project:

- to increase awareness of the transport and social exclusion issue among transport professionals;
- to disseminate ideas for Best Practice, solutions and evaluation tools to assist transport experts;
- to form sustainable working strategic partnerships with transport actors and stakeholders;
- to liaise with Member States to ensure that transport considerations are taken on board;
- to address all the issues at the European level.

The Agenda

EUROPEAN-LEVEL BRIEFING MEETING

27 JUNE 2006

AGENDA

POLIS - RUE DU TRONE 98, 1050 BRUSSELS

Supported by: European Commission / Organised by: POLIS
Conference Chair: Kieran Holmes, Transport & Travel Research Ltd

- 09.30 - 10.00 Registration and Refreshments**
- 10.00 - 10.20 Introduction and Overview of the issue**
- Welcome – Sylvain Haon, Executive Director Polis
 - Introduction – Kieran Holmes, Transport & Travel Research Ltd
 - Overview of the Social Exclusion and Transport issue – Dr Philip Barham, Transport & Travel Research Ltd
- 10.20 - 10.50 Interventions by members of the European Parliament**
- Transport and Tourism Committee - Gary Titley, MEP
 - Social Affairs Committee - Jean Lambert, MEP
- 10.50 - 11.10 Perspectives from the European Commission**
- Adam Tyson, Head of Unit - DG for Employment, Social Affairs and Equal Opportunities
 - Alan Irving, DG for Transport and Energy
- 11.10 - 11.30 Policy statements from meeting attendees**
- 11.30 - 11.45 Refreshments**
- 11.45 - 12.15 Achieving a greater dialogue between European Level Actors**
- Discussion led by Ivo Cre, Polis
- 12.15 - 12.30 Summary of National Action Plans (NAPs)**
- Presentation on the National Action Plans – Massimo Marciani, FIT s.r.l
- 12.30 - 14.00 Lunch**
- 14.00 - 15.00 Examples of Current Practice**
- Liverpool, England - Merseyside Passenger Transport Executive (Merseytravel)
 - Bucharest, Romania - Regia Autonoma de Transport Bucuresti (RATB)
 - European Initiatives, Ivo Cré (POLIS)
- 15.00 – 15.30 ECLIPSE**
- The ECLIPSE project - Sarah Clifford (Transport and Travel Research Ltd).
 - Outcomes of the ECLIPSE European Conference, Massimo Marciani, FIT
- 15.30 - 15.45 Conclusions**
- Kieran Holmes, Transport and Travel Research Ltd
- 15.45 Close**

This Project has received funding from the European Commission within the frame of the Community Action Programme to Combat Social Exclusion 2002-2006

2. Delegates / participants

The attendees consisted of the main stakeholders in the social inclusion and transport debate.

Politicians

- Jean Lambert, MEP representing the Social Affairs Committee in the EU Parliament
- Gary Titley, MEP, representing the EU Parliament's Transport and Tourism Committee.

Institutional bodies

- The European Commission's DG Employment, funding the ECLIPSE project, was represented by Adam Tyson
- The DG for Transport and Energy was represented by Alan Irving
- Ms Silvia Azilli participated on behalf of the European Foundation for the Improvement of Living and Working Conditions
- The European Social and Economic Committee was not able to send a delegate to the meeting, but expressed its interest. Further contacts regarding ECLIPSE are established on bilateral basis.

Transport service providers

- Jérôme Pourbaix from the Union International des Transports Publics (UITP) and
- Doina Anastase from the Federation of Romanian Public Transport (URTP) participated in the meeting

Non-Governmental Organisations

- Mr Haroon Saad from the European Regeneration Areas Network
- The representative of the Age-Platform was unable to attend the meeting. ECLIPSE will be presented in a bilateral contact with this organisation.

All consortium members were represented.

- TTR - Project coordinator
- FIT
- MERSEYTRAVEL
- POLIS
- RATB

The delegate list is available in Annex A.

3. Opening Statements

Introduction and Overview of the issue



The conference opened with an official welcome by Mr **Sylvain Haon**, Executive Director of Polis. He expressed his thanks to all participants of the meeting and highlighted the importance of the transport and social inclusion issue. This is one of the issues that is high on the political agenda of Polis and its members.

