

Efficient & Green **MOBILITY**



New EU Urban Mobility Framework

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New EU Urban mobility framework

Background

More than 70% of Europeans live in cities and expect solutions for:

- Better and safer mobility (road injuries and fatalities)
- Congestion
- GHG emissions (urban areas: 23% of the EU's GHG transport emissions)
- Air and noise pollution (from transport)

At the same time: 30% live in villages, small towns and peri-urban areas, and is often dependent on private cars for reaching nearby urban nodes

- « Cities » includes towns and regions
- Climate urgency
- Social inclusion and human well-being, especially for disadvantaged groups
- EGD, SSMS, FF55, Zero Pollution Action Plan, Europe's Beating Cancer Plan, LT vision for the EU's rural areas, etc



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Public and stakeholder consultations

- public transport as the backbone for sustainable urban mobility, with multimodality at the core;
- more safe cycling infrastructure and active mobility opportunities;
- measures to improve urban road safety;
- improving connectivity between urban and suburban areas by increasing active mobility and public transport options;
- harmonising rules across the EU for urban vehicle access regulations and micro-mobility;
- using cargo bicycles and zero-emission vans for e-commerce and setting up package pick up stations;
- developing EU sustainable urban mobility indicators;
- making SUMPs obligatory and linking EU funding to them;
- greening fleets, e-mobility and recharging infrastructure;
- encouraging (all) organisations to have their own mobility management plans;
- implementing more car-free days.

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The EU needs to take more decisive action on urban mobility

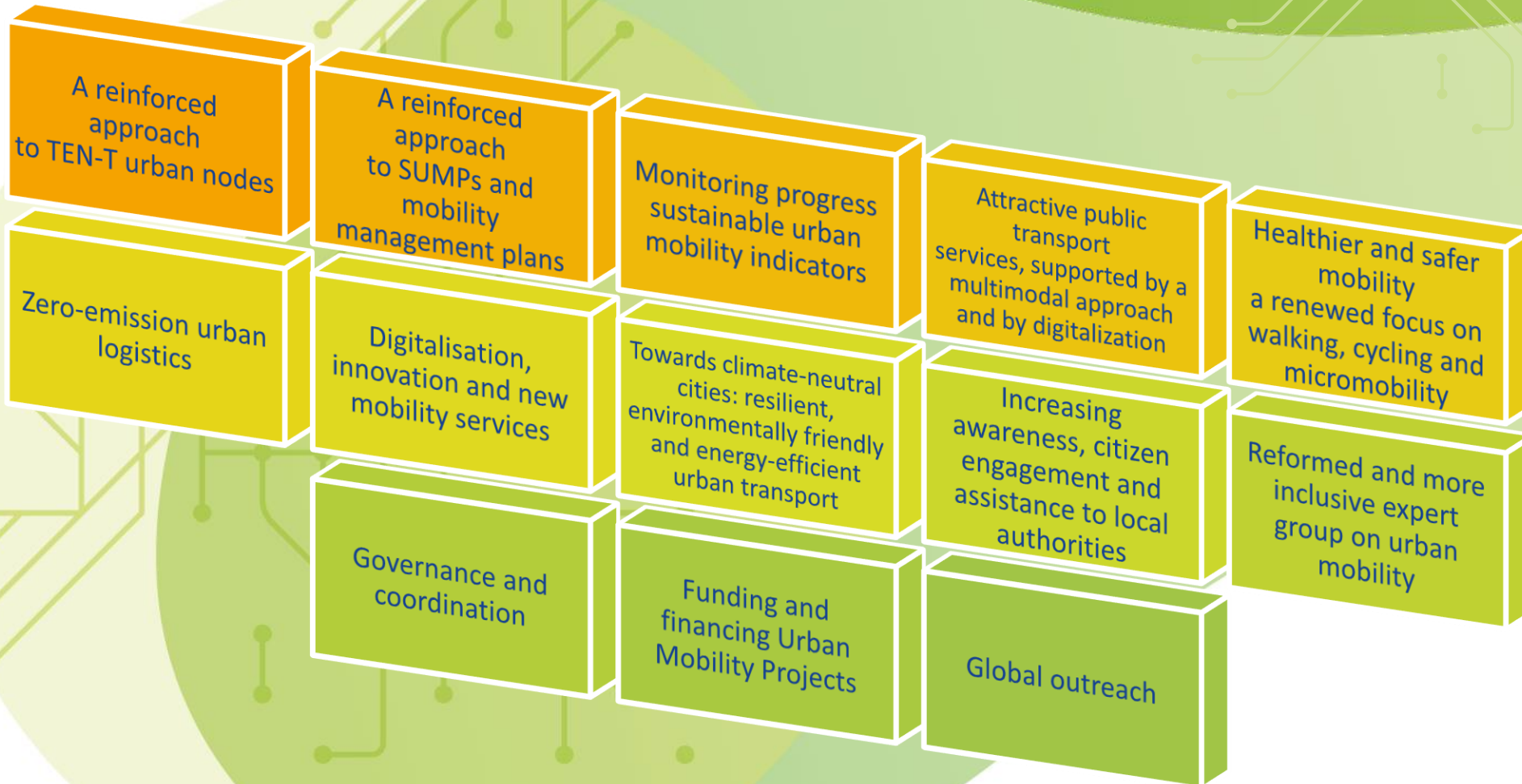
- to shift from the current approach based on traffic flow to an approach based on moving people and goods more sustainably
- a stronger collective / public transport backbone
- better active mobility (e.g. walking, cycling) options
- efficient zero-emission urban logistics and last mile deliveries
- multimodality as guiding principle
- digital solutions – connected and automated mobility
- Commuters - suburban and rural areas to connect sustainably with cities
- multimodal hubs
- better management of transport and mobility to increase system-wide efficiency





