Update on EU urban mobility developments

InnovaSUMP Final Conference

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Agenda

1. Adoption of the Sustainable and Smart Mobility Strategy
2. Evaluation of the 2013 Urban Mobility Package
3. Preparation of next steps – new urban mobility framework
4. Other developments:
    a) Horizon Europe Mission on *Climate-neutral and smart cities*
    b) Fact Finding Study – Low and zero emission mobility
    c) UVAR Preparatory Actions
    d) Initiative on Multimodal Digital Mobility Services
    e) Recovery and Resilience Facility and national plans

European Commission

SUSTAINABLE & SMART MOBILITY STRATEGY

Putting European transport on track for the future

Mobility and Transport

Context

- The **European Green Deal** calls for a 90% reduction in greenhouse gas emissions from transport by 2050, to help the EU become the first climate neutral continent.
- To this end, the Commission announced a **Strategy for Sustainable and Smart Mobility** to be adopted in 2020.
- In the meantime, transport was amongst the sectors hardest hit by the **Coronavirus pandemic.**
- It has shown that we need to continue to work on the future of our European transport system so that it can quickly **recover from the severe impact of this crisis.**
- We need to set out **much needed reforms, policies and actions to support the sector.**

The Strategy

Our vision for the future of European transport and mobility

KEY ELEMENTS

- **Three objectives:** making the European transport system more **sustainable**, **smart** and **resilient**
- **10 flagship areas** with key **milestones**
- **Action plan** with a list of concrete policy actions
- Comprehensive **Staff Working Document**

AN IRREVERSIBLE SHIFT TO ZERO-EMISSION MOBILITY

- Making all transport modes more sustainable,
- Making sustainable alternatives widely available in a multimodal transport system,
- Putting in place the right incentives to drive the transition.

SMART MOBILITY - ACHIEVING SEAMLESS, SAFE AND EFFICIENT CONNECTIVITY

- Offering a seamless multimodal experience
- Supporting sustainable choices by taking advantage of digitalization & automation
- Shaping the mobility of the future
- Ensuring the right framework and enablers are in place

A MORE RESILIENT SINGLE EUROPEAN TRANSPORT AREA: FOR INCLUSIVE CONNECTIVITY

- Reinforcing the Single Market
- Helping the sector build back better from the crisis & become more resilient
- Increasing investments, both public and private, in infrastructure and fleets

2. Evaluation of Urban Mobility Package (UMP)

- An evaluation of the 2013 Urban Mobility Package is finalised and published:

https://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:52021SC0047

- Despite some progress done – congestion, poor air quality, CO2 emissions and road accidents – still persist. New challenges to consider:

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2. Evaluation of Urban Mobility Package (UMP)

Conclusions:

- EU-level data shows that the current trends in urban transport do **not indicate a significant change in terms of modal share, traffic volume and greenhouse gas emissions since 2013;** private cars still dominate and there has been only a slight increase in public transport use and non-motorised modes of transport.

- Transport **continues to produce huge negative effects**: its total external environmental costs (linked to GHG emissions, air pollution, noise, energy production, habitat damage) + costs of congestion and crashes add up to almost €1 trillion annually within the EU(28), with the urban share estimated to be at least 50%.

- **Challenging situation in rural, peripheral and remote areas** linked to the issue of accessibility and availability of transport. On the other hand, in virtually all **EU cities at least 80 % of the population has easy access to public transport.** Largely thanks to EU funding the coverage and accessibility of public transport within cities has been improving.

- **Affordability of transport** remains an important issue: consumer prices for the operation of private transport equipment and for public transport services have increased at a faster pace between 2005 and 2018 than overall consumer price inflation.

2. Evaluation of Urban Mobility Package (UMP)

Conclusions:

- On relevance: even though the problems in the area of urban mobility remain similar in 2020 as in 2013, some of their consequences are of rising severity – in particular the **accelerating tempo of climate change.**

- UMP's objectives are appropriate for meeting the identified needs, but the analysis highlighted that **numerous technological, social, political, environmental and health-related developments** have affected urban mobility, in some cases to a considerable extent since 2013 (e.g. digitalisation, changing mind-sets and behavioral patterns, COVID pandemic).

