

# European Union Sustainable Energy Week 2009

## Conference on Urban Mobility

Charlemagne building - Room S3  
Wednesday 11 February 2009 – 9:00 to 13:00

### Summary of Presentations

A conference on Urban Mobility was held on 11<sup>th</sup> February in the frame of the European Union Sustainable Energy Week. The opening speech was given by Ms Anne Houtman, Director, who took the opportunity to present new actions which the European Commission will launch in 2009 in the area of Urban Mobility such as the support of pilot projects in the areas of cycling and walking, freight transport, green zones, actions to promote public transport and integrated transport chains. Ms Houtman also outlined plans to launch a website following the formal adoption of the Clean and Energy Efficient Vehicles Directive which will provide information and guidance on green public procurement and support lifetime calculations. An internet site to act as a reference point on urban mobility legislation and funding will be developed. A study on making public transport systems more inter-operable and a study on green zones are to have calls published very soon. Finally, a strategy for a future CIVITAS programme will be developed in order to continue the successful CIVITAS initiative on the longer term.

The panellists at the conference addressed five main topics:

- Green Zones: Promises and Challenges,
- The role of Public Procurement for the Market Entry of Clean and Energy Efficient Mobility Solutions,
- European Union Mobility Research, Past Successes and Future Requirements,
- Integration of Transport Modes into Urban Mobility,
- The Added Value of EU Action on Urban Mobility.

These presentations were followed by a discussion between the panellists and the audience.

The topic of "**Green Zones: Promises and Challenges**" was discussed by:

- Ms Caroline Ofoegbu, Deputy Director of Fédération Internationale de l'Automobile (FIA),
- Ms Kerstin Meyer, Policy Officer for the European Federation for Transport and Environment.

The areas of discussion were:

- Examples of environmental traffic restrictions , Low Emission Zones and congestion charging schemes and their effectiveness in tackling air pollution and congestion in urban areas, and the consequent result on health effects.

- The impacts of these measures on citizens who are dependent on all forms of mobility and the risk that these measures may act as an obstacle for free movement, particularly as there are no common standards in areas such as signage.
- The possibility of the use of less restricting measures where possible, the testing of measures for effectiveness and proportionality, and the introduction of common standards, particularly so these schemes do not act as a barrier for non-residents.
- The potential for alternatives, such as Park & Ride, adapting public transport frequency, integrating ticketing and promoting clean engine technologies.
- The potential for EU laws on tyres to reduce noise pollution and the possibility that local authorities take noise pollution into account in public procurement.

Questions from the audience addressed the subject of implementing a clean vehicles label. It was also stated that if the customer was given additional information it might help the deployment of new technologies and that where any vehicle's energy comes from should be borne in mind, not just the vehicle's emissions.

Presentations were given on the topic of "**The role of Public Procurement for the market entry of clean and energy-efficient mobility solutions**" by:

- Mr Heinrich Klingenberg, Managing Director of hySOLUTIONS GmbH,
- Mr Roman Meininghaus, Environmental Policy Director of the European Automobile Manufacturers Association (ACEA),
- Mr Mario Aymerich, Deputy Head of Division, Urban Transport & Other Urban infrastructures, European Investment Bank, Projects Directorate. "The Clean Buses Finance Facility".

The main messages on this area derived from these presentations were:

- The importance of Public Procurement as an instrument to introduce clean and energy efficient mobility solutions. The crucial role played by public operators over the coming years, in particular following the application of the new Directive on the Promotion of Clean and Energy Efficient Road Vehicles. Non-public operators should benefit from the progress made in the long term.
- The potential of public procurement of clean vehicles to encourage the development of new models, lower prices and build up experiences which can be shared between public authorities.
- The 'flexible' and 'technology neutral' character of the requirements in EU legislation, avoiding over-regulation which could contribute to market fragmentation.
- The need for clear and precise technical specification in tenders, using performance-based requirements if possible, and the advantages of using practical tools, information and training for procurement officers.
- The EIB's work in preparing a new loan facility, the Clean Buses Framework Finance Facility, oriented to provide advantageous long-term financing to urban transport operators replacing or expanding their bus fleets with clean new vehicles.
- The Hydrogen Bus Alliance's plans to purchase 100s of hydrogen buses within several European regions between 2010 and 2015.

**"European Mobility Research: Past and Future Requirements"** was presented by:

- Ms Claire Niclause, Executive Director Europe and International, French Institute for Transport and Safety Research.

The presentation focused on:

- The requirement of support for RTD in order to improve urban mobility, taking a holistic vision embracing all modes and including freight and personal transport.
- The need for all actors to be involved – research, industry, users, operators and infrastructure providers.
- The importance of taking a human-centered approach to understand modal choices and types of journeys relating to life-style, age and different types of households.
- The importance of research on land-use planning, housing and transport as this strongly influences urban sprawl, energy efficiency of cities and land values.
- The priority of research on safety and security to reduce accidents and reassure citizens and drivers. Important topics include speed enforcement, driver fatigue and safety and security of public transport.
- The strength of CIVITAS research as it investigates the combined effect of technical and political measures to improve urban mobility. CIVITAS cities implementing urban mobility measures are considered as test laboratories, while the EU identity provides a positive networking effect enabling transfer of knowledge.
- The potential of an EU observatory for gathering data to harmonise indicators and data collection to enable meaningful cross-comparisons both between countries and through time.

In discussion, there was a request for EU action to promote development of transport means for green zones and that these would not just be bicycles and walking, but specialist urban vehicles. RTD is therefore needed on these specialist urban vehicles. The discussion indicated a need for a balanced, integrated approach with different vehicle technologies, including battery electric and hydrogen vehicles.

Presentations on the issue of **"The integration of transport modes into urban mobility"** were given by:

- Hermann Meyer, Chief Executive Officer of ERTICO – "The contribution of ITS to improving urban mobility",
- Miguel Angel Camara Botia, Mayor of Murcia and Chairman of the EUROCITIES Mobility Forum.

The points discussed included:

- The potential for the economic downturn to act as an opportunity to revolutionise urban mobility with initiatives such as the Covenant of Mayors and the EIB clean transport facility acting as strong drivers.
- The necessity for an integrated approach and medium and long-term strategies to achieve modal shift and intermodality for passengers and freight. .
- The importance of considering transport in land use planning, which needs the combined effort and commitment of all stakeholders.
- The benefits that Intelligent Transport Systems can bring such as more efficient, free flowing, cleaner, more accessible and safer urban areas and how they can contribute to improving performance of individual modes and promoting co-modality.

- The capacity of ITS in co-operative vehicle control, incident / hazard detection and intelligent traffic lights. Traveller information can be provided for route guidance, multi-modal journey and parking information, automated payments.
- The key issues for deployment of new technologies, which include an EU harmonised approach with an integrated strategy for the medium and long term. Technical harmonisation and interoperability is important and there is a strong need for standardised organisational frameworks – billing being cited as an example. Policy also needs to be developed to guide deployment and establish a legal framework for introducing ITS – including identification of legal liability.

This area attracted many questions illustrating a tendency to identify ITS with car-based mobility and that there is a lack of consideration for human behaviour and "human modes" such as pedestrians and cyclists. The aim is to supply only prioritised "context-aware" information and filter out that which is not useful. Alternative ideas put forward for improving the quality of urban mobility included removal of road signage – as in "shared space" concepts. Further observations stressed the potential for Information and Communications Technologies (ICT) to reduce demand for mobility – e.g. teleconferencing, tele-working. Some participants noted the pressing need for information systems for parking – especially on availability of parking spaces. If a space were available, there should be the means to reserve one.

**"The added value of EU action on urban mobility"** was discussed by:

- Sir Albert Bore, Rapporteur on Urban Mobility with the Committee of the Regions.

The main messages emerging under this topic were:

- The need for imaginative European, national, regional and local measures to improve urban mobility, such as a 'blue flag' equivalent for areas with low levels of pollution and congestion and Urban Mobility Plans including public-public and public-private mobility agreements for each urban area which could benefit from EU support.
- The importance of support for research, the exchange of experiences and awareness-raising.
- The necessity for coherence and integration of policies between cities and between different policy areas at EU level such as environment, regional, transport and energy.
- The support of the Council of the Regions for an Action Plan on Urban Mobility.
- A new funding facility for urban mobility, similar to TEN-T should be established. Its allocation should be conditional on the implementation of Urban Mobility Plans.