The chairman of the briefing meeting - Mr **Kieran Holmes**, Executive Director at TTR gave a brief introduction and welcomed the participants on behalf of the ECLIPSE consortium. He introduced the programme and the day's objectives.



Dr **Barham** from TTR introduced the main topic of the briefing meeting by means of a position paper.

He discussed the concept of social exclusion and its relationship to transport, how it is currently incorporated into public transport priorities and the research needed to better address social exclusion. Social exclusion refers to the constraints that prevent people from participating adequately in society, including education, employment, public services and leisure activities. Inadequate transport sometimes contributes to social exclusion,



particularly for people who live in a car dependent community and are physically disabled, have a low income or are unable to own or drive a personal car. Probably – on average – a third or more of EU households have at least one member who is transport disadvantaged.

Dr Barham presented some of the results of the MATISSE project. Being the predecessor to ECLIPSE – the project illustrated that the term social exclusion is not widely used across Europe even if most transport officers are concerned with providing basic mobility to disadvantaged social groups. Efforts to address transport-related social exclusion are mostly implemented at the local level. A wide range of transport and land use policies and programmes can help improve

social inclusion, many of which are often overlooked as possible solutions to this problem. Further joint research between DG EMPL and DG TREN is needed to better evaluate the problem and potential solutions.

Interventions by Members of the European Parliament

Gary Titley, MEP is full member of the Transport and Tourism Committee in the European Parliament. He is substitute member of the Committee on Internal Market and Consumer Protection. Mr Titley started his intervention by setting the context of the social inclusion and transport issue. Research in the UK has presented figures that describe a relation between transport and employment, training and education, health and access to food. Social activities are difficult to access by non car owners. Safety figures set a bleak picture, children living in poverty are more likely to die in traffic accidents.

The delivery of inclusive transport policies is situated at the level of local authorities. This is the legislative framework in which transport operates in the EU. Mr Titley reflects on the role of specific EU legislation that links in with the social inclusion issue:

- Low cost air travel makes it possible for a lot of people to meet friends and relatives at an affordable rate. The air travel sector is also subject to legislation in the field of rights for disabled passengers, who can access the plane without extra charge for special services rendered.
- The Railway packages have introduced principles such as passenger rights, including rights for passengers with reduced mobility.
- A directive on bus design has included accessibility standards for people with disabilities.

Mr Titley sees a role for the EU in

- Providing a basic legal framework, e.g. in defining what a public service obligation is;
- Creating opportunities for exchange of best practices, dissemination of research results, e.g. on the impact of the ageing society on the transport sector.
- Setting the example for “joined up government”, integral solutions and synergies between institutions and services.

Mrs **Jean Lambert**, MEP, is full member of the EU Parliament’s Employment and Social Affairs. Committee, and substitute member of the Civil Liberties Committee and the Human Rights Sub-Committee. She is co-President of the Parliamentary Inter-group on Ageing.



Mrs Lambert started her intervention by referring to London, and the consultation process for the future work of Transport for London (TfL). These future activities will be organised following four strands: economy and jobs, social inclusion, environment and anti-discrimination – four topics part of the London Act, the legal basis of establishment if TfL. Some figures of TfL show that poor people avoid public transport use due to a perceived risk of crime.

Mrs Lambert expresses the difficulty of having good and sophisticated data on this topic. Issues like availability, physical access, location, price, safety and security of public transport and the surrounding areas of stops and stations determine the potential of public

transport as a solution for social exclusion. The travel horizon is another issue. For the London area, about 80.000 can be added to the potential workforce by enhancing the will and ability of travel by public transport. Mrs. Lambert emphasises that a job is still the shortest way out of social exclusion.

Looking at EU policy, Mrs Lambert touches upon guideline 16 for National Action Plan development. Guideline 16 addresses the expansion of EU infrastructure, i.e. larger scale transport accommodation. The indicators within the Lisbon process are not fit at this moment to map the transport and social inclusion interaction. Another relation is the interaction of this field with the environmental agenda. Health and safety have mentioned are fields that suffer from low accessibility of transport. Mental health is a specific problem, with growing dimensions. Being marooned can lead to isolation and mental health problems.

