



Update on EU urban mobility policy

UNECE Working Party on Transport Statistics

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Broader picture – CoA report

Court of Auditors report on EU urban mobility policy and funding

- Published 3 March 2020, 4 countries (DE, IT, PL, ES) with 8 cities in the focus.
- <https://www.eca.europa.eu/en/Pages/DocItem.aspx?did=53246>

Main conclusions:

- No indication found that EU cities are fundamentally changing their approaches and that there is no clear trend towards more sustainable modes of transport
- No substantial improvement is possible without Member States' commitment

2 main recommendations:

- ***Recommendation 1 – propose legislation requiring MS to collect and submit regularly relevant data on urban mobility and on the adoption of SUMP in all EU urban nodes of the core and comprehensive TEN-T networks, including their surrounding areas***
- ***Recommendation 2 – Link EU funding to SUMP + ensure that relevant Country Specific Recommendations are reflected in a meaningful way in programmes***

Evaluation of Urban Mobility Package (UMP)

- An evaluation of the [2013 Urban Mobility Package](https://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:52021SC0047) 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:



1. **Poor connectivity of peri-urban and rural areas**



2. **Accelerating climate and environmental crises**



3. **New mobility services enabled by digitalisation**



4. **Impact of Covid and changes in mobility, work and consumption patterns**

Evaluation of Urban Mobility Package (UMP)

Conclusions - general:

- EU-level data (where available - lacking systematic urban mobility data collection in the EU) 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.
- 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**.

Evaluation of Urban Mobility Package (UMP)

Conclusions – data and indicators aspects:

In 2013 UMP the Commission committed *to support the development of an Urban Mobility Scoreboard by identifying harmonised indicators to benchmark and compare the progress of urban areas across the EU, and explore how the quality and availability of data and statistics for urban mobility can be improved.*

- The **Sustainable Urban Mobility Indicators (SUMI)** pilot project with 50 EU cities (2017-2020), a necessary step towards establishing a harmonised framework.
- It resulted in **a set of 19 indicators** (e.g. congestion, air pollutant emissions, accessibility of public transport, road deaths, opportunity for active mobility) that support cities to perform a standardised evaluation of their mobility system and to measure improvements, and **a benchmarking tool**: https://ec.europa.eu/transport/themes/urban/urban_mobility/sumi_en
- Feedback received indicates a **need for further refinement** of the indicators set in line with the specificities of the European context and the experienced data collection problems, as well as a need for a technical and advisory assistance to the cities in that regard.

Evaluation of Urban Mobility Package (UMP)

Overall conclusion: EU action on urban mobility is still needed, even more now than in 2013 + need to use stronger tools to contribute to the increasingly ambitious climate, digital and societal objectives and commitments of the EU.

Conclusion 9: Urban mobility data collection and availability is of insufficient quality, and requires more effort in particular from Member States:

- *There is a general lack of systematically collected comprehensive, coherent, gender disaggregated and comparable data at the city level in the EU for example on the use of active modes, motorised or public transport, length of trips, etc. Currently there is no legal basis (i.e. no requirement) for Member States to report data on urban mobility; problem was also noted by the Court of Auditors.*
- *This makes progress tracking and comparison very challenging, and risks to undermine policy making at European, national and local levels of government. Data of high quality is instrumental in identifying trends, evaluating the impact of locally implemented urban mobility measures and planning future policy.*

New EU urban mobility framework

Building on 2013 urban mobility package, the initiative proposes a comprehensive enabling EU framework to assist and incentivise Member States and cities in developing safe, accessible, inclusive, affordable, smart, resilient and zero-emission urban mobility as an important contribution to meeting the 2050 climate target.

Contributing to the transition to a climate-neutral economy and emission-free transport at local level, it addresses transport pollution and draw lessons from COVID-19 pandemic

An important part will be the strengthened role of urban nodes on the Trans-European Transport (TEN-T) Network as vital enablers of sustainable, efficient and multi-modal transport.

Preparation of next steps – new urban mobility framework

- 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 (SUMP)** by **2030** and collect **minimum harmonised urban mobility data**
- 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

Roadmap – problem the initiative aims to tackle

- The mobility patterns in EU cities are changing, affected by technological, socio-demographic, cultural and environmental factors.
- There is a need for a more coordinated approach, in particular in the areas where EU action can contribute the most, such as ensuring bigger coverage and quality of sustainable urban mobility plans and a more coherent approach to urban mobility data and indicators to monitor progress e.g. towards climate neutrality.
- [Feedback period on the roadmap closed on 25/05]

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12916-Sustainable-transport-new-urban-mobility-framework_en

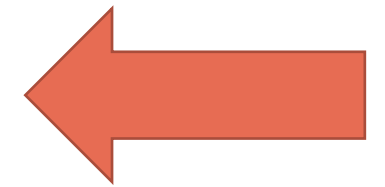
A comprehensive approach: a Communication accompanied by a CSWD and complemented by

Revision AFID

Revision Directive ITS

Revision Energy performance
of Buildings Directive

Revision Regulation TEN-T



But also

Mission climate-neutral cities

Climate Pact

Multimodal initiative

Drone strategy

LT vision on rural areas

Zero pollution action plan

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Preparation of next steps – process

- Five consultation workshops for stakeholders in June - <https://www.eltis.org/in-brief/news/new-urban-mobility-initiative-five-consultation-workshops-stakeholders-june>
- 12w Open Public Consultation – imminent launch – see @Transport_EU or DG MOVE website
- 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 4Q2021**

SUSTAINABLE & SMART
MOBILITY STRATEGY



THANK YOU!