


# ECLIPSE

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

## European level Briefing Meeting

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



# National Action Plans

- Background
- Common objectives
- State of the Art


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# Background

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.

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# Background


It is up to the Member States to translate objectives into national/regional policies through national action plans.

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# Background

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.


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# Common objectives

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's Sustainable Development Strategy;
- (c) good governance, transparency and the **involvement of stakeholders** in the design, implementation and monitoring of policy.

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# State of the Art

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 MSs' concern about social inclusion. Only **Germany, Greece, Hungary, Ireland and Spain**, have reported on measures that deal with transport.

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# State of the Art

NAPs measures that deal with transport touching upon two domains:

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

# State of the Art


Transport network accessibility for **disabled** people

**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 Network of Centres of Support for people with disabilities, which, among others, helps with mobility difficulties

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# State of the Art


Improve the **accessibility** of transport  
**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

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# State of the Art

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

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# More Information on NAPs

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