The institutional infrastructure in the EU is developed in a rather limited way to address horizontal issues. Great assets in the Parliament are inter-groups such as the one on Ageing and the one on Urban Development and Housing. The NGOs in the field of social affairs do not maintain links with environmental and/or transport NGOs, although the NAPs create a potential field for joint action.

Mrs Lambert concludes by saying that the recent work on public services and services of general interest has caused a lot of confusion. One of the positive aspects of the debate is that it has generated an inspiring model for (local) transport services. This model can be used for other sectors. The EU should find ways to promote “showing off your own region” by sharing good practices.

Perspectives from the European Commission

Mr **Adam Tyson** is Head of Unit of the DG Employment, Social Affairs and Equal Opportunities - Direction E - Social protection and integration: policy coordination. He explained that since MATISSE, the way of working within the Commission and with the Member states do have changed. The changes are reflective of a drive within the European Commission and the Member States to work in a more integrated way on social inclusion. There is a more positive atmosphere, but there still is a lot of work to be done. In the current NAPs, transport is very limitedly mentioned. It is an important issue – as a barrier or an aid to different objectives, but the connection is not made by Member States.



Mr Tyson reflects on the role of transport in several social policy areas:

- **Employment:** more and more Member States are introducing conditions for receiving unemployment benefits. In most cases, unemployed persons have a limited right to refuse suitable jobs that are offered to them. Distance to the workplace is here one of the criteria. The example for Croatia was given, where jobs in a distance of 50 km were considered suitable. Even if not sanctioning non compliance, these kinds of measures fail to reach their objective to activate unemployed people when there is no efficient transport system in place.

- Health: The Commission has spent a lot of resources to address the challenge of accessible health services in rural areas. Information services and e-health play an important role in this regard, although these systems do not cover all the needs. Statistics are a problem in this field. The Commission is therefore undertaking a survey (SILK). One of the questions is about perceived access to health services (including transport to health facilities). Data is expected by beginning 2007. Member States are sensitive about this question. They expect negative and subjective answers. The Commission expects cultural differences between Member States.
- Education: Especially access to pre-school education is of interest to the Commission, as this correlates with the unemployment in the age-group 18-24. Also access to secondary education is on the Commission's agenda.
- Access to quality food: EU funded research shows that people living in poverty, and especially their children have problematic dietary patterns. This is partly related to travel opportunities and location of food stores.
- Gender: Women and men prove to have different transport patterns.
- Disability: The EU is not doing enough on this issue, although some things are accomplished in the field of disability rights (e.g. the establishment of a High Level Group, the bus and coach Directive). Proposed legislation regarding travel to work facilities was rejected on the basis of cost.

To conclude, Mr Tyson proposed some further fields of action. The new framework for cooperation creates new opportunities. Next to guideline 16 (on EU infrastructure), the common objectives aim at equal access to goods and services to all groups in society. The next National Action Plan reporting round is foreseen for 2008. The Member States will use the "light" years (i.e. years with less reporting obligations) to develop specific themes more thoroughly. In 2007 child poverty will be on the agenda, potentially including transport issues. Transport might be a future theme in "light" years to come.

The challenge ahead is mainstreaming of social inclusion policies at the EU level. The Commission's own contribution to this process is the involvement of several DGs in the evaluation of the current National Action Plans. During the 2006 Spring Council, the decision was made to include impact assessments in the legislative process, in order to help policy makers decide. The EC has to improve its work in the field of social impact assessment.

Mr Tyson looks forward to receiving good practice examples, recommendations and proposals from ECLIPSE to help the EC, Member States and local authorities to take social issues into account in transport policy.

Mr **Alan Irving**, from the Clean Transport and Sustainable Development unit in the DG Transport and Energy referred during his intervention to the recent publication of the Midterm Review of the White Paper for European Transport policy¹. Transport is seen as one of the corner stones of the Lisbon Strategy.



