



**Brussels, February 2012**

## **Action Plan on Urban Mobility – State of Play**

### **Introduction**

European towns and cities face ever growing challenges to improve the performance of their urban transport systems, to reduce the negative impacts of transport activities on the climate, the environment and citizens' health, and to render urban mobility more sustainable.

The Green Paper on Urban Mobility that the Commission adopted on 25 September 2007<sup>1</sup> gave new impetus to a debate at the European level on urban mobility issues and the role of the EU in this area. The broad stakeholder consultation that followed the publication of the Green Paper highlighted that Europe's towns and cities should not be left alone in tackling challenges of EU and even global dimension. Furthermore, the stakeholders helped identify a number of specific areas in which EU level action offers clear added value, already in the short term.

Consequently, an Action Plan on Urban Mobility<sup>2</sup> was adopted on 30 September 2009 and provides today a coherent framework for 20 concrete EU-level actions, which can be implemented by the European Commission in the coming years (until 2012) and through existing instruments and initiatives. These actions all aim to support and enable efforts at the local level, rather than prescribe one-size-fits-all or top-down solutions.

Aware that urban mobility is a shared responsibility and that the principle of subsidiarity exposes any EU action in this field to close scrutiny, the European Commission has been implementing its activities in the field of urban mobility and transport in close coordination with all relevant actors.

The present document was first presented at the half-way point of the Action Plan on Urban Mobility and has since been regularly updated. It aims to provide all interested parties with an overview of the progress which has to date been made in implementing the 20 measures of this Plan.

The Commission remains available to discuss with all interested actors this Action Plan and any of the actions included in it. (Contact: [MOVE-APUM@ec.europa.eu](mailto:MOVE-APUM@ec.europa.eu))

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<sup>1</sup> [COM\(2007\)551](#)

<sup>2</sup> [COM\(2009\)490](#)

## **Theme 1 — Promoting integrated policies**

### **Action 1 — Accelerating the take-up of sustainable urban mobility plans**

*The Action: In the short term, following up the Thematic Strategy on the Urban Environment, the Commission will support local authorities in developing sustainable urban mobility plans covering freight and passenger transport in urban and peri-urban areas. It will provide guidance material, promote best practice exchange, identify benchmarks, and support educational activities for urban mobility professionals. In the longer term, the Commission could take further steps, for example through incentives and recommendations.*

*Whenever possible, the Commission will encourage Member States to provide platforms for mutual learning and sharing of experiences and best practices that would foster the development of sustainable urban mobility policies. The Commission will also introduce an urban mobility dimension in the Covenant of Mayors in order to promote an integrated approach linking energy and climate change with transport. It will encourage the incorporation of transport and mobility issues in the Sustainable Energy Action Plans to be prepared by the cities participating in the Covenant.*

#### **State of play:**

Integrated and ambitious local mobility plans are the starting point for the comprehensive changes that are needed in many European cities to improve the performance of their transport systems, to make them more sustainable, and to minimise the negative impacts of transport activities on our health, quality of life and the environment. This action is implemented through a number a number of activities that complement and reinforce each other.

In particular through its [Civitas Initiative](#), the European Commission has raised awareness in Europe's towns and cities for the need to develop Sustainable Urban Mobility Plans since 2002. Civitas has helped towns and cities to build the capacity to develop and implement such plans. The Initiative has also allowed them to test new elements of their Sustainable Urban Mobility Plans in pilot projects prior to their large-scale implementation, thus turning innovative new concepts into proven and mature solutions. Within the scope of the Action Plan on urban mobility (see Action 15) this support is continued and a new Civitas call for proposals was launched in September 2010. The new Civitas projects will start early 2012 and run for four years.

Furthermore, through the **ELTIS PLUS** project launched in May 2010<sup>3</sup>, the Commission will offer focussed and practical support to Europe's towns and cities for the development of Sustainable Urban Mobility Plans. The project has already organised a number of workshops and carried out a user-needs assessment, and it presented a comprehensive state-of-the-art and guidelines report in May 2011. The report describes the process of preparing a Sustainable Urban Mobility Plan and the activities this involves and provide examples of best practice.