- The need to decarbonise transport is linked with **ensuring important societal goals of affordability, accessibility, availability and inclusiveness**. The consulted stakeholders identified that these areas, as well as a greater consideration for the needs of different societal groups and **more focus on public transport and active mobility**, should have had a greater prominence in the Package.

- For the UMP objectives and measures to remain fully relevant, these new facts and developments have to be taken into account.

2. Evaluation of Urban Mobility Package (UMP)

Conclusions cont.:

- UMP is coherent with other EU policies and initiatives, in terms of objectives and vision, towards the transition to a new era of sustainable urban mobility. However, **more coherence is needed in relation to the fast-evolving digital and social policies**, and some aspects of UMP have raised certain questions in relation to the functioning of the internal market.

- **On efficiency**, the EU-level measures from UMP were evaluated as relatively cost-efficient.

- **EU funding** for urban mobility is, overall, regarded positively and should be continued according to stakeholders, though its effectiveness could be improved by linking it to SUMPs.

- There are significant **differences between Member States** in terms of their needs, barriers, institutional settings and approaches to urban mobility as well as involvement: a well-established tradition of urban mobility planning and strong focus on public transport in some while in others a strong car-centric approach prevails. It results in **sub-optimal level of support to cities** in making their mobility more sustainable.

2. Evaluation of Urban Mobility Package (UMP)

Conclusions cont.:

- The **Package generated EU added value** esp. thanks to EU funding and supporting awareness-raising, capacity building, sharing of good practice and experience, and fostering collaboration and cooperation. **EMW**:
  - very high levels of awareness and participation; rising n. of cities and permanent measures;
  - contributes to raising awareness and forming new partnerships among local stakeholders.
  - majority of stakeholders (local level): useful in raising awareness and inspiring change to more sustainable forms of urban mobility.
- The concept of **SUMP and related guidelines have been widely used and proved effective and useful** for local authorities, planners and stakeholders. However, its **quality assurance and urban mobility data** collection and availability require additional attention to ensure that SUMPs remain effective tools.

- **EU action on urban mobility is still needed, even more now than in 2013. The evaluation shows that there is a need to use stronger tools, in order to contribute substantially to the increasingly ambitious climate, digital and societal objectives and commitments of the EU.**

3. Preparation of next steps – new urban mobility framework

SSMS FLAGSHIP 3 – Making […] urban mobility more sustainable and healthy
Action 20: Revision of the Urban Mobility Package of 2013

- Meeting citizens' expectations of **cleaner air, less noise and congestion**, and eliminating fatalities on our city streets
- Growth of **e-commerce**; need for zero-emission solutions (cargo bikes, automated deliveries and drones, and better use of inland waterways into cities) and for sustainable urban logistics plans within sustainable urban mobility plans
- Increasing modal shares of **collective and active modes** of transport
- Automated, connected and **multimodal** mobility/ Mobility as a Service/shared and collaborative mobility services/new technologies
- Further **engage** with cities and Member States

3. Preparation of next steps – new urban mobility framework – SSMS Flagship 3 ideas

- Engaging with cities to ensure that all large and medium-sized cities that are urban nodes on the TEN-T network put in place their own **sustainable urban mobility plans (SUMPs) by 2030**

- Active transport modes, such as cycling, have seen growth with cities announcing over 2300 km of extra cycling infrastructure. This should be doubled in the next decade towards **5000 km in safe bike lanes**

- Clearer guidance is needed on **mobility management at local and regional level**, including on better urban planning, and on connectivity with **rural and suburban areas**, so that commuters are given sustainable mobility options

- Shift towards shared and **collaborative mobility services** (shared cars, bikes, ride-hailing, and other forms of micromobility) facilitated by the emergence of intermediary platforms, thereby enabling the reduction of the number of vehicles in daily traffic

4. Preparation of next steps – process

- An **open public consultation** + at least two consultation **workshops** (targeted consultation) planned for May-June 2021.
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- Drafting will be also informed by:
  - results of the **consultation on the Sustainable and Smart Mobility Strategy**
  - feedback received during the **evaluation** of the current EU urban mobility framework
  - results of a **Fact Finding Study** ’Status and future needs regarding zero-emission urban mobility’’ (over 120 cities, finishing April 2021).