¹ http://ec.europa.eu/transport/white_paper/index_en.htm

The Midterm Review has high ambitions for the field of passenger rights, and in particular for those of travellers with limited mobility. The application field of passenger right's legislation is due to be extended from air transport to train and coach transport.

The Review plans the publication of a Green Paper on Urban Transport, which will be discussed in 2006-2007. DG TREN uses different tools to influence local transport policy: regulations (e.g. regulation on public transport as a service of general interest), soft instruments (demonstration and research projects such as the important CIVITAS initiative). Especially in this field, subsidiarity is a sensitive issue. The Review shows an open mind in this regard. The Commission will investigate which common problems of European Cities could be solved by new European initiatives.

The Review is clear that in the attempt to find solutions for urban transport problems, cities are in the driving seat. DG TREN is aware of the fact that also cities are in the front line of battle against social exclusion. There is an intense discussion between DG TREN and DG REGIO to find synergies between Structural Funding and the urban aspects of the activities of DG TREN regarding sustainable transport.

Mr Irving looks forward for input from the side of ECLIPSE as a valuable contribution to the discussions on the Urban Transport Green Paper.

Policy statements from meeting attendees

Mr **Haroon Saad** from the European Regeneration Areas Network (ERAN) emphasised that his Network is very interested in this issue. The Network's core business is social inclusion. It aims at reconvertng geographical areas that are deprived into areas with new kinds of social, economic and cultural potential.



Mr Saad sees the main challenge in finding solutions for multi-dimensional problems, e.g. area based exclusion. ECLIPSE must avoid being "just the next project" that tries to look at the link between social exclusion and one other specific policy field. Social exclusion is a multi-faceted problem, of which transport is one of the sub-problems. Research is not clear cut around the role of transport in the whole social exclusion picture (e.g. examples on local employment development). ERAN spends a lot of energy of fighting silo-based approaches. Transport should not be the new inclusion "hype".

The ERAN has developed an interesting methodology for area based regeneration, starting from a correct framing of focus, a clear problem definition. This helps local and inter-site exchange and learning processes by means of peer reviews. Part of these problems can then be solved through targeted transport measures. Safe transport for women is one example that needs further elaboration. The role of social enterprises developing transport services is another field with a potential growth margin.

Mr **Jerôme Pourbaix** of the UITP, the International Association for Public Transport, mentioned the fact that also worldwide, public transport is a very efficient tool for social inclusion. According to Mr Pourbaix public transport (PT) can adequately support the socially excluded by facilitating access to services and jobs; for this the schedules, frequency, design, location...of the PT system is of high importance. Indeed public transport proves to be a good option in practice to solve accessibility problems. Closer to home, the UITP has set up a working group in its EU Team to look into this issue. The mission of this UITP Thematic Commission is to increase the visibility of PT in the NAPs, e.g. with transport indicators; at the moment, the indicators address only the provision side of PT, but the side of the impacts is still missing. Given the common focus, the UITP working group and ECLIPSE will join efforts for further cooperation.

4. Discussion

Mr Ivo Cré from Polis gave a brief introduction for a discussion on how to achieve greater dialogue at the EU level.

A first topic in the discussion is a mapping exercise of all **stakeholders** in the process. ECLIPSE has elaborated a database with the following sections.

1. Political decision makers
2. Government agencies
3. Transport service providers
4. Users groups and NGOs
5. Private sector (employers, retailers, ...)

ECLIPSE listed three **challenges** that need to be overcome for better integration of transport and social policies.

1. Knowledge about the issue: This factor is a combination of limited data about the problem and limited awareness amongst the stakeholders in this field.
2. Problem ownership: Which sector or agency takes up responsibility to address the problem? Which governance level is competent? Is the EU the appropriate level for action?
3. Solution ownership: Which sector takes up the responsibility to deliver solutions in this field, and is willing and able to financially support these?

ECLIPSE sees the following points of discussion when determining an EU model framework for measures in the field of transport and social inclusion.

