

This study concentrates on the interaction between the transport and land use development. Transport accounts for 28% of Central Finland's greenhouse gas emissions. Development of the public transport is an effective tool for climate change mitigation.

## Description

- The starting point is to optimally locate 45,000 inhabitants to minimize the energy consumption and greenhouse gas emissions from transport and land use by 2030.
- The development of the rail services supports the development of the largest regional centres (Jämsä, Jyväskylä, Äänekoski).
- Strong development of the rail corridors results in a migration within the region to the areas where accessibility increases significantly.

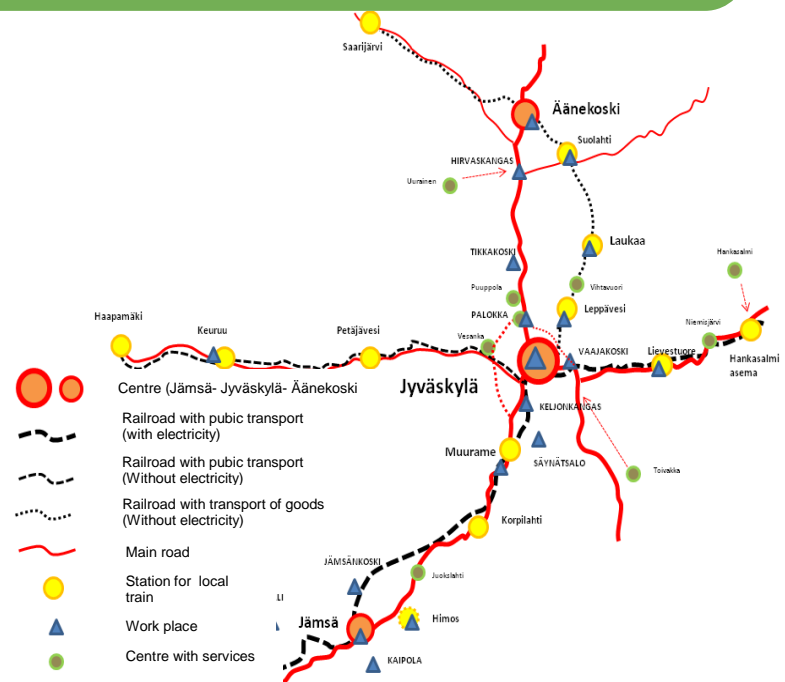


Figure 1. Rail based transport and spatial structure

## Main conclusions

1. Local rail services would lessen the economic prospects of the regional bus services and would not add value for most of the inhabitants.
2. The strengthening of land use along the Jämsä-Jyväskylä-Äänekoski corridor is not in conflict with the possible development of local rail services in the long term. An efficient public transport corridor served by buses can be transformed into a rail corridor later if needed.
3. Sprawling urban development would lead into an increase in greenhouse gas emissions that cannot be compensated even with significant investments in the development in the transport system.
4. There is no justification for developments in rail-based public transport unless the cost structure of rail transport changes significantly.

**Responsibility:** Regional Council of Central Finland, Finland

**Further information:** (in Finnish)

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