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<sup>3</sup> A kick-off meeting has taken place. Since then three 'knowledge consolidation workshops' on Sustainable Urban Mobility Plans were held in Brussels (June 2010), Cologne (September 2010) and Szentendre (October 2010). A user needs assessment has been carried out to determine the level of experience as well as likely training needs.

The report will be accompanied by a video on Sustainable Urban Mobility Plans, currently being under development. A series of training and promotion events are currently taking place in all EU Member States.<sup>4</sup>

[The Mobility Plans](#) website was launched in March 2011 to provide information on Sustainable Urban Mobility Plans and related training and promotional activities. Since May 2011, the draft Guidelines "Developing and Implementing a Sustainable Urban Mobility Plan" are available through this website.

To complement these efforts the [Intelligent Energy Europe programme](#) will address – with one of its 2011 call priorities – actions that aim at reducing transport energy use by supporting the take-up of Sustainable Urban Mobility Plans', building for this on the guidance materials developed as part of the ELTIS PLUS project. The new projects will start in early 2012.

Finally, sustainable urban mobility is one of the topics raised in the **Covenant of Mayors**, which brings together over 2000 local authorities in Europe and worldwide that have committed themselves to reduce CO<sub>2</sub>-emissions and improve energy-efficiency. Transport and mobility issues have been incorporated in the ['How to develop a Sustainable Energy Action Plan \(SEAP\)-Guidebook'](#)<sup>5</sup>. Such plans need to be prepared by all cities participating in the [Covenant of Mayors](#).

## **Action 2 — Sustainable urban mobility and regional policy**

*The Action: To increase awareness of the funding available from the Structural and Cohesion Funds and the European Investment Bank, the Commission envisages issuing information on the link between sustainable urban mobility measures and regional policy objectives under the current Community and national framework conditions. It will address the wider framework for sustainable urban development as well as the link between urban transport and the trans-European transport network. The Commission will also list funding opportunities and explain the application of State aid and public procurement rules.*

### **State of play:**

At the end of 2010, the Commission launched a 15-month **study** to explore in more depth the synergies between EU policy on sustainable urban mobility and its regional policy, including its instruments. The results of the study are expected in December 2011. They will highlight how structural and cohesion funds and the EIB can contribute to reaching the objectives of the EU cohesion policy, while fostering the urban dimension envisaged in the Europe 2020 Strategy for a modernized and sustainable European transport system.<sup>6</sup> The findings of the study will be used to update, where needed, the Commission's approach to communicating the relevant funding instruments and how they can be accessed, e.g. via the Europa website.

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<sup>4</sup> For the training event there will be a focus on Member States where Sustainable Urban Mobility Plans are little known and applied. The training events will be organized together with national stakeholder organizations (associations of cities, public transport operators, planners, architects).

<sup>5</sup> EU Publications Office 2010.

<sup>6</sup> The same study will undertake an assessment of future funding needs in the field of urban mobility and the potential impact of an additional EU financial contribution (see Action 15).

### **Action 3 — Transport for healthy urban environments**

The Action: *Sustainable urban transport can play a role in creating healthy environments and contribute to reducing non-communicable diseases such as respiratory diseases, cardiovascular diseases and injury prevention. The Commission supports the development of partnerships towards healthy environments and will explore, in the context of its work on public health, notably in the implementation of the strategies on nutrition, overweight and obesity, environment and health, injury prevention and cancer, further synergies between public health and transport policy.*

#### **State of play:**

In urban areas, the links between transport and health are particularly pronounced. Depending on the modes chosen, urban mobility can contribute to stressful congestion and noise levels and the emission of harmful pollutants, or, alternatively, be part of an active and healthy life-style. In 2010, the Commission helped raise awareness for this issue in towns and cities across Europe by making the connection between urban mobility and health the 2010 theme of [European Mobility Week](#): 'Travel smarter, live better!' The 2011 theme of European Mobility Week was 'Alternative Mobility'. Local partnerships were formed in 2268 European municipalities to address these topics.

Synergies between public health and transport policy are being explored within the [Strategy for Europe on Nutrition, Overweight and Obesity-related health issues](#) (adopted in May 2007), contributing to the reduction of risks associated with limited physical activity in the European Union. Tools for developing partnership have been created, such as the High Level Group for Nutrition and Physical Activity and the Platform for action on Diet, Physical Activity and Health – see [Platform Database](#) for platform commitments.

