

A better mobility starts in cities

From our streets to Europe

The 2019-2024 EU mandate has been filled with landmark achievements in the sphere of EU urban mobility policy, underpinned by the ambitions of the European Green Deal. The task of the next EU policymakers will revolve around keeping the EU on track to meet its targets for 2030 and beyond in terms of climate, road safety, air quality, noise and other Green Deal objectives.

In five years, zero-emission mobility in cities should become mainstream, aided by the proliferation of zero-emission vehicles and lighter transportation options. Preventive measures to free people from some of the everyday journeys that they are currently compelled to take, will also contribute to aligning with climate mitigation and environmental health goals. Essential to this transition is greater EU and national support for urban and long-distance transport infrastructure investments based on newly available sustainable urban mobility indicators, with increased budget allocations, clarified rules applicable to urban areas and enhanced city involvement in decision-making.

Creating a multimodal, convenient, and reliable mobility system will further encourage reconsideration of travel habits and a modal shift towards public transport, walking and cycling. In line with their Sustainable Urban Mobility Plans, city leaders aim to redesign urban spaces to improve air quality and to make them more welcoming, safer and more inclusive, which in turn promotes economic activity. The EU should support these aims with the corresponding policies and funding tools. In 2030, innovation will continue to drive mobility services, requiring proper calibration of innovation funding, capacity building for cities, and improved data sharing between businesses and governments to optimise infrastructure adaptation and planning.

Building upon the Eurocities manifesto, the following recommendations contribute to achieving this vision and filling in the current EU mobility policy gaps in line with cities' aspirations.



Building Sustainable Urban Connections: Securing Modal Shift within and Beyond Cities

Connecting the dots between long- and short-distance transport

Eurocities recommends that the EU institutions accompany the cities now termed 'urban nodes' in taking full ownership of their new role, acknowledged by the TEN-T regulation, by:

- ✓ Clarifying the role and responsibilities of urban node authorities while giving them a seat at the decision table of big transport investment plans which directly or indirectly impact their territories.
- ✓ Setting up a new Connecting Europe Facility (CEF) – Transport programme, including an increased budget for urban areas aligned with local priorities.
- ✓ Providing guidance for the Sustainable Urban Mobility Plans of urban nodes on how to integrate land-use and infrastructure planning, taking into account the local, regional, and European scale.

Deliver on the EU plan to boost long-distance rail

Cities are fully behind the EU's ambition to double the volume of high-speed rail traffic by 2030 and to revive night train and freight connections across Europe.

To finance the ambitions, EU policy makers should:

- ✓ Ensure that existing programmes such as the CEF-Transport programme are aligned with this level of ambition to ensure the development of high performing, sustainable, and efficiently interconnected trans-European transport infrastructure for rail in Europe.
- ✓ Explore the implementation of cross-mode subsidies and adequate national taxation schemes to promote environmentally friendly modes of transportation, leveraging legislative tools such as the Energy Taxation Directive and the Eurovignette Directive.
- ✓ Build upon the experience of national discounted fares such as the Austrian KlimaTicket schemes for railway to attract new users.

Prioritising sustainable transport modes

Even though the situation is improving, public transport has recently been through a lot with the Covid-19 crisis and the energy crisis increasing the operational costs. Substantial investments to renew and/or increase public transport networks will therefore be required to cope with the current challenges. Further consideration of active and shared modes of transport in EU transport policies will also be a pre-requisite to make them more



attractive to users. The European institutions should:

- ✓ Continue to support the public transport sector's decarbonisation and digital solutions to support its prioritisation and integration with other modes.
- ✓ Fully recognise the positive impact of public transport to be a credible 24/7 alternative, including by safeguarding the freedom for local and regional authorities to set public service obligations on public transport.
- ✓ Propose a measurable implementation plan of the EU Cycling Declaration based on cities' recommendations.
- ✓ Promote guidance and funding for traffic reduction solutions as an enabler for safer, more resilient and liveable cities.



