

# Position Paper

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## Sustainable Urban Mobility

### Main Elements and Recommendations on the basis of the European Parliament's draft report

23 June 2015

## Introduction

On 28<sup>th</sup> May 2015, the Transport and Tourism (TRAN) Committee of the European Parliament launched the discussion on a Parliamentary own initiative Report on sustainable urban mobility<sup>1</sup>. The DRAFT Report, presented by Rapporteur Karima Delli (France, Greens), aims at redirecting urban mobility towards more sustainable modes of transport providing answers to pressing environmental and climate-change issues.

EIM welcomes the presentation of the DRAFT Report and its goals of making urban mobility – including freight – more sustainable, affordable and safe. Urban mobility has been on the EU agenda over the last few years, marked by several initiatives at EU-level – notably the Commission’s Urban Mobility Package in 2013. EIM particularly appreciates how the DRAFT Report acknowledges that a sound change in the attitude to urban mobility is now needed to ensure that:

- European urban areas develop along a more sustainable path;
- a resource-efficient European transport system is put in place.

In this regard, EIM strongly supports the creation of a new mobility paradigm<sup>2</sup> capable of delivering high-quality mobility services to people in their day-to-day lives. A combination of converging factors – such as the steadily increasing urbanisation across Europe, the environment and energy challenges and the new streams of digital innovations – require an appropriate and sensible answer from the EU decision-makers.

EU actions are not incompatible with the subsidiarity principle as each level has different competences and responsibilities. Relevant authorities at the local or regional level, in cooperation with public and private entities, will remain the main stakeholders while the EU would support them through the exchange of best practices, guidelines and funding programmes.

This Position Paper expresses EIM’s stance on the draft report and the amendments to this report. It also aims to highlight the role that rail infrastructure is currently playing in urban mobility policies and its potentiality in the future, notably with regards to freight urban transport. Furthermore, the Paper points out the importance of a **multimodal approach** for urban transport.

### **EIM’s recommendations target the following four areas:**

1. Multimodality;
2. Research and innovation;
3. Freight and Logistics;
4. EU Funding.

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<sup>1</sup> [Draft Report on Sustainable Urban Mobility](#); 2014/2242(INI); 4<sup>th</sup> May 2015.

<sup>2</sup> Eric Britton; *“Toward a new mobility paradigm for transport in cities and regions”*; European Citizens Mobility Forum Discussion Paper; 23<sup>rd</sup> March 2015.

## 1. Multimodality

### Recommendation:

- *Cities should promote the development of multimodal mobility hubs through Sustainable Urban Mobility Plans (SUMPs), contributing to a better integration of the different modes of collective transport.*

### Proposal and justification

EIM believes that Sustainable Urban Mobility Plans should foster a balanced development and a better integration of the different urban transport modes. Therefore, EIM supports those measures aimed at facilitating a seamless mobility chain and increasing the **door-to-door mobility** by means of integrated multimodal transport systems based on new vehicle, infrastructure and service concepts.

EIM supports the creation of multimodal hubs with fair access for all collective transport modes, smoothly connecting long distance and short distance transport services. The current uni- or bi-modal terminal infrastructures could be transformed into genuine multimodal interfaces, **removing all obstacles to other modes' access** to them and leading to a wider and better choice between transport modes for seamless travelling opportunities.

In this regard, rail infrastructure managers can play a fundamental role through their direct or indirect involvement in **railway stations**. As a matter of fact, stations are key intermodal nodes in the urban mobility chain linking national, regional and peri-urban rail services, underground services, bus services and shared car/bike systems. Nonetheless, EIM considers that amendments concerning stations are still missing. In EIM's view, rail infrastructure managers would act as "system coordinators" for the benefits of users and citizens, guaranteeing a safe and effective accessibility and usability of the rail station's infrastructures connecting with other transport modes/systems.

## 2. Research and innovation

### Recommendation:

- *Research and innovation deployment to improve the efficiency of the collective urban mobility chain should be adequately supported through a joint European funding instrument.*

### Proposal and justification

There is a growing demand for enhanced integration among urban mobility systems. Nonetheless, at present, transportation systems require citizens to use several transit tools to access modes independently: smartcards, bikesharing key fobs, and carsharing mobile apps.