1. Legislation of demonstration? A continuation on the soft side of the EU toolbox (research, demonstration, exchange of good practice) or legislative initiatives?
2. Specific target groups first and an holistic approach later? One of the conclusions of the ECLIPSE activities in preparing the Deliverable 3 on good practices, is that the EU has delivered solutions for several problems, but that these initiatives are no part of a comprehensive strategy.
3. Will the legal tools that the EU is providing or planning at the moment (passenger rights, PT service regulation...) prove sufficient to enable local authorities to address social exclusion and transport?

Ms **Sylvia Azilli** from the European Foundation for the Improvement of Living and Working Conditions mentioned that the research community should be included in the process from the start. This is an important stakeholder group that can be added to the ECLIPSE database. She emphasizes that the European Union has means to solve the lack of sufficient research data to identify the social exclusion and transport problem, or different aspects of it. Her foundation is always willing to examine concrete requests for additional research that is related to the improvement of living and working conditions. ECLIPSE is invited to formulate specific research recommendations.

Mr **Philip Barham** from TTR acknowledges that we are indeed in a different situation than during the MATISSE project. Better dialogue seems to be possible. A remaining question is who will take the role of integration coordinator.

Mr **Jerôme Pourbaix**, UITP, agrees that the legal experience and upcoming legislation that affect the local organization of public transport (e.g. passenger rights, public transport service regulation) are a good starting position to enable local authorities to develop public transport services as an important part of a sustainable urban transport system. They create opportunities to include social concerns in public transport organization at the local level. These initiatives need however to be considered as the first bricks of a more elaborated construction for legal certainty for public transport provision.

5. Good Practice Presentations

Ms **Lucia Cristea** brought the following Bucharest initiatives to the attention of the meeting: transport fare subsidy for different categories; projects to integrate the social initiatives at a city level; and transportation facilities for disabled persons. Expectations from the interaction between local initiatives and ECLIPSE project are: to create a platform for discussions between transport operators, social actors and local authorities; to define the real transportation needs of disabled people; to include the transport issue in the local strategy for social protection; and to exchange information among EU transport operators.

Mr **Huw Jenkins** reported that Merseytravel initiatives dealing with social exclusion focus on developing partnerships with key organisations and agencies to identify shared priorities and set targets that are of mutual benefit. The second Local Transport Plan (LTP2) has been developed in conjunction with the five Merseyside districts. Chapter 9 of the LTP in this document lays out the Access Plan. The aim of the Access Plan is "To promote social inclusion by overcoming those transport barriers which impact on individual's ability to access job opportunities and other essential services that they need."

Merseytravel have Strategic Accessibility Partnerships in place with Primary Care Trusts, Job Centre Plus, Learning and Skills Council, each of the Merseyside Local Strategic Partnerships, Housing Market Renewal Initiatives and food leads across Merseyside. Action Plans for addressing accessibility to employment, education and health services have been agreed. The Merseyside districts have conducted Local Accessibility Audits and are developing Local Accessibility Action Plans.

Mr Jenkins reported that Merseytravel have bid successfully for £3million European Objective One M29b funding to support measures in the Accessibility Strategy. This funding will be targeted at the 38 Pathways areas which are the most socially excluded in Merseyside.

In his presentation, Mr **Cré** from POLIS addressed the solutions to be exploited in terms of competitive tendering and what the EU is actually doing in order to support a socially inclusive transport system. He explained that the ECLIPSE issue is a complex one because of the combination of factors that can increase the risk. From an EU perspective a lot of investments have been made in order to "shrink" Europe (i.e. rail accessibility, TEN, etc) but little has been accomplished on local accessibility. A start has been made in tackling the issue of accessibility and consequently of social inclusion resulting in a commitment of Member States to National Action Plans (NAPs) and also in Common Transport Policy. There is a growing concern about passenger rights in EU transport policy. First originating from air travel, the discussion has now reached the level of public transport. Physical accessibility is one of the issues that are discussed.

