


# ECLIPSE

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

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# Definitions


Social inclusion is about reducing inequalities between the least advantaged groups and communities and the rest of society by closing the opportunity gap and ensuring that support reaches those who need it most.

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# Definitions

Accessibility is an essential factor when considering social exclusion. *Social exclusion can be a result of accessibility problems - when people can't get to key services at reasonable cost, in reasonable time and with reasonable ease.*


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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 (NAP).

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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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# NAP 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

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

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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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# Under discussion


A major risk to addressing social exclusion problems is the possibility that transport planners will focus **only** a few small groups of transport disadvantaged people, and governments will implement solutions that only address a small portion of the total problem.

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# Under discussion


A related risk is that a particular government may establish special mobility services and after vulnerable populations become dependent on it, future governments may reduce or **eliminate funding**.

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# Barriers


A barrier and risk is that the methods used to evaluate transport-related social exclusion can be ineffective, biased or captured by special interests. As a result, they may undervalue **difficult-to-measure** factors such as users' convenience, comfort and prestige, and land use accessibility.

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# Barriers


There are to be identified, monitored and **evaluated** types of policy and measures needed to tackle “transport poverty”. Key lessons can be drawn from the **dissemination** of best practices from local initiatives and thus it is important to develop appropriate, measurable, relevant **indicators** to assess efficiency of pilots.

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# Under discussion


In terms of **raising awareness** of the importance of 'transport and mobility policies' to tackle social exclusion, it was endorsed that it is important to develop appropriate **incentives** in order to involve the concerned stakeholders from transport and social affairs and get them to **work together**.

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# Under discussion


**Research** can better help evaluate transport-related social exclusion and potential solutions. We need a standard **definition of accessibility** that can be used by various disciplines (transport modellers and planners, social scientists, social workers, etc.) and practical ways to incorporate it into planning.

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# How to contribute


We need a **better understanding** of how transport and land use policies affect accessibility.

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# How to contribute

We need a standard definition of *basic accessibility* and *basic mobility*, which identify “**essential**” activities and ranks trips according to their importance to a community.

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# How to contribute

Federmobilità as Association and its single components can join the project as Advisory Board Members.

## Advantages:

1. All project materials available
2. Disseminate Local Best Practices
3. Influencing EP and EC on call for tender
4. Participating to project follow up


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