In its current Health Strategy "Together for Health – 2008-2013", the Commission supports actions to promote health and prevent diseases throughout the lifespan, including environmental risks, (traffic) accidents (linking to the new [EU Road Safety Action Programme](#)), and physical activity.

The Commission adopted a [Communication on Sport](#) on 18 January 2011, and continues to promote health-enhancing physical activity (HEPA) in line with the EU Physical Activity Guidelines (2008). In addition, the Commission supported 9 transnational projects to promote HEPA. These projects were financed from the Preparatory Action in the field of sport aiming to test suitable networks for the new funding scheme for sport as proposed under the new Multiannual Financial Framework 2014-2020.

The connection between urban transport and health will be explored further in a study on urban mobility data and statistics (Action 16).

### **Theme 2 — Focusing on citizens**

#### **Action 4 — Platform on passenger rights in urban public transport**

The Action: *The Commission will moderate a dialogue with stakeholders, including organisations representing operators, authorities, employees and user groups, in order to identify EU-wide best practices and conditions for strengthening passenger rights in urban*

*public transport. Building on sectoral initiatives and complementing the Commission's regulatory approach, the aim is to put a set of ambitious voluntary commitments in place, including quality indicators, commitments to protect the rights of travellers and of persons with reduced mobility as well as commonly agreed complaint procedures, and reporting mechanisms.*

#### State of play:

On 1 December 2010, the Council and the European Parliament reached an agreement on the proposal for a **Regulation concerning the rights of passengers travelling by bus and coach**. A set of basic rights including non-discrimination and adequate information to passengers, in particular those with reduced mobility, will apply to all passengers. With this agreement, an important step has been made in strengthening the protection of passenger rights in the EU<sup>7</sup>, and a good basis now exists for the Commission to take forward the dialogue on passenger rights in urban public transport. [Press release of 1 December 2010](#).

In this respect the Commission launched in 2011 a tender for a 12-month fact finding study on the legal and contractual bases on passenger rights in urban public transport. The work started in November 2011.

The issue of quality indicators is currently being addressed within the scope of the study on urban mobility data and statistics (Action 16).

#### **Action 5 — Improving accessibility for persons with reduced mobility**

*The Action: Persons with disabilities have the right of access to urban transport on equal terms with the rest of the population but in reality access is often insufficient and sometimes non-existent. Considerable achievements have been made, for example on the use of low platform buses. Other modes of public transport such as subways remain often largely inaccessible. The United Nations Convention on the Rights of Persons with Disabilities, signed since 2007 by the European Community and all Member States, contains clear obligations.*

*Article 9 states "Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to (...) transportation, both in urban and in rural areas".*

*The Commission will work with Member States to achieve full compliance with these obligations by including the urban mobility dimension in the EU Disability Strategy 2010-2020 and by developing appropriate quality indicators and reporting mechanisms. It will also support further targeted activities under FP7.*

#### State of play:

The European Commission adopted the new **EU Disability Strategy 2010-2020** on 15 November 2010<sup>8</sup>, which includes an initial plan to support the implementation of the UN Convention on the Rights of Persons with Disabilities in the EU. The document is accompanied by a list of actions for 2010-2015. Accessibility is one of the 8 areas of action covered in the strategy. The UN Convention has entered into force for the EU on 23 January

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<sup>7</sup> Passenger rights in the EU: see <http://ec.europa.eu/transport/passenger-rights/en/index.html>

<sup>8</sup> [COM\(2010\)636](#)

2011 and 16 Member States have also ratified the Convention while the rest are in the process of doing so. The urban mobility dimension has been included in the EU Disability Strategy, in its accompanying [working document](#), in accordance with the Action Plan on urban mobility.

Furthermore, to promote accessibility in urban environments, the European Commission has launched in 2010 an annual award called **ACCESS CITY**. / The award is linked to a competition which is open to all cities and other urban centres with more than 50.000 inhabitants in the EU Member States. This award scheme will showcase and reward the work of cities which proactively support accessibility for persons with disabilities and take exemplary steps to improve accessibility in the urban environment.