The subsidiarity principle applies to transport, i.e. the EU cannot legislate on local transport matters. Over the last few years, the EU has addressed the transport and inclusion issue through a variety of projects and has chosen the option for demonstration rather than legislation. Most relevant projects to be taken into account in the ECLIPSE

project lifetime are, among others, MATISSE, UNIACCESS, ASK-IT, CONNECT, SUNRISE, VIRGIL, ARTS, SAMPLUS. To conclude, a few questions were raised for future developments in both policy and projects:

- Can we expect an increased role for transport in the NAPs?
- What will be social impacts of an increased number of (urban) pricing policies?
- Will there be a culture to improve and broaden the social impact assessment of proposed and implemented legislation in the field of transport?
- What kind of accessibility are we promoting? (E.g. cost of drivers licence, free moped rental for jobseekers etc.)
- Are we patronising when we want to insert sustainability and cost-effectiveness into the discussion?
- What are the role of public transport, innovative mobility services and transport infrastructure in employment and the training of low skilled labourers?

Ms **Sarah Clifford** from TTR briefly introduced the ECLIPSE project, focusing on the main objective of the project which is to actively engage with transport actors and stakeholders in other sectors to form sustainable working partnerships and formulate policy on transport and social exclusion. Concepts of 'accessibility' and 'social exclusion' are widely discussed in the international literature in disciplines such as geography, urban economics and social policy, but are variously defined and applied. In the UK, for example, the term 'accessibility' is used in two different contexts: (i) to describe the detailed design characteristics of transport systems that enable or inhibit their use by people with physical and mental impairments, and (ii) at a more general and strategic level, to describe the ease of reaching sets of opportunities from home, or the ease of being reached as a service provider. At a national policy level, the importance of accessibility for promoting social inclusion was clearly recognised in the UK's Social Exclusion Unit (SEU) 2003 report on 'Making the Connections: Transport and Social Exclusion'. This report identified transport as a significant barrier to social inclusion and this has led to the emergence of a new framework for Accessibility Planning in England in which transport professionals are required to base aspects of transport planning on access requirements rather than on traffic or mobility needs. Comparisons with other G8 Countries indicate that the work in England is world leading in this respect. However, relatively little is known about the accessibility needs of different socially disadvantaged groups. The ECLIPSE project aims to fill the gap by means of a continuous process among relevant key actors in order to support the EC in defining the boundaries of the phenomenon as well as disseminating best practices and suggesting possible effective policies to be implemented at a local level.

Mr **Massimo Marciani** from FIT Consult presented a summary of transport related activities mentioned in NAPs. The mandate to address social issues was established in the Amsterdam Treaty. The Lisbon European Council decided to take social cohesion as part of a 10 year strategic goal and use the Open Method of Coordination (OMC). OMC sets common objectives combined with timetables and targets. It is up to the Member States to translate



objectives into national/regional policies through national action plans. In March 2006, the European Council adopted a new framework for the social protection and social inclusion process. There is a new set of common objectives: three overarching objectives and objectives for each of the three policy areas of social inclusion, pensions and health and long-term care.

The overarching objectives for social protection and social inclusion are to promote:

- (a) social cohesion, equality between men and women and equal opportunities for all through adequate, accessible, financially sustainable, adaptable and efficient social protection systems and social inclusion policies;
- (b) effective and mutual interaction between the Lisbon objectives of greater economic growth, more and better jobs and greater social cohesion, and with the EU Sustainable Development Strategy;
- (c) good governance, transparency and the involvement of stakeholders in the design, implementation and monitoring of policy.

As for now, only a small number of Member States paid attention to transport in their NAP. In general there is a failure to integrate transport with other policies. Access to transport remains a minor aspect in Member States' concern about social inclusion. Only Germany, Greece, Hungary, Ireland and Spain, have reported on measures that deal with transport. NAPs measures that deal with transport touch upon two domains:

- firstly, a better access to transport means eliminating barriers for disabled persons.
- secondly, to improve the accessibility of transport

Among Member States that have not reported implementations on transport, Belgium and UK at least made plans on mobility in their NAPs / inclusion.

Transport network accessibility for disabled people is mentioned in the following cases:

- Greece has realised this on several parts of its public transport
- Germany stakeholders negotiated goal agreements to achieve this in the near future
- Ireland station accessibility audit came available in 2003 which provides a comprehensive assessment of the works that has to be carried out
- Portugal reported a first phase implementation of the Network of Centres of Support for people with disabilities, which, among others, helps with mobility difficulties.