The main elements of the framework

Building blocks



A reinforced approach to TEN-T urban nodes



Need for efficient and inclusive connectivity between rural, peri-urban and urban areas via sustainable mobility options

- More suitable infrastructure is needed to increase the share of public transport
 - multimodal hubs with stations/stops
 - effectively interconnected with urban rail, metro, tram, bus, coaches, shared mobility services
 - With better and bigger park and ride facilities
 - And better equipped with appropriate bike parks
 - and publicly accessible recharging and refuelling points for low- and zero-emission vehicles.
 - With an increased focus on persons with disabilities.

A reinforced approach to TEN-T urban nodes



Interconnectivity between long distance and ‘first and last mile’ for efficient freight transport - smooth functioning of the TEN-T

- should be better reflected in urban and regional planning.
- a sufficient number of multimodal terminals and freight consolidation centres is needed.
- With recharging and refuelling infrastructure for low- and zero-emission vehicles.
- Alternative delivery solutions, such as cargo bikes and inland waterways should also be considered and better utilised in urban logistics,
 - with automated deliveries and drones (unmanned aircraft) being increasingly used in the future, where appropriate.
- The Alternative Fuels Infrastructure Regulation will address this as well.

A reinforced approach to TEN-T urban nodes



TEN-T Regulation to be strengthened to include urban mobility, which is essential for the overall good functioning of the network

- increases the number of urban nodes to 424
 - covering all cities with more than 100 000 inhabitants (or, if in a NUTS 2 region there is not such an urban node with a population over a 100 000 inhabitants, the main node of that NUTS 2 region).
- With a Sustainable Urban Mobility Plans by 2025;
- With the collection and submission of urban mobility data
 - covering at minimum, greenhouse gas emissions, congestion, deaths and serious injuries caused by road crashes, modal share for all modes, and access to mobility services as well as data on air and noise pollution in cities;
- With of multimodal passenger hubs, including park and ride facilities, to improve first and last mile connections and to enhance the necessary capacities for long-distance connectivity in and between urban nodes;
- With multimodal freight terminals to ensure sustainable urban logistics based on a comprehensive analysis at Member State level. Share of the population with appropriate access to mobility services (e.g. public transport).

A reinforced approach to SUMPs and mobility management plans



Sustainable Urban Mobility Plans

- To put in place national long-term SUMP support programmes (legal, financial and organisational measures)
 - with a national programme manager.
 - to help build capacity
 - and implement SUMPs in compliance with European SUMP guidelines
- 2022: Commission Recommendation on National SUMP Support Programmes
 - including an upgraded SUMP concept, setting clear priorities to favour sustainable solutions including active, collective and public transport and shared mobility (including for urban-rural links),
 - while integrating resilience aspects and Sustainable Urban Logistics Plans (SULPs), based on zero-emission vehicles and solutions;
- Cooperation with European Covenant of Mayors on the alignment of SUMPs and Sustainable Energy and Climate Action Plans (SECAPs);
- Complementing and streamlining the set of SUMP guidance documents available on Eltis | The urban mobility observatory (www.eltis.org).