On the contrary, a single multimodal integrated platform for collective transport in cities would enable users to seamlessly compare all the elements of a journey (cost, route, time spent, etc.), access, book, pay and ticket for different transportation services. It would dramatically increase the quality of sustainable transport modes in cities. It will also make their use more spontaneous and

improve their accessibility by creating virtual and physical connection points.

Therefore EIM calls for ring-fencing part of Horizon 2020 Programme by using the resources allocated for the “innovation” and “urban transport” topics. This will boost the research and innovation deployment in the field of urban mobility, help the integration and implementation of existing ITS smart tools, and complement Innovation Programme 4 of the Shift<sup>2</sup>Rail Joint Initiative devoted to passenger travel.

### 3. Freight and Logistics

#### Recommendations:

- *Urban logistics shall be properly integrated into urban transport and economic development strategies. Rail shall be at the heart of urban freight policies.*
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#### Proposal and justification

Urban logistics is essential for cities to function successfully; it makes up a significant share of urban freight traffic as part of regional, national and international supply chains. Nonetheless, urban logistics is often neglected when it comes to mobility policies. On the contrary, urban freight transport should be given proper consideration in the sustainable urban mobility plans.

Urban logistics operations can have strong social, economic and environmental impacts: deliveries are often delayed by road congestion and by inadequate loading/unloading facilities, which can significantly increase the direct and indirect costs of urban transport.

EIM fully acknowledges that urban logistics is also concerned by multimodality and therefore supports moving certain flows of freight transport from the road to more sustainable modes of transport such as rail and inland waterways. In this regard, the last mile’s rail infrastructure and its connection to distribution centres are key to ensure a connected as well as more sustainable logistics. Rail can thus be very effective to transport freight over medium/long distances to rail-connected distribution logistics zones for subsequent “last mile” delivery by road, possibly with “green” vehicles. This urban dimension should be carefully explored in the Commission upcoming study on the last mile infrastructure.

The European Parliament, for its part, should support rail being at the core of urban freight policies potentially asking Member States to invest in rail freight services – bearing in mind the comparative advantages of rail transport over road transport –.

## 4. EU Funds

### Recommendations:

- *The main focus and core-objectives of CEF/TEN-T should not be distorted.*
- *The 20% ring-fencing of reviewed cohesion, regional and EFSI budgets shall be rejected.*

### Proposal and justification

The Rapporteur proposes to integrate urban mobility into the Connecting Europe Facility/Trans-European Transport Network (TEN-T) measures. Besides, she calls on the Commission to set aside at least 20% of EU transport funds for sustainable urban mobility projects, following a revision of the regional and cohesion funds as well as the European Fund for Strategic Investment (EFSI) budgets.

A stronger focus on urban mobility projects is desirable. However, EIM warns that there is a risk of diverting money from major projects to isolated and smaller projects. This is not the primary aim of the TEN-T guidelines that focus on cross-border projects, missing links and transnational corridors, where the EU added value is the highest.

EIM is also concerned that ring-fencing 20% of the regional and cohesion funds related to transport as well as – notably – EFSI to urban projects could seriously threaten bigger strategic infrastructure projects including rail infrastructure. Even though regional and cohesion transport funds already focus on urban projects, flexibility is needed to ensure an efficient use of these funds, depending on the specific situation of each country. Regarding EFSI, a major risk already exists that money is diverted from bigger sustainable projects, such as rail infrastructure, to other ones including road. Funds available for sustainable modes such as rail should not be further reduced or jeopardized through a ring-fencing to urban projects.

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EIM, the association of European Rail Infrastructure Managers, was established in 2002 to promote the interests and views of the independent infrastructure managers in Europe, following the liberalisation of the EU railway market. It also provides technical expertise to the appropriate European bodies such as the European Railway Agency. EIM's primary goal is promoting growth of rail traffic and the development of an open sustainable, efficient, customer orientated rail network in Europe.

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