The improvement of the accessibility of transport is mentioned in the following cases:

- Greece, Hungary and Ireland are expanding the supply of public transport.
- Ireland focuses on rural areas.
- Hungary focuses on regions and micro-regions.
- Portugal also planned to provide mobility subsidies to pupils in secondary education and to students

6. Case studies for ECLIPSE and the European Practice Report

A number of case studies and good practices were mentioned in the different statements of the stakeholders. Among these, some interesting outcomes have been retained by the ECLIPSE Consortium as relevant to the ECLIPSE project. They will be elaborated in the Deliverable 3 on good practices in the field of transport and social inclusion.

- Pink taxi service (Amsterdam)
- Social enterprises developing transport services in Gothenburg and Derby
- TfL objectives in the field of sustainable transport
- EU directive on bus and coach accessibility
- The EU parliament's inter-group on Urban Development and Housing
- The SILK survey



7. Conclusions and recommendations for further action

- ECLIPSE must avoid being “just the next project” that tries to look at the link between social exclusion and one other specific policy field. Social exclusion is a multi-faceted problem, of which transport is one of the sub-problems. A lot of energy is being spent to fight silo-based approaches. Transport should not be the new inclusion “hype”.
- ECLIPSE recommendations should address the local, the national and the EU level.
- ECLIPSE should produce recommendations that aim to maximise the impact of existing procedures and arrangements within the EU institutions, e.g. the European Parliament’s inter-group on Urban Development and Housing, inter-committee opinion and advice procedures within the EP, DG TREN-DG REGIO cooperation, and inter-service assessment of the NAPs within the European Commission.
- ECLIPSE might develop recommendations on how to include the topic of transport and social exclusion as one of the topics to be elaborated by Member States throughout the NAP “light” reporting years.
- ECLIPSE should provide concrete input for the Green Paper on Urban Transport.
- ECLIPSE is invited to formulate specific research recommendations related to the improvement of living and working conditions. This could be presented to the European Foundation for the Improvement of Living and Working Conditions for further follow up.
- A second EU level briefing meeting will be organised for June / July 2007.

Annexes

Annex A - Delegate list

Anastase	Doina	URTP
Azilli	Sylvia	European Foundation for the Improvement of Living and Working Conditions
Barham	Philip	Transport & Travel Research Ltd (TTR)
Clifford	Sarah	Transport & Travel Research Ltd (TTR)
Cré	Ivo	Polis
Cristea	Lucia	RATB
Haon	Sylvain	Polis
Holmes	Kieran	Transport & Travel Research Ltd (TTR)
Iriarte	Leire	Polis
Irving	Alan	European Commission - DG Transport & Energy
Jenkins	Huw	Merseytravel
Jones	Sian	European Anti Poverty Network (registered, but not present)
Lambert	Jean	MEP
Marciani	Massimo	FIT
Mercier-Handisyde	Patrick	European Commission - DG Research
Pourbaix	Jerome	International Union of Public Transport
Saad	Haroon	European Regeneration Areas Network
Sandell	Suzanne	Merseytravel
Titley	Gary	MEP
Tyson	Adam	European Commission - DG Employment
Van Egmond	Patrick	TISSEO SMTC- Polis presidency

Annex B - ECLIPSE public documents

The following public documents can be downloaded from the ECLIPSE web site: www.eclipse-eu.net or can be requested directly from the Project Coordinator.