The issue of **quality indicators** is currently being addressed within the scope of the study on urban mobility data and statistics (Action 16).

In 2011, the Commission launched a tender for a 12-month fact finding study on the legal and contractual bases for safeguarding passenger rights in urban public transport. The study will also look into the legal requirements at national level on accessibility of urban public transport and infrastructure for persons with reduced mobility. The work started in November 2011. Also the recently adopted regulation on passenger rights travelling by maritime and bus and coach contain articles related to the provision of accessible information to persons with disabilities.

Within the **Civitas Initiative** and funded through the EU Research Framework Programme, a number of new technologies and concepts have been tested to improve the accessibility of urban transport systems for passengers with reduced mobility or disabilities. Examples include demand responsive public transport services or 'talking bus stops.' As announced in the Action Plan, the Commission has continued its commitment to this Initiative and launched a call for proposals in September 2010 (Action 15).

(See also: [http://ec.europa.eu/research/fp7/index\\_en.cfm](http://ec.europa.eu/research/fp7/index_en.cfm); [http://www.civitas-initiative.org/measure\\_fields.phtml?lan=en&id=4](http://www.civitas-initiative.org/measure_fields.phtml?lan=en&id=4))

In July 2011, a call for proposals for a complementary demonstration project on the accessibility of urban transport systems has been launched.

The **Intelligent Energy - Europe (IEE) programme** has a [database of case studies and good practice](#) which includes projects related to people with reduced mobility or particular needs.

### **Action 6 — Improving travel information**

*The Action: The Commission will work with public transport operators and authorities on facilitating the provision of travel information through different media, including information addressing the needs of disabled persons. It will also support the development of national and regional multimodal journey planners, and links between existing planners, with the ultimate aim of providing users with a public transport travel portal at EU level on the internet. There will be a particular focus on the main nodes in the TEN-T network and their local and regional connections.*

### State of play:

The Council of Ministers and the European Parliament adopted on 7 July 2010 the [Directive on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport](#)<sup>9</sup>. In this context, traffic and travel information has been identified as a priority action, and detailed specifications will be developed until 2013-2014.

Based on EU-funded research, the status of multi-modal journey planners in the EU (on transnational, national and regional level) has been identified. As a next step the Commission launched a nine-month study to look into the needs in order to come up with a Europe-wide solution (within the framework contract of the [ITS Action Plan](#)<sup>10</sup> - Action 1.5 and linked to Directive 2010/40/EU). A related stakeholder consultation and workshop took place in June 2011. The study will come up with recommendations for the development of EU-wide functional, technical, organizational and service provision specifications, especially for the pre-trip information. The Commission also launched the website [www.eujourneyplanner.eu](http://www.eujourneyplanner.eu)<sup>11</sup> in order to involve the general public on this topic.

### **Action 7 — Access to green zones**

*The Action: The Commission will launch a study on the different access rules for the different types of green zones across the EU in order to improve knowledge on how the different systems work in practice. On the basis of the study results, the Commission will facilitate the exchange of good practices.*

### State of play:

In October 2009, the Commission launched a [study on urban access restrictions](#). The final report was presented in December 2010 and provides a comprehensive state-of-the-art overview for urban access restriction schemes implemented in European cities. It offers a number of areas for possible action at the EU level.

As a related action, the European Commission is providing financial support to a website providing an EU-wide and comprehensive dissemination of information on [low emission zones](#) (environmental zones) in Europe.

### **Action 8 — Campaigns on sustainable mobility behaviour**

*The Action: Education, information and awareness-raising campaigns play an important role in the creation of a new culture for urban mobility. The Commission will continue to support the organisation of campaigns at all levels, including the European Mobility Week. For the European Mobility Week, the Commission will optimise the existing award scheme and consider a special award to encourage the adoption of sustainable urban mobility plans.*

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<sup>9</sup> OJ L 207, 6.8.2010.

<sup>10</sup> [COM\(2008\)886](#).

