Basic information

2014/2242(INI) INI - Own-initiative procedure	Procedure completed
Sustainable urban mobility **Subject** 3.20.08 Urban transport	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	DELLI Karima (Verts/ALE)	26/11/2014
	Shadow rapporteur VIRKKUNEN Henna (PPE) ANDERSON Lucy (S&D) TOŠENOVSKÝ Evžen (ECR) VAN MILTENBURG Matthijs (ALDE) KYLLÖNEN Merja (GUE/NGL) PAKSAS Rolandas (EFDD)	

Committee for opinion	Rapporteur for opinion	Appointed
ENVI Environment, Public Health and Food Safety	EVI Eleonora (EFDD)	06/01/2015
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	
REGI Regional Development	VALCÁRCEL SISO Ramón Luis (PPE)	26/02/2015

European Commission

Commission DG	Commissioner
Mobility and Transport	BULC Violeta

Key events

Date	Event	Reference	Summary
17/12/2013	Non-legislative basic document published	COM(2013)0913	Summary
15/01/2015	Committee referral announced in Parliament		
10/11/2015	Vote in committee		
13/11/2015	Committee report tabled for plenary	A8-0319/2015	Summary
02/12/2015	Decision by Parliament	T8-0423/2015	Summary
02/12/2015	Results of vote in Parliament		
02/12/2015	Debate in Parliament		
02/12/2015	End of procedure in Parliament		

Technical information

Procedure reference	2014/2242(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/02299

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE554.953	04/05/2015	
Amendments tabled in committee		PE560.621	09/06/2015	
Amendments tabled in committee		PE560.632	09/06/2015	
Committee opinion	ENVI	PE554.824	18/06/2015	
Committee opinion	REGI	PE554.818	22/06/2015	
Committee report tabled for plenary, single reading		A8-0319/2015	13/11/2015	Summary
Text adopted by Parliament, single reading		T8-0423/2015	02/12/2015	Summary

European Commission

Document type	Reference	Date	Summary
Commission document (COM)	COM(2013)0913	17/12/2013	Summary
Commission response to text adopted in plenary	SP(2016)115	05/04/2016	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	DE_BUNDESRAT	COM(2013)0913	24/03/2014	
Contribution	AT_BUNDESRAT	COM(2013)0913	31/03/2014	

Sustainable urban mobility

2014/2242(INI) - 13/11/2015 - Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted the own-initiative report by Karima DELLI (Greens/EFA, FR) on sustainable urban mobility, in response to the Commission communication on the same issue.

Estimates suggest that **by 2050 up to 82 % of EU citizens will live in urban areas**. The expected significant increase in urban population confronts urban centres with societal, quality of life and sustainable development challenges, which will require holistic planning measures.

In this regard, the report made the following recommendations:

Giving space and infrastructure back to all citizens and improving accessibility: Members encouraged the authorities in the Member States to:

- **draw up sustainable urban mobility plans** which give priority to low-emission transport modes, including electric traction and vehicles powered by alternative fuels, and which include intelligent transport systems;
- **develop a parking policy** (parking space supply, use of intelligent parking systems and appropriate pricing) which can be part of an integrated urban policy;
- take **measures to reduce traffic-related noise** in cities.

Members are convinced that the provision of **information to, and the consultation of, EU citizens, retailers, freight transport operators** and other stakeholders involved in urban mobility are crucial in order to make planning, development, and decision-making more transparent. This information should be publicly and easily accessible. Moreover, they pointed out that it is desirable to foster **cooperation among the relevant actors and between cities at EU level** with a view to sharing sustainable mobility solutions.

Taking into account the need to reduce the negative impact on the environment of oil dependency in the EU transport system, the ESI funds should be systematically used for the development and implementation of comprehensive, integrated Sustainable Urban Mobility Plans (SUMPs).

Improving the environment, quality of life and health: the report encouraged the competent authorities to take preventive measures, in accordance with the precautionary and proportionality principles, to **improve air quality in towns and cities** and to guarantee that pollutant concentrations do not exceed the levels set in the World Health Organization guidelines. To that end, it supported local setting-up of low-emission zones.