ECLIPSE POSTERS

- Poster in the English language
- Poster in the French language
- Poster in the Italian language
- Poster in the Romanian language
- Poster in the Spanish language

ECLIPSE BROCHURE

- Project Brochure in the English language
- Project Brochure in the French language
- Project Brochure in the Italian language
- Project Brochure in the Rumanian language
- Project Brochure in the Spanish language

PROCEEDINGS OF EVENTS

- European Conference, including presentations
- EU level meeting (current document) and presentations

For any further information please contact:
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Annex C – Policy Briefing Note

EU Level Briefing Meeting

Policy Briefing Note

1. About ECLIPSE

ECLIPSE (European Cooperation and Learning to Implement Transport Solutions to combat Exclusion) is one of 24 projects funded under the European Commission 2nd Transnational Exchange Programme (TEP) which forms part of the Community Programme. The project started September 2005 and runs until August 2007. The aim of the project is to address the issue of the transport impacts on social exclusion and build on the conclusions of MATISSE (Methodology for Assessment of Transport ImpactS of Social Exclusion), another European Commission funded project.

More info at www.eclipse-eu.net and www.matisse-eu.org

II. Objective of the EU Level Briefing Meeting

The EU level briefing meeting is designed to bring together different stakeholders: officers of the relevant Commission Directorates General with the European organisations and networks relevant to the issue. The objective of this meeting will be to raise the profile of the transport and exclusion issue at the European level and, more importantly, provide a sustainable channel for dialogue between the transport and social partners in this important policy area. In this way, the key messages can be ‘cascaded’ down to members of key actor organisations in EU Member States and Accession Countries. The results of the actions at local/regional and national levels can also be ‘upscaled’ for discussion at the European policy level. Reports will be produced following these European Level Briefing meetings.

III. EU level initiatives to address the link between social inclusion and transport

The predecessor of the ECLIPSE project, the MATISSE project, has consolidated an increasing realisation across Europe that, in the past, transport policies have contributed to social exclusion. However, transport policies, if properly integrated with mainstream social policy, have the potential to improve social inclusion and cohesion in Europe’s cities and rural regions. Recently, the EU has committed to several initiatives that address the link between social inclusion and transport.

1. Common Transport Policy: In the 2006 Midterm Review of the Transport Whitepaper, urban transport in all its aspects – including the social dimension - is promised to be a priority theme.
2. Commitment of Member States to National Action Plans (NAPs) to combat social exclusion: As an exponent of the revitalised Lisbon Process, member states have committed to draft and implement strong NAPs to combat social exclusion. In the previous round of NAPs, transport was not frequently mentioned. An increase of transport related measures to combat social exclusion is expected for future NAPs.

3. Focus on passenger rights: the European institutions have an increased interest in passenger rights. First originating from air travel consumer rights, the interest has reached the field of local public transport. One of the issues touched upon is the physical accessibility of the public transport system.
4. The European Commission is drafting guidance on sustainable urban transport plans, including issues such as equity, social impacts and gender, as part of the follow up of the Thematic Strategy for the Urban Environment. This process is accompanied by the research and demonstration projects PILOT and Livable Cities. (www.pilot-transport.org)
5. Public Procurement Directives enable public bodies to draw up calls for tender that include technical specifications relating to accessibility for disabled people and design-for-all requirements. (There is an EU and EIB (European Investment Bank) commitment not to fund or grant loans for inaccessible infrastructure.)
6. The Commission has proposed a regulation that sets the legal framework for Public Transport as a service of general interest. The objective of this regulation is to provide legal conditions for local authorities to organise and finance their public transport services. This should ensure high quality public transport services, as part of the European social model, and can avoid negative impacts of deregulated markets.
7. The EU is initiating and funding European platforms of socially disadvantaged groups, E.g., European Disability Forum (EDF), European Network of Independent Living (ENIL), and Platform of European Social NGOs.

IV. More integration is required (to be elaborated)

If social exclusion issues are to be properly addressed within transport policy making, there needs to be greater understanding and readiness to co-operate between the local, national and European governments, stakeholder organisations and transport service providers involved. In particular, efforts need to be made to:

- Integrate of several measures into more coherent packages.
- Establish a dialogue between transport and social policy stakeholders at European, national and local levels on key issues and with best practice examples;
- Develop channels to enable regional and local initiatives to access information, transfer skills and learn from other European areas;
- Promote a European level benchmarking framework and common assessment methodology;
- Ensure that accessibility and transport issues are integrated into the Commission's programme on combating social exclusion, in particular the revisions to National Action Plans and the work plan of the Social Protection Committee.