➢ **Adoption planned for 3Q2021 (September)**

4. Other developments: Climate neutral and smart cities mission

- Missions are a new component of **Horizon Europe**, to make a commitment to solve major societal challenges
- Holistic approach to climate neutrality but **urban transport and mobility will be key elements** of the cities mission and will offer opportunities for cities who want to invest in urban mobility.
- **Principal goal + ambition SSMS**: 100 climate neutral cities in the EU by 2030, as part of the European Green Deal target to cut climate emissions by 55% by 2030.
- **2 operational components**:
  1. focus on R&I utilising HE programme to undertake necessary research and innovation.
  2. focus on deployment utilising other EU programmes (ESIF, CEF, Invest EU, etc) + other sources to be tapped as well: national, regional and local funding + private financing sources.
- How to **get involved in Mission**? COM is planning to organise call for expression of interest for cities. Discussion on how to select cities still ongoing but elements like geographical balance, impact for citizens and preparedness will certainly be part of that process.

4. Other developments:
Fact Finding Study – Low and zero emission mobility

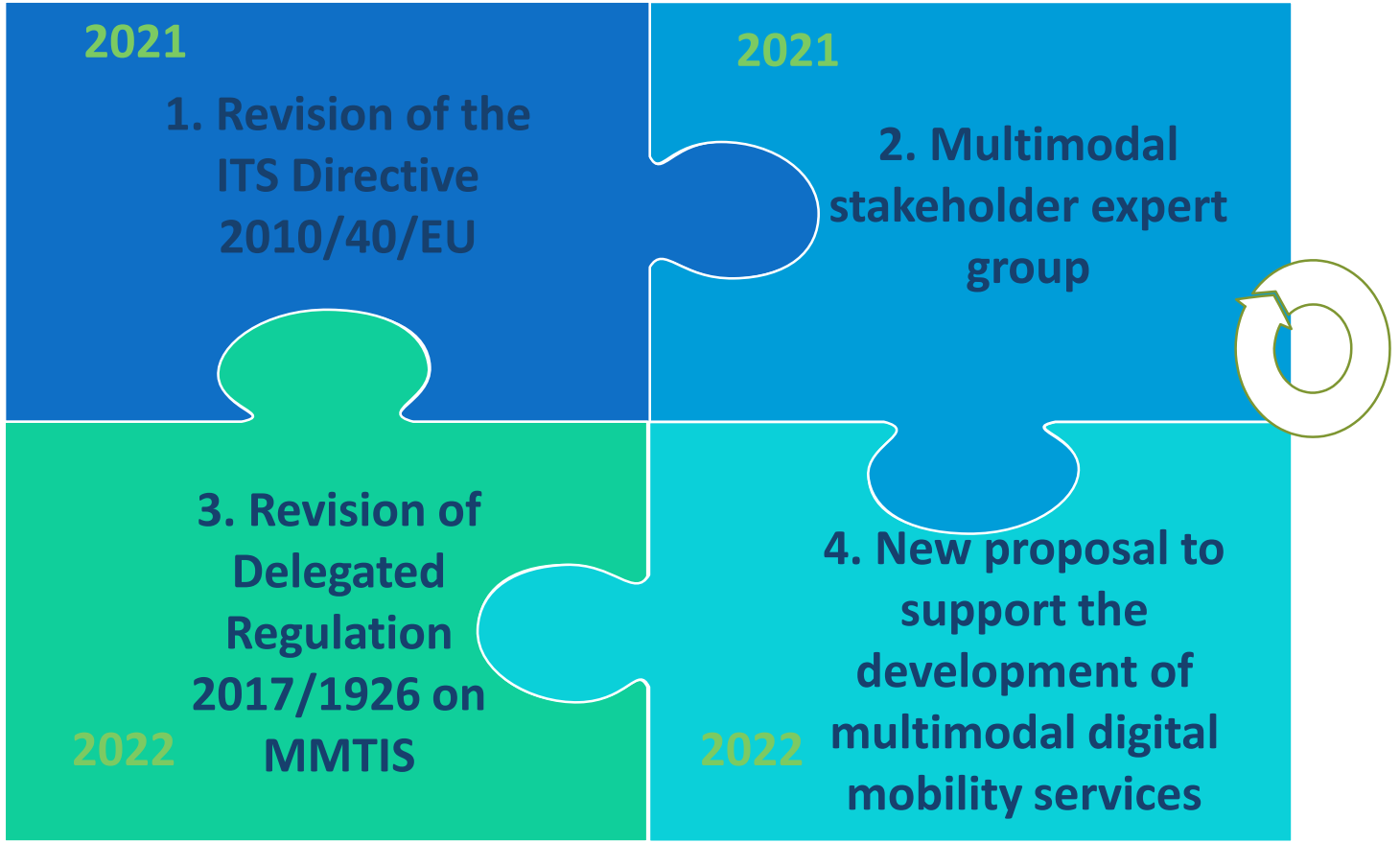
- Status update of current urban mobility situation and trends, indicating gaps and needs in the specific subject areas when it comes to achieving safe, accessible, affordable, smart, and low-and zero-emission urban mobility at city level.
- **Focusing on four domains and surveying a representative sample of 125 cities on:**
  1. SUMP frameworks
  2. Urban Logistics
  3. UVARs
  4. Sustainable Urban Mobility Indicators and data collection (including data on availability of micromobility services)
- Validation workshop 26 February 2021 and final report due in April.