Pointing out that there is a need for a **holistic approach to air pollution in European cities**, Members called on the Commission to put forward effective measures that enable the Member States to comply with the Ambient Air Quality Directive (2008/50/EC), notably:

- by setting effective and **ambitious emission ceilings for 2025 and 2030** under the National Emission Ceilings Directive (NEC),
- by ensuring better coordination of measures under the NEC Directive and the Ambient Air Quality Directive,
- by setting ambitious car emission performance standards for 2025 and 2030 in a timely review of the CO2 and cars Regulation (EC) No 443 /2009,
- by setting a clear timeframe for the implementation of **Real-World Driving Emission Testing** for private vehicles.

The Commission should assess how society is likely to be affected by new forms of mobility based on the **sharing-economy model, including ride-sharing**.

At national level, Member States should pursue the concept of a '**shareable city**', where mobility and transport are concerned. They are invited to:

- promote **public transport** with the view to increasing its use by 2030;
- support the development of innovative forms of mobility;
- promote the use of **non-motorises transport**, including by setting ambitious targets for cycling rates by 2030 and to improve conditions for walking and cycling.

Saving energy and protecting the climate: Members considered that energy efficiency and the use of low-carbon and renewable energy sources are key to achieving sustainable urban mobility.

Member States are encouraged to support the goals of the Transport White Paper of **halving the number of 'conventionally fuelled' cars in urban transport by 2030 and of phasing them out in cities by 2050**.

Research policy aimed at smart mobility approaches: the Commission is asked to prioritise the development of innovative applications and new technologies enabling road users to take a more proactive role as developers and data producers in the transport system, in order to contribute to **platforms for mobility services**. They support the Horizon 2020 priorities regarding societal challenges for smart, green and integrated transport and urban mobility, as well as the development of **'Mobility-as-a-Service' (Maas) initiatives** across Europe.

The Commission is invited to develop policies to encourage the **freight industry** to green its fleet and to encourage local authorities to provide support and/or incentives to operators to make urban freight transport more sustainable.

As regards the safety management, Member States and local authorities to use all modern solutions, including advanced intelligent traffic management, to provide safety for all road users, including **pedestrians**. European cities are urged to exchange best practices regarding this issue.

Minimising external costs and making better-quality investments: the report stressed that cost-benefit assessments of investments should be directed to maximising external societal benefits and minimising external costs arising from, for example, climate change, accidents, health, noise, air pollution and spatial use.

Members recalled the 'use of revenues' principle with regard to road charging, and called for a **proportion of revenue from the use of road infrastructure** (road charging and/or Eurovignette) to be dedicated to improving sustainable urban mobility. They insisted on the need to make use of the new possibility of financing urban projects within the Connecting Europe Facility (CEF) in urban nodes.

Integrating networks of efficient mobility systems and fostering cooperation: Members called on the Member States to promote multi-level governance to foster cooperation between regional, national and European authorities in the development of policies, including in the design, implementation and monitoring of urban policies that have a clear impact on urban areas.

The Commission and the Member States are invited to: (i) establish a **Sustainable Mobility Network** of best-practice examples of spatial planning and space use; (ii) encourage cities to participate in the Smart Cities and Communities **European Innovation Partnership**; (iii) launch public-awareness campaigns to promote mobility.

Sustainable urban mobility

2014/2242(INI) - 02/12/2015 - Text adopted by Parliament, single reading

The European Parliament adopted by 483 votes to 32, with 37 abstentions, a resolution on sustainable urban mobility, in response to the Commission communication on the same issue.

Estimates suggest that **by 2050 up to 82 % of EU citizens will live in urban areas**. The expected significant increase in urban population confronts urban centres with societal, quality of life and sustainable development challenges, which will require holistic planning measures.