<sup>11</sup> [http://ec.europa.eu/transport/its/multimodal-planners/index\\_en.htm](http://ec.europa.eu/transport/its/multimodal-planners/index_en.htm)

### State of play:

The Green Paper on Urban Mobility stressed that a profound transformation of the European transport system would not be brought about through incremental improvements alone but would require a new mobility culture, a true shift of paradigm. Educational, information and awareness raising campaigns are pivotal to establishing this new culture for urban mobility. Therefore, focused activities in this area will be supported by the Commission, in particular within the scope of the European Mobility Week. The European Mobility Week Award Ceremony 2010 took place on 14 March 2011, and the 2011 award ceremony is expected to be held in March 2012.

The Commission launched a tender for a 3-year Europe wide-awareness raising campaign on sustainable urban mobility to support the European Mobility Week. The work started in January 2012.

The Commission's [2010 Consumer Summit](#) included a high-level workshop on sustainable urban mobility. The need was identified for a long-term vision to support a cultural shift in urban mobility linked to behavioural change, sustainable urban planning and increased local government support of accessible, safer cities for road users and pedestrians.

### **Action 9 — Energy-efficient driving as part of driving education**

*The action: Energy-efficient driving is already a mandatory part of the training and testing of professional drivers. The Commission will discuss with Member States, within the regulatory committee on driving licences, if and how energy-efficient driving could be included in driving tests for private drivers, and will consider follow-up actions and give respective support. This topic will also be addressed in the next Road Safety Action Programme.*

### State of Play

On 20 July 2010, the European Commission adopted the Communication [Towards a European road safety area: policy orientations on road safety 2011-2020](#)<sup>12</sup> and committed in this context to explore how to reinforce the key elements of eco-driving within the curricula of the theoretical and practical driving licence tests.

For this, the Commission will also be able to build on the results of various eco-driving projects, including the *Ecodriving - Widespread Implementation for Learners and Licensed Drivers (ECOWILL)* project and the European campaign on improving driving behaviour, energy efficiency and traffic safety (**ECODRIVEN**), as co-financed under the [Intelligent Energy Europe programme](#).

## **Theme 3 — Greening urban transport**

### **Action 10 — Research and demonstration projects for lower and zero emission vehicles**

*The Action: The Commission will continue its support for research and demonstration projects funded through the Seventh Framework Programme for research and technological development (FP7) to facilitate the market introduction of lower and zero emission vehicles*

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<sup>12</sup> COM(2010)389.



*and alternative fuels, aiming to reduce dependency on fossil fuels. This was done, for example, through the CIVITAS Initiative as well as projects on the use of hydrogen, biofuels and hybrid vehicles in urban transport.*

*In the framework of the European Economic Recovery Plan, the Commission has launched the European Green Cars Initiative. In 2009, the Commission will fund new projects related to electric vehicles, which will cover batteries, electric power trains and auxiliaries, information and communication technologies and an "electro mobility" demonstration project. This project will focus on electric vehicles and related infrastructure in urban areas and will integrate national initiatives and support the standardisation of recharging infrastructure.*

#### State of play:

The Commission has a long history of supporting research, technological development, and demonstration for alternative fuels and propulsion systems (including bio-fuels, electromobility and hydrogen for transport) through its Research Framework Programme.

Furthermore, Within **CIVITAS**, several [demonstration projects with clean and energy-efficient vehicles](#) are currently ongoing in a number of European municipalities, testing a wide range of technologies under real-life conditions. Within the framework of this Action Plan, a Civitas call for proposals was launched in 2010 (see Action 15). The Commission support for the demonstration of these technologies through Civitas will thus be continued and stepped up.

Also, a call for proposals for a European flagship demonstration project in the field of electromobility closed in January 2010. This call for proposals is part of the [European Green Cars Initiative](#), initiated with the European Economic Recovery Plan of 2008. The electromobility demonstration project "Green eMotion" started in March 2011.

Furthermore, the Commission launched a call for proposals for a demonstration project for electric vehicles for urban freight logistics as part of the 2012 work programme of the European Green Cars Initiative (Call published July 2011 and will close in March 2012).

#### **Action 11 — Internet guide on clean and energy-efficient vehicles**

*The Action: The Commission will continue to develop an internet-based guide on clean and energy efficient vehicles, including an overview of the market, legislation and support schemes. The website will also provide support for the joint procurement of vehicles for public services while market developments will be monitored to preserve competition. This service will facilitate the implementation of the new Directive on clean and energy-efficient vehicles.*

#### State of play:

The Council of Ministers and the European Parliament adopted on 23 April 2009 a new [Directive on the promotion of clean and energy-efficient road transport vehicles](#)<sup>13</sup>. To facilitate the implementation of this Directive, the Commission launched in 2009 an EC

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<sup>13</sup> OJ L 120, 15.5.2009.