A reinforced approach
to SUMP's and mobility
management plans



Mobility management plans



- Mobility management is a demand-driven measure promoting the use of sustainable mobility in an integrated way
- Encourage public and private organisations (companies, hospitals, schools, tourist attractions,...) to develop respective plans
- Case study on Mobility Management now available on Eltis | The urban mobility observatory (www.eltis.org)

Monitoring progress sustainable urban mobility indicators



a common approach to monitoring and providing information is lacking

- for cities to share best practices and to pursue joined-up approaches at the EU level to implement sustainable urban mobility plans.
- A pilot project has tested a set of sustainable urban mobility indicators and provided a related benchmarking tool.
- A **staged** preparatory approach is proposed.
 - In 2022, improve and streamline the set of 19 sustainable urban mobility indicators already identified, as well as the related benchmarking
 - in 2023, launch a programme support action for Member States under the Connecting Europe Facility to collect data for harmonised mobility indicators
 - in view of the proposed requirements for data collection by the urban nodes on the TEN-T.

Attractive public transport services, supported by a multimodal approach and by digitalization



Public transport must be at the centre of sustainable urban mobility planning, be available to all and offer barrier-free access

Urban rail, metros, trams, buses, water buses, ferries or cable cars

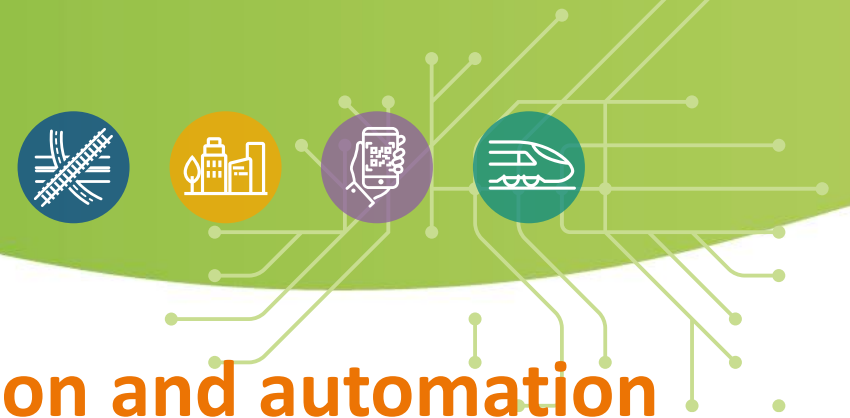
Alternative fuels infrastructure legislation, revised Clean Vehicles Directive Clean Bus Europe Platform to help cities with the transition towards clean bus fleets.

More needs to be done

- to increase PT services quality, accessibility for persons with reduced mobility, increase the frequency of services and cut operating costs
- To ensure better integration between public transport and shared mobility services and active mobility
- To address connections with the areas outside the city centre, including connections to the suburbs and rural areas beyond the city.

The Commission calls on Member States to conduct their urban mobility services related procurement procedures to prioritise innovative, digital, accessible, sustainable and multimodal solutions.

Attractive public transport services, supported by a multimodal approach and by digitalization



More needs to be done on the digitalisation and automation of public transport services

- More data on the actual traffic flows of people are needed to dynamically adapt city-wide public transport capacity, routes and timetables, rather than continuing historically established fixed transport offers.
- Mobility as a Service (MaaS) apps need to be developed with public transport as the backbone. All stakeholders to work together to reconcile commercial and public interests in the design and operation of MaaS apps.
- Public transport authorities must ensure that passengers are provided with real-time public transport timetables and multimodal options.
- Reskilling and upskilling of PT workers has to play a substantial role and other measures have to be worked out in a dialogue with social partners.

Attractive public transport services, supported by a multimodal approach and by digitalization

Main action proposed:

- Reinforce funding and policy support (e.g. reinforced SUMP concept) for public transport;
- Work with national and local administrations and all stakeholders to ensure that public transport remains the backbone of urban mobility, and to tackle inequality in accessing the public transport network, e.g. improving access to train stations;
- Consider mandatory provision of operators' real-time data (e.g. timetable and disruption information), including from public transport, through national (data) access points, in its review of Delegated Regulation 2017/1926 on multimodal travel information services to be adopted in 2022;
- Urban nodes required to enable passengers to access information, book, pay and retrieve their transport tickets through multimodal digital mobility services, to ensure that public transport is at the core of collective mobility in urban nodes by 2030 (TEN-T Regulation proposal);



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Active mobility: walking and cycling

Main actions proposed:

- TEN-T Regulation proposal:
 - Requirements on multimodal passenger hubs in urban nodes to better integrate active transport modes
 - Requirements to ensure the continuity and accessibility of pedestrian and cycling paths in order to promote the active modes of transport when building/upgrading railway infrastructure;
 - New priorities for urban nodes: promotion of efficient and low-noise zero emission transport and mobility, including greening urban fleets
+ increase of the modal share of public transport and of active modes;
- Increase the role of walking and cycling in:
 - the updated SUMP concept
 - SUMP guidance documents on Eltis | The urban mobility observatory (www.eltis.org).