In this regard, Parliament made the following recommendations:

Giving space and infrastructure back to all citizens and improving accessibility: Members pointed out that land planning is the most important phase for creating smooth and safe transportation networks. They emphasised the importance of Sustainable Urban Mobility Plans (SUMPs) in achieving EU targets regarding CO2 emissions, noise, air pollution and accident reduction. **Safety** must always be viewed as a key element of sustainable urban planning.

The resolution encouraged the authorities in the Member States to:

- **draw up sustainable urban mobility plans** which give priority to low-emission transport modes, including electric traction and vehicles powered by alternative fuels, and which include intelligent transport systems, taking in account special needs as regards communications for **persons with reduced mobility**. The Commission's Platform on Sustainable Urban Mobility Plans should provide strong support for cities and regions in the design and implementation of SUMPs;
- **develop a parking policy** (parking space supply, use of intelligent parking systems and appropriate pricing) which can be part of an integrated urban policy;
- take **measures to reduce traffic-related noise** in cities.

Members are convinced that the provision of **information to, and the consultation of, EU citizens, retailers, freight transport operators** and other stakeholders involved in urban mobility are crucial in order to make planning, development, and decision-making more transparent. This information should be publicly and easily accessible. Moreover, they pointed out that it is desirable to foster **cooperation among the relevant actors and between cities at EU level** with a view to sharing sustainable mobility solutions.

Taking into account the need to reduce the negative impact on the environment of oil dependency in the EU transport system, **the European Structural and Investment funds** should be systematically used for the development and implementation of comprehensive, integrated Sustainable Urban Mobility Plans (SUMPs).

Improving the environment, quality of life and health: Parliament encouraged the competent authorities to take preventive measures, in accordance with the precautionary and proportionality principles, to **improve air quality in towns and cities** and to guarantee that pollutant concentrations do not exceed the levels set in the World Health Organization guidelines. To that end, it supported local setting-up of low-emission zones.

Pointing out that there is a need for a **holistic approach to air pollution in European cities**, Members called on the Commission to put forward effective measures that enable the Member States to comply with the Ambient Air Quality Directive (2008/50/EC), notably:

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by setting effective and **ambitious emission ceilings for 2025 and 2030** under the National Emission Ceilings Directive (NEC), and by ensuring better coordination of measures under the NEC Directive and the Ambient Air Quality Directive,
- by setting ambitious car emission performance standards for 2025 and 2030 in a timely review of the CO2 and cars Regulation (EC) No 443 /2009,
- by setting a clear timeframe for the implementation of **Real-World Driving Emission Testing** for private vehicles.

The Commission should assess how society is likely to be affected by new forms of mobility based on the **sharing-economy model, including ride-sharing**.

At national level, Member States should pursue the concept of a '**shareable city**', where mobility and transport are concerned. They are invited to:

- promote **public transport** with the view to increasing its use by 2030;
- support the development of innovative forms of mobility;
- promote the use of **non-motorises transport**, including by setting ambitious targets for cycling rates by 2030 and to improve conditions for walking and cycling.

Members welcomed initiatives at national, regional and local level to promote and organise 'EU Car-Free Sunday' and 'EU Bicycle Day' events with a view to improving air quality in cities.

Saving energy and protecting the climate: Parliament considered that energy efficiency and the use of low-carbon and renewable energy sources are key to achieving sustainable urban mobility. With the view to achieving the EU targets of reducing greenhouse gas emissions by 60 % by 2050, Member States are encouraged to support the goals of the Transport White Paper of **halving the number of 'conventionally fuelled' cars in urban transport by 2030 and of phasing them out in cities by 2050**.

Research policy aimed at smart and safe mobility approaches: in this regard, Parliament called on the Commission and the Member States to:

- intensify efforts on **intelligent transport systems**, including innovation and implementation in the fields of provision of real-time travel information, highly automated vehicles, smart infrastructure and intelligent traffic signal systems; r bring urban mobility into the focus of the **Digital Agenda**;
- prioritise the development of innovative applications and new technologies enabling road users to take a more proactive role as developers and data producers in the transport system, in order to contribute to **platforms for mobility services**. Parliament supports the Horizon 2020 priorities regarding societal challenges for smart, green and integrated transport and urban mobility, as well as the development of 'Mobility-as-a-Service' (Maas) initiatives across Europe;
- **rethink speed management** by 2020, taking into account local conditions, in order to ensure safety, inter alia in housing areas and around schools and educational and social facilities;
- develop policies to encourage the **freight industry** to **green its fleet**;
- use all modern solutions, including advanced intelligent traffic management, to provide safety for all road users, including **pedestrians**. European cities are urged to exchange best practices regarding this issue.