[website on clean and energy efficient vehicles](#), with a legislation guide, a lifetime calculator, information on joint procurement and references to Community funded projects related to the Directive.

In addition, the Commission launched an independent website, the [Clean Vehicle Portal](#), in December 2010, which facilitates EU-wide information on lifetime costs of energy consumption and emissions of pollutants of actual vehicles on the market, as well as on existing procurement rules and incentive schemes for clean vehicles and market shares. It provides access to Europe's largest vehicle database with individual data output and calculations for each European Union Member State.

### **Action 12 — Study on urban aspects of the internalisation of external costs**

*The Action: Once the EU framework for internalization of external costs is established, and taking into account the conclusions of the debate launched by the Communication on a sustainable future for transport, the Commission will launch a methodological study on the urban aspects of the internalisation. The study will look at the effectiveness and efficiency of various pricing solutions, including implementation issues such as public acceptability, social consequences, cost recovery, availability of ITS (intelligent transport systems) tools and how urban pricing policies and other green zone arrangements can be effectively combined.*

#### State of play:

The European Union framework for the internalization of external costs has been presented in the 2011 White Paper on EU Transport Policy in March 2011 and shortly thereafter

The Commission launched a tender for a methodological study on the urban dimension of the internalisation of transport-related external costs. The work started in September 2011 and will deliver a final report mid-2012.

### **Action 13 — Information exchange on urban pricing schemes**

*The Action: The Commission will facilitate information exchange among experts and policy-makers on urban pricing schemes in the EU. This will use input from existing initiatives and include information on consultation processes, scheme design, information provision to citizens, public acceptance, operating costs and revenue, technological aspects and the impact on the environment. The conclusions will feed into the Commission's work on the internalisation of external costs.*

#### State of play:

Between 2006-2009, the EU co-funded project [Coordination of Urban Road-User Charging Organizational issues \(CURACAO\)](#) conducted a comprehensive overview of existing urban road charging schemes across Europe and the project results have been made available to all interested stakeholders, including experts in the field and policy makers, through the project's website and dedicated publications. This project aimed to coordinate research and monitor the results of the implementation of road-user charging as a demand management tool in urban areas. CURACAO reviewed the complete process of setting up a road-user charging scheme.

Subsequently, a **Joint Expert Group on Transport and Environment**, which brought together experts nominated by the Member States on urban road-charging schemes, was established by the European Commission in 2009. The Group delivered its final report in 2010, which will, together with the findings from CURACAO, inform and guide future activities in the area of the internalisation of external costs for urban transport (See Action 12).

## **Theme 4 — Strengthening funding**

### **Action 14 — Optimising existing funding sources**

*The Action: The Structural and Cohesion Funds, with over 8 billion Euros allocated to clean urban transport during the current financial planning period, are a very important EU funding source for investment in infrastructure and rolling stock. Under the "Transport theme" of FP7 there is, for the first time, a priority area dedicated to sustainable urban mobility. The Commission will, in addition to its ongoing activities, consider new targeted RTD and demonstration activities relevant for urban mobility.*

*The Commission will maintain its support for STEER, the sub-programme under Intelligent Energy Europe which deals with the energy aspects of transport, and URBACT. The Information & Communication Technologies Policy Support Programme can offer support to pilot projects addressing urban mobility. Finally, funding has been allocated to urban mobility actions in priority areas of the Green Paper on urban mobility, following a call for proposals launched in 2008.*

#### **State of play:**

The European Union has maintained its commitment to support the development and implementation of sustainable urban transport solutions through various instruments and programmes such as the Structural and Cohesion Funds, the EU Research Framework Programme, the European Investment Bank, the Intelligent Energy-Europe Programme and others.