4. Other developments: Preparatory actions 1+2 — UVARBox

- **PA 1, UVARBox:**
  - Objective: To accelerate the provision of user-friendly information to drivers. More specifically it should be focusing on enabling road users, in particular motorists (i.e. both professional and non-professional drivers) to be fully informed about urban and regional access schemes.
  - Funded by the European Parliament
  - Duration: 24 months (started in Spring 2020)

- **PA 2, UVAR2:**
  - Objective: To help cities getting the information they need while ensuring that UVARs can be enforced, and on the other hand, facilitating drivers' life by e.g. avoiding pre-registration, being better informed and having therefore seamless travel across borders (with real-life demonstrator).
  - Funded by the European Parliament
  - Duration: 24 months (starts in Spring 2021)

4. Other developments - initiative on Multimodal Digital Mobility Services (MDMS)



Coherent with modal developments:
TAP-TSI (rail) and CRS-Code of Conduct (aviation)

Objective: establishing a clear EU framework to increase the deployment of digital mobility services within and across modes, with the intention to significantly improve multimodality, inclusiveness and sustainability.

4. Other developments: Recovery and Resilience Facility and national plans

- **Budget of € 672,6 billion** (in 2018 prices) – € 312,5 billion of grants and € 360 billion of loans.
- **Clean, smart and fair urban mobility** – first template/example component developed and published (Oct 2020) under RRF, with big role of SUMP and share mobility services:
- **National Recovery and Resilience Plans:**
  - In preparation, so far around 2/3 received, discussions ongoing, sometimes big revisions; deadline for finalisation: end of April 2021
  - Analysis indicate that 10-20% of the RRF allocation should go to transport
  - Most of nat. plans include urban mobility aspects, with projects being quite diverse: promotion of cycling (bike lanes infra), public transport fleet renewal, new tram/metro lines, upgrading suburban rail network.

THANK YOU!