Mainstreaming zero-emission mobility in cities

Secure the transition of the automotive sector towards zero-emissions

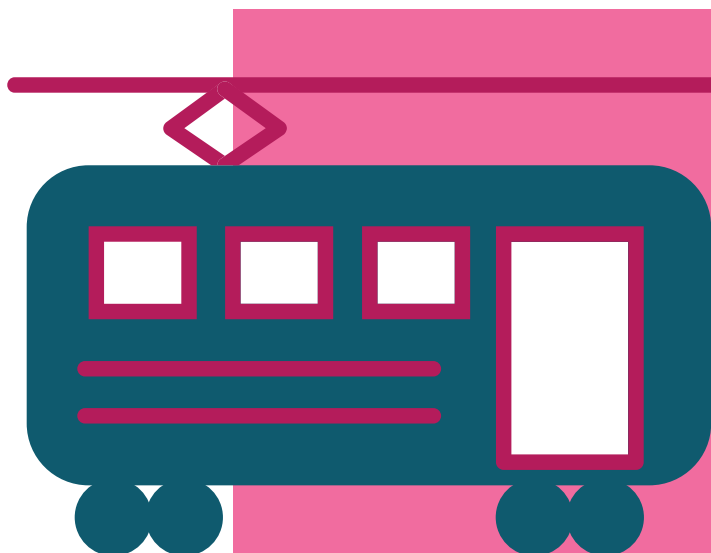
To achieve their plans for zero-emission mobility, cities need to ensure that residents and businesses have access to affordable zero-emission transport and to the charging infrastructure needed for all types of vehicles. To provide legal certainty for cities, users and vehicle manufacturers, Eurocities recommends that EU policymakers:

- ✓ Secure the 2035 phase-out targets for fossil-fuelled vehicles as already agreed at the EU level.
- ✓ Address vehicle categories in which decarbonisation is lagging, such as Non-Road Mobile Machinery.

Propose a clear set of actions to put lighter and smaller vehicles on the market

The ever-growing size and weight of private passenger cars have not only been flagged as a risk towards climate change but also on road safety and public space in urban areas, prompting several cities to take action on the matter. Eurocities recommends that the EU institutions:

- ✓ Address the issue by regulating vehicles' energy efficiency, ensure that imported vehicles comply with EU legislation, set dimension limits and ensure better consumer information.
- ✓ Complete the applicable regulatory framework for lighter modes of transport, ensuring road safety and limiting their emissions.
- ✓ Provide continued support in research and innovation for new lighter vehicles for freight and passenger transport.



Enabling cities' infrastructure for the roll-out of zero-emission vehicles

Massive investments both by the private and public sector are also still expected in the years to come to accompany this transition, such as grid upgrade and public transport fleet conversion.

Eurocities recommends that EU decision makers:

- ✓ Propose new funding programmes as part of the next Multi-Annual Financial Framework to prepare cities for the adaptation of local infrastructure to the roll-out of zero-emission vehicles.
- ✓ Continue to provide EU guidance to better plan zero-emission urban mobility during the implementation of the new EU legislation as well as continuous support for standardisation.

Support cities in dealing with the legacy of the internal combustion engine

Fossil-fuelled vehicles are expected to run on cities' streets until at least 2050, leaving cities no choice but to address the pollution emitted by these vehicles through low or zero-emission zones (LZEZ) or other urban vehicle access regulations (UVAR).

To ensure the success and acceptance of such measures, Eurocities recommends that the EU institutions:

- ✓ Continue to work on enhancing drivers' information on UVARs and cross-border enforcement
- ✓ Encourage member states to set up national UVAR frameworks, including technical and financial support for cities, and encouraging mutual recognition between national schemes.



Support the design of safe, climate resilient and inclusive streets and spaces

Mobility policies are one of the most important levers to make our cities more liveable and equipped to tackle global challenges. The following elements need to be deployed to help cities implement their vision for safer, more inclusive and climate resilient streets and spaces.

Review the EU Road Safety Framework to achieve the 2030 objectives

The European institutions should assess the efficiency of the measures taken under the current framework to reach the objective of halving the number of road fatalities by 2030.

In assessing this framework, the EU institutions should:

- ✓ Continue to push for further implementation of vehicle safety technologies such as Intelligent Speed Assistance technology, for the benefits of both vehicle occupants and other road users.



The European institutions and member states should:

- ✓ Address the gender dimension by improving security in transport, collecting accurate data on gender differences and modes of transport, as well as placing greater priority on the issue in project calls.
- ✓ Ensure that EU-funding instruments for transport are used to support accessibility in transport infrastructure and services.
- ✓ Address transport poverty via the Social Climate Fund, making good use of data and best practices implemented by cities and considering the impact of UVARs on transport users to target funding.

Guiding urban mobility innovation

Urban mobility innovation has been blossoming for a few decades now, bringing new operators and technological solutions to the market but also creating new ways of collaboration between public and private partners to the benefit of improved urban mobility.

Empowering cities to steer value-driven innovation

Financing capacity building activities in cities remains imperative if we want to equip them with the right tools to be able to deal with innovation. Too often, the lack of internal capacity leads to situations where cities cannot steer innovation in a direction that caters to their needs.