Furthermore, in 2009, three **pilot projects** were launched in priority areas identified in the Green Paper on urban mobility, addressing topics such as improving the modal choice in urban transport, safe cycling, or the establishment of city networks for the exchange of best practice and cooperation.<sup>14</sup>

### **Action 15 — Analysing the needs for future funding**

*The Action: The Commission will continue to financially support the successful CIVITAS Initiative beyond the third generation of projects that started in 2008. It has launched a review to define the most appropriate way forward to a CIVITAS FUTURA. It will also examine the future funding needs that urban mobility improvements involve as part of its overall reflection on the next multi-annual financial framework.*

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<sup>14</sup> Pilot projects: CIVINET, LEEZEN, and SMOOTH.

### State of play:

Since 2002, **the Civitas Initiative** has helped cities to work together and test innovative technologies and new concepts for better and more sustainable urban mobility. Civitas has promoted an integrated approach to land-use and transport planning in urban areas to address the various transport-related challenges faced by Europe's towns and cities, such as congestion, air and noise pollution, CO2 emissions, and concerns over safety and security. Bringing together experts in the field of urban mobility, local decision makers and other relevant stakeholders, Civitas has helped build a Europe-wide urban transport community. The Initiative has made an important contribution to informing urban transport policy at both local and EU level and links to many of the activities of this Action Plan.

Following up on the Commission's announcement to continue the Civitas Initiative beyond the current generation, **a new Civitas call, CIVITAS PLUS II**, was launched in September 2010 and closed in April 2011. With this call, the budget committed to Civitas under the 7<sup>th</sup> Research Framework reached a total of €100 million, thus doubling the EU's financial support for Civitas compared to the two previous EU Research Framework Programmes. Civitas Plus II is expected to start in early 2012 and run for four years.

Furthermore, the Commission is examining future funding needs for urban mobility research and innovation as part of the **reflection on the next multi-annual financial framework**.

The Commission also launched a 15-month **study on the short, medium and long term funding needs** of EU cities for urban transport and mobility investments and operations (see also Action 2). The study will also look at the synergies between sustainable urban mobility and regional policy at EU level, including regional policy financial instruments. The results of the study are expected at the end of 2011.

## **Theme 5 — Sharing experience and knowledge**

### **Action 16 — Upgrading data and statistics**

*The Action: To address the lack of data and statistics, the Commission will launch a study on how to improve data collection for urban transport and mobility. Synergies with existing Commission activities will be explored.*

### State of play:

The timely availability of quality data and statistics in the field of urban mobility is a prerequisite for informed planning and policy making, for monitoring progress towards policy targets, and for evaluating the effectiveness and efficiency of policy instruments and technologies. The stakeholder consultation process which followed the publication of the Commission's Green Paper on urban mobility highlighted the need for improved data and statistics in the field of urban transport. In the Action Plan, the Commission announced its intention to investigate the situation through a dedicated study.

At the end of 2010, the Commission launched therefore a 15-month **study with a view to improving the data collection for urban transport**. It will address the limited availability of comparable data and statistics in the field of urban transport. It will identify possible data sources and prepare recommendations for improving collection and availability of

comparable, relevant, and timely data and statistics in the field of urban transport and mobility at the EU level. The results are expected in the first half of 2012. [Tender specifications attached to the invitation to tender.](#)

The connection between urban transport and health (Action 3) and the issue of quality indicators (Actions 4 and 5) are being addressed in the study.

### **Action 17 — Setting up an urban mobility observatory**

*The Action: The Commission will set up an urban mobility observatory for urban transport practitioners in the form of a virtual platform to share information, data and statistics, monitor developments and facilitate the exchange of best practices. The platform will include a database with information on the wide range of tested solutions already in place, training and educational material, staff exchange programmes, and other support tools. It will also provide an overview of EU legislation and financial instruments relevant to urban mobility.*

#### **State of play:**

The action was launched in May 2010 as part of the ELTIS PLUS. This three-year project will present the [ELTIS website](#) in a revised and updated format, and significantly expand its current offering. The updated website was launched as the virtual platform of the urban mobility observatory in March 2011. It provides comprehensive information on urban mobility and includes an improved news service, a monthly newsletter, a new image library and video section, as well as sections for events, training and job opportunities, a policy roundup and funding information. Work is also progressing for the development of a new marketing plan that will promote ELTIS as the urban mobility portal to professionals with an interest in urban mobility. The aim is to increase the use of ELTIS threefold by 2013.