Minimising external costs and making better-quality investments: Parliament stressed that cost-benefit assessments of investments should be directed to maximising external societal benefits and minimising external costs arising from, for example, climate change, accidents, health, noise, air pollution and spatial use.

Members recalled the 'use of revenues' principle with regard to road charging, and called for a **proportion of revenue from the use of road infrastructure** (road charging and/or Eurovignette) to be dedicated to improving sustainable urban mobility. They insisted on the need to make use of the new possibility of financing urban projects within the Connecting Europe Facility (CEF) in urban nodes.

Integrating networks of efficient mobility systems and fostering cooperation: Parliament called on the Member States to promote multi-level governance to foster cooperation between regional, national and European authorities in the development of policies, including in the design, implementation and monitoring of urban policies that have a clear impact on urban areas.

The Commission and the Member States are invited to: (i) establish a **Sustainable Mobility Network** of best-practice examples of spatial planning and space use; (ii) encourage cities to participate in the Smart Cities and Communities **European Innovation Partnership**; (iii) launch public-awareness campaigns to promote mobility.

Sustainable urban mobility

2014/2242(INI) - 17/12/2013 - Non-legislative basic document

PURPOSE: to propose a framework for action towards competitive and resource-efficient urban mobility.

BACKGROUND: mobility within cities is increasingly difficult and inefficient. Many European towns and cities suffer from chronic traffic congestion, which is estimated to cost EUR 80 billion annually and account for some 23%, of all CO2 emissions from transport. Cities need to make more efforts to turn past trends around and contribute to achieving the 60% reduction in greenhouse gas emissions called for by the Commission's White Paper on transport.

A Eurobarometer survey (2013) on attitudes towards urban mobility shows that a strong majority of citizens considers congestion, the cost, and the negative environmental and human health impacts of urban mobility and transport patterns to be **important problems.**

Against this background, this Communication aims to **reinforce the support to European cities for tackling urban mobility challenges** to ensure a competitive and resource-efficient European transport system.

It is also crucial to overcome fragmented approaches and develop the **single market for innovative urban mobility solutions** by addressing issues like common standards and specifications or joint procurement.

CONTENT: the strategy sets out actions to be implemented on two levels : (i) EU-level action to contribute to the joint effort; (ii) EU-wide action involving Member States.

These actions are as follows:

Urban mobility plan: the Sustainable Urban Mobility Plan concept proposes that action on urban mobility be embedded into a wider urban and territorial strategy. Therefore, these Plans should be developed in cooperation across different policy areas and sectors (transport, land-use and spatial planning, environment, economic development, social policy, health, road safety, etc.); across different levels of government and administration; as well as with authorities in neighbouring areas – both urban and rural.

In this area, Member States are called upon to:

- conduct a careful assessment of the present and future performance of urban mobility in their territory;
- develop an approach to urban mobility which ensures coordinated and mutually reinforcing action at national, regional and local level;
- review – and amend where necessary – the technical, policy-based, legal, financial, and other tools at the disposal of local planning authorities;
- adopt measures to avoid fragmented approaches to ensure continuity and compatibility of urban mobility measures.

The Commission, in turn, will set up, in 2014, a European Platform on Sustainable Urban Mobility Plans to coordinate EU cooperation on developing the concept and tools further; provide **a one-stop shop;** and expand the present http://www.mobilityplans.eu/website into a virtual knowledge and competence centre. It will also support national, regional and local authorities to develop and implement Sustainable Urban Mobility Plans, through funding instruments.