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Safety of vulnerable road users and micromobility

Main actions proposed:

- Dedicated SUMP topic guide on the safe use of micromobility devices to help urban mobility planners and local authorities to permit the safe deployment of new devices on city streets – already online: <https://www.eltis.org/mobility-plans/sump-guidelines>
- Prepare rules on the safety of micromobility devices, building on experience at the national and local level on safety requirements;
- By the end of 2022, provide guidance on quality infrastructure requirements for vulnerable road users in the initial audit of the design phase under Directive 2008/96/EC on road infrastructure safety management.

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Zero-emission urban logistics



- Consumer e-commerce deliveries grew by 25% in 2020 due to the pandemic, and the increase in last-mile deliveries is likely to persist.
- Need for zero emission vans, cargo bikes, new distribution models, dynamic routing, urban rail and inland waterways.
- Optimisation, incl. in reducing empty and unnecessary runs.
- More work is necessary at EU level on assessing the need for more urban freight data collection and sharing.
- Collaboration, regular dialogues, networking and exchanges needed to share knowledge on sustainable urban logistics management and planning.
- Reinforced role of urban nodes in the revision of the TEN-T Regulation.

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Zero-emission urban logistics



- The Commission will:
- make a proposal by the end of 2022 to revise the CO2 emission performance standards for heavy-duty vehicles in order to move towards zero-emission vehicles in this sector;
- ensure that existing sustainable urban logistics plans (SULPs) are fully integrated within the SUMP framework;
- support dialogue and collaboration between all parties, networking and exchanges among cities planners;
- support voluntary data sharing between all types of stakeholder to make urban freight transport more efficient, sustainable and competitive.

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Digitalisation – main opportunities



artificial
intelligence

digital twins

blockchains

internet of things

EU satellite
navigation and
earth observation

Mobility as a
Service

European Digital
Identity Wallets

digital mobility
management tools

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Digitalisation offers a way to resolve certain challenges related to urban vehicle access regulations (UVARs)



- UVARs represent a measure to comply with EU air quality standards and to limit congestion and traffic-borne emissions.
- It is important that where UVARs are deployed they allow for seamless and user-friendly travel across the single market, without leading to discrimination of non-resident drivers.
- Road users need better access to information to be aware of these regulations and be able to comply with them; and cities are often unable to set up and properly enforce effective and functional schemes.
- So far: Regulation (EU) 2018/1724 on Single Digital Gateway, revised DR RTTI, EP PA UVARbox; EP PA UVARexchange,

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Digitalisation also enables new mobility services



- Free-floating car and bike sharing, ride hailing and innovative taxi services, or delivery services, mainly offered through mobile apps.
- Emerging: CCAM and urban air mobility*.
 - it is necessary to integrate these within the SUMP framework at an early stage.

*Defined as: very-low altitude air traffic over populated areas at scale.

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Local transport-on-demand



- Ride-hailing and private hire vehicles (PHV) with drivers emerging in parallel to established taxi services
- Guidance to be issued in 2022 on the relevant rules
- TEN-T proposal: SUMP's to promote the greening of the urban fleet

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Our cities are often the best ‘living laboratories’

- Public discussion and the ‘co-creation’ of new mobility concepts is vital for public acceptance. Since 2002, the **CIVITAS Initiative** has been bringing innovative actions to the local and regional level, enabling public authorities to manage innovation and adopt new tools, solutions or processes.
- 2ZERO, CCAM, Clean Hydrogen, Europe’s Rail, DUT (Driving Urban Transition), Urban Innovative Actions initiative, the EIT Knowledge and Innovation Community on Urban Mobility, the living.eu initiative and the Smart Cities Marketplace: complementary action and synergies to accelerate innovation towards more sustainable, liveable cities and urban spaces.
- A particularly promising avenue for effective coordination between initiatives in urban matters is the **Climate-Neutral and Smart Cities mission**.