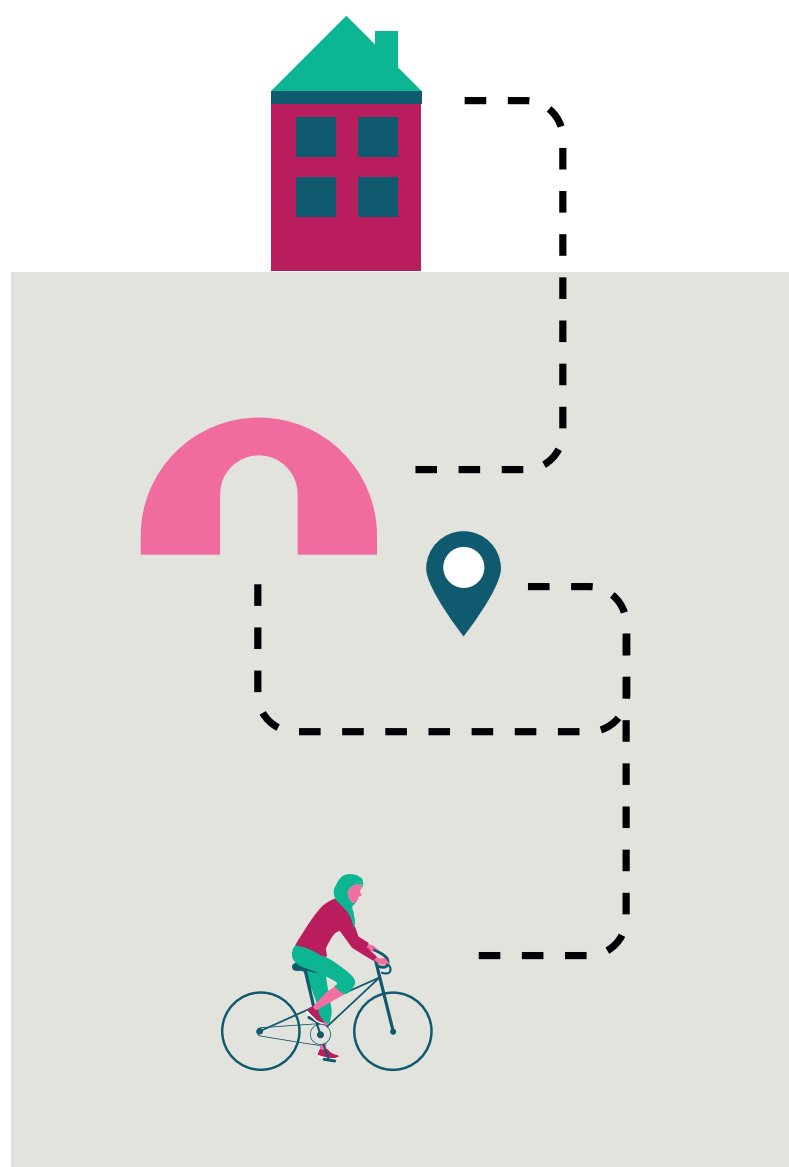
- ✓ Promote a better use of data, including insurance data for the improvement of road safety.
- ✓ Deliver on the creation of a Road Safety Agency.
- ✓ Provide recommendations and KPIs on drivers' dangerous behaviours and suitable reduced speed-limits according to road typology.

Help cities to foster climate-resilient mobility policies

As the impact of climate change is being felt more urgently in cities, the next EU policymakers should establish methods and guide public and private actors to further assess and anticipate the impact of climate change on urban mobility services and infrastructures. They should also highlight the solutions offered by urban mobility planning to create climate-resilient cities as part of the Climate Adaptation Mission.

Promote multi-faceted inclusive mobility

In their activities on urban mobility, EU institutions should bear in mind that well-functioning urban mobility is also about providing equal access to employment and services regardless of people's gender, reduced mobility, ethnic background or social conditions, anticipating the impact of societal changes.



The EU institutions should therefore:

- ✓ Continue to sustain existing initiatives such as the CIVITAS Initiative to foster knowledge exchange and build-up cities' capacity to develop and demonstrative innovative mobility solutions.
- ✓ Ensure that funding programmes help cities to better deal with innovation, especially by allowing them to adapt their local strategies, regulatory capacities and organisational structures.
- ✓ Revise the EU approach regarding innovation funding to ensure that mature solutions can be rolled-out after the pilot phases.
- ✓ Encourage the creation of local regulatory sandboxes to test innovation in real life and develop innovative solutions for rural-urban connectivity and to improve urban goods distribution.

Unleashing the power of business-to-government ('B2G') data sharing

More data made available to city authorities can help them improve urban mobility and road safety by allowing them to better enforce local regulations or support informed mobility planning. In addition, data sharing should also serve to ensure that services such as routing services comply with local regulations.

Eurocities recommends that the EU institutions:

- ✓ Address the lack of availability and quality of mobility data held by private stakeholders and made available for local authorities
 - ✓ Clarify the role of cities as stakeholders in the implementation of the relevant EU initiatives on mobility data such as the ITS directive, the Data Act and European Common Mobility Data Space
 - ✓ Encourage data protection authorities to develop guidance on the handling of personal data by local authorities in the mobility data ecosystem, such as data related to active mobility.
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