Urban Logistics: in this area, Member States and urban authorities need to provide a framework (e.g. delivery spaces, access regulations, enforcement etc.), to ensure that there is a business case for the private logistics operators to invest in new technologies and solutions. They should also Creating platforms for cooperation, exchange of data and information, training, etc., for all actors of urban logistics chains.

The Commission will improve the dissemination and uptake of urban logistics best practice (2014) and prepare guidance documents that provide practical assistance on how to improve urban logistics performance, e.g. by developing delivery and servicing plans, city logistics in access regulation schemes etc. (2014-2016). It will also facilitate procurement of **clean vehicles** used for urban logistics by reviewing the scope of the Clean Vehicle Portal18 (2015-2016).

Smarter urban access and road user charging: making urban centres as accessible as possible requires making choices about the use of urban space. Loading and unloading spaces, bus lanes, cars, parking, pedestrian facilities, cycle lanes and parking all compete for urban road space and cities have to manage these competing demands according to local priorities and circumstances. In this context, it is proposed to conduct a thorough review of the effectiveness and impacts of existing and planned urban access regulation schemes and provide a framework that allows local transport authorities to design, implement, and evaluate access regulation schemes, including **urban road user charging.**

The Commission will foster an exchange with Member States and experts on urban access regulations across the Union.

Urban Intelligent Transport Systems (ITS): ITS help to optimise the use of existing infrastructure through a variety of means, such as traffic signals, journey planners, smart ticketing or cooperative systems (including vehicle-to-vehicle and vehicle-to-infrastructure communication systems). Member States should use the Guidelines when key ITS applications are deployed in their conurbations and develop proper interfaces between urban and surrounding interurban transport networks.

The Commission will facilitate the deployment of **vehicle to vehicle and vehicle to infrastructure communication systems** in urban areas.

Urban Road Safety: some 11 000 people die in road traffic in EU urban areas every year. The majority of fatal or serious road traffic crashes involving vulnerable road users take place inside urban areas (involving mainly pedestrians and cyclists). Accordingly, Member States are called upon to take account of issues like safe urban infrastructure, especially for vulnerable road users, the use of modern technology for enhanced urban road safety, traffic rules enforcement, and **road safety education**. They are also asked to ensure proper gathering of data on road safety indicators at the most detailed level possible.

The Commission will, during 2014-2015, gather and disseminate good practice examples for road safety planning and analyse measures for reducing the number of serious road traffic injuries in urban areas.

Reinforce EU support: several measures are set out. Since its launch ten years ago, the Commission's CIVITAS Initiative has become an engine of urban mobility innovation and made European cities key players in the innovation process. Today, the CIVITAS network of cities counts over 200 member cities and covers virtually all Member States. The Commission intends to launch a **reinvigorated CIVITAS 2020 Initiative** under Horizon 2020. CIVITAS will continue to support local partnerships in implementing and testing **new approaches** under real-life conditions on issues such as: tackling urban road congestion, reducing the use of conventionally-fuelled vehicles in urban areas, reducing impacts and costs of urban freight, etc.

Launched in 2012, the **Smart Cities** Partnership looks to facilitate strategic partnerships between industry, European cities and other parties to develop the urban systems and infrastructures of tomorrow. The initiative will foster closer cooperation across sectors like transport, energy, and information and communication technologies.

Furthermore, the coming **European Green Vehicles Initiative** will provide a strengthened framework for supporting the development of clean, safe and efficient urban vehicles for rail and road.

With respect to **financial support**, the Communication envisages mobilising the structural funds particularly in the EU's less developed regions, as well as using the European Structural and Investment Funds (ESI-funds) for key policy objectives in transport in the period 2014-2020. The Commission will also use the Connecting Europe Facility.

Lastly, it will upgrade its efforts to support sustainable urban mobility policies in its cooperation activities particularly with developing regions. In addition, more efforts will be made to take advantage of existing EU partnerships with key partner countries and regions (e.g. with the EuroMed countries, Brazil, Singapore, or China).