### **Action 18 — Contributing to international dialogue and information exchange**

*The Action: Local and regional authorities across the world are confronted with similar mobility challenges. Tackling climate change, facilitating international trade, addressing the security of energy supplies, securing seamless transport flows and ensuring social equity are issues of global relevance. Using existing platforms and financial mechanisms, the Commission will facilitate dialogue, city-twinning, and information exchange on urban mobility with neighbouring regions and global partners. As a first step, the Commission will open the CIVITAS Forum network to cities from the Eastern neighbourhood, Mediterranean and African regions. For the longer term, the Commission will include this dimension in the development of CIVITAS FUTURA and consider further dedicated activities under FP7.*

#### **State of play:**

As announced in the Action Plan, the [Civitas Forum network](#) of cities has been opened to neighbouring regions. At programme-level, the European Commission is maintaining its contacts with relevant **initiatives outside of Europe** such as the Clean Cities Program in the USA or the Clean Air Initiative in Latin American Cities.

A dedicated **international workshop** was organised within the framework of the [Civitas Forum conference 2009](#) to explore possible areas for deepened international cooperation.

The **Civitas Plus II** call for proposals, published in September 2010, will establish a Coordination Support Action which will help deepen international cooperation, e.g. by including cities with recognised expertise in relevant areas in the [Civitas Thematic Groups](#). Civitas Plus II is expected to start in 2012.

## **Theme 6 — Optimising urban mobility**

### **Action 19 — Urban freight transport**

*The Action: The Commission intends to provide help on how to optimise urban logistics efficiency, including on improving the links between long-distance, inter-urban and urban freight transport, aiming to ensure efficient ‘last mile’ delivery. It will focus on how to better incorporate freight transport in local policies and plans and how to better manage and monitor transport flows. As part of its preparations, the Commission will organise a conference on urban freight transport in 2010. At the conference, the implementation of the urban initiatives in the Freight Logistics Action Plan will also be assessed.*

#### State of play:

As part of Action 19, the Commission, together with the Belgian Presidency of the European Union, organised a [conference on urban freight transport and logistics](#)<sup>15</sup>. The conference brought together high-level representatives from the European institutions and from key stakeholder associations to debate on sustainable solutions to urban freight transport and logistics in Europe's cities.

Furthermore, the Commission launched a 15-month study on Urban Freight Transport and Logistics at the end of 2010. The aim of this study is to carry out a comprehensive review of the existing and planned practice and measures relating to the urban section of the freight transport chain across the Member States. The study will explore whether action at the European level should be envisaged to promote successful solutions and improve the performance of urban freight transport. The study was entrusted to the MDS-CTL consortium. It started in December 2010 and the delivery of the final report is foreseen for spring 2012.

### **Action 20 — Intelligent transport systems (ITS) for urban mobility**

*The Action: The Commission envisages offering assistance on ITS applications for urban mobility to complement the ITS Action Plan. It will look at, for example, electronic ticketing and payment, traffic management, travel information, access regulation and demand management, and address the opportunities opened up by the European Galileo GNSS system. As a start, the Commission will launch a study on improving the interoperability of ticketing and payment systems across services and transport modes, including the use of smart cards in urban transport with a focus on major European destinations (airports, rail stations).*

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<sup>15</sup> 16 and 17 November 2010 in Brussels.

### State of play:

After consultations with stakeholder associations and following up on a dedicated workshop in March 2010, a new Expert Group on Urban ITS was established. It draws heavily on the experience of local stakeholders responsible for the deployment of ITS in urban areas, both for road and public transport. The topics of interest for the group are travel information, traffic management and urban logistics and smart ticketing. The first meeting took place on 8 December 2010. The outcome of its two-year mandate will be guidelines for deployment and a best practice manual. The project is supported under the framework contract of the [ITS Action Plan](#).

### **4. Looking ahead**

The Commission will continue to actively lead the implementation of the Action Plan on Urban Mobility. In 2012, the Commission will conduct a review of the implementation of this Action Plan. It will also assess the need for further action in this area, giving full consideration to the goals of the Europe 2020 Strategy and the vision for the future development of the European transport system outlined in the 2011 White Paper on Transport.