Relevant actions – digitalisation, innovation, new mobility services:



- legislative initiative by 2022 related to multimodal digital mobility services;
- common European mobility data space to facilitate access to and sharing of mobility data, including at the urban level, in 2022;
- EU Toolbox for Local Digital Twins, with the support of DEP;
- dedicated study in 2022, to map and clarify which digital and technical solutions are available to enable more effective and user-friendly UVARs;
- guidance on local transport-on-demand: i.e. taxis, private hire vehicles with drivers and ride-hailing;
- **further development of the CIVITAS Initiative** under Horizon Europe and cooperation with relevant EU-funded initiatives, through the Climate-Neutral and Smart Cities mission;
- innovation actions through the relevant partnerships.

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Key milestones:

climate neutral cities

- to deliver 100 climate-neutral cities by 2030, including zero-emission mobility and transport solutions;

Main actions proposed:

- Obligation in the revised TEN-T Regulation on the availability of recharging and refuelling infrastructure including in urban nodes;
- Horizon Europe work programme:
 - within the Climate-Neutral and Smart Cities mission: topics to help cities invest in urban mobility innovation with focus on public transport and active mobility investment;
 - within the transport partnerships: topics to support automated, smart and zero emission vehicles and their integration with charging systems in urban areas;
- EUR 359.3 million under Horizon Europe work programme 2021-2023 for initial implementation phase of the Climate-Neutral and Smart Cities mission;
- Develop synergies with funding and financing from other EU programmes (e.g. CEF, ESIF, RRF), EIB and private sector to support deployment of zero emission mobility.

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Increasing awareness, citizen engagement and assistance to local authorities



Main actions proposed:

- Awareness-raising activities centred on European Mobility Week and the EU sustainable urban mobility awards and events;
- Technical assistance, in particular actions to increase the capacity of local, regional and national authorities to prepare and implement urban mobility measures and strategies + by providing guidance documents.

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Governance: reformed and more inclusive expert group on urban mobility



- Need for a reinforced platform for dialogue and the co-creation of new actions to implement the new EU urban mobility framework.
- Stronger engagement of Member States and improved dialogue with cities, regions and stakeholders on all urban mobility issues.
- 2022: The Commission will review the mandate and operation of the Commission's Expert Group on Urban Mobility.
- The Expert Group should work in particular on:
 - public transport,
 - shared and active mobility,
 - zero-emission fleets,
 - urban logistics and first and last-mile delivery,
 - include urban cross-border areas, and urban-rural linkages.
 - coordinate preparedness for the contingency of urban transport between Member States as well as between national SUMP programme managers and the SUMP Platform Coordination Group.

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Funding and financing Urban Mobility Projects

The Commission will:

- develop a stronger link between SUMP and funding instruments and, e.g. give priority in the Connecting Europe Facility work programmes to urban mobility projects that are backed by SUMP or equivalent plans, and give priority in Horizon Europe calls to applicants with SUMP;
- continue to provide financial support for sustainable urban mobility investments within the EU and beyond.

Conclusions In summary...



More decisive EU Action

for the European Green Deal



More ambitious sustainable urban mobility planning (SUMP)

- Streamlining and Commission recommendation (2022)
- requirements for urban nodes on the TEN-T (adoption of SUMPs)
- 19 sustainable urban mobility indicators as KPIs
- Make more use of SUMPs for funding instruments (CEF)
- Integrate Sustainable urban logistics plans (SULPs)

Towards climate-neutral cities

- AFIR + CVD + CO2 for cars and vans + HDV (2022) + Euro 7 + zero-pollution AP
- Horizon Europe + Climate-neutral and Smart Cities Mission

More decisive EU Action



in the Digital Decade for safer and more efficient urban mobility

- ITS Directive revision (+ delegated acts)
- MaaS / Multimodal digital mobility services (2022)
- Common European Mobility Data Space (2022)
- Stakeholder guidelines on safe use of micromobility + rules
- Horizon Europe CCAM cPPP

and for the internal market

- Mapping exercise on UVARs
- Recommendations for a well-functioning taxi / PHV markets

Commission support

for local, regional and national action

- Re-build attractiveness of public transport
- Promote active and shared mobility
- Better protect vulnerable road users
- Indicators, support to data gathering
- A reformed expert group on urban mobility
- Reach out beyond EU
- Increase awareness and citizen engagement
- Support to capacity building
- Providing guidance, in particular under SUMP framework



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Thank you!