



**COUNCIL OF  
THE EUROPEAN UNION**



## **Council conclusions on Action Plan on Urban Mobility**

*3024th TRANSPORT, TELECOMMUNICATIONS AND ENERGY Council meeting  
Luxembourg, 24 June 2010*

The Council adopted the following conclusions:

"HAVING REGARD to the Commission Green Paper of 25 September 2007 "Towards a new culture for urban mobility"<sup>1</sup>, and HAVING REGARD to the European Parliament resolutions of 9 July 2008<sup>2</sup> and 23 April 2009<sup>3</sup> and the opinions of the Committee of the Regions of 9 April 2008<sup>4</sup> and of the Economic and Social Committee of 29 May 2008<sup>5</sup>;

HAVING REGARD to the Commission communication of 19 June 2009 "A sustainable future for transport: Towards an integrated, technology-led and user-friendly system"<sup>6</sup>;

HAVING REGARD to the Commission communication of 28 April 2010 "A European strategy on clean and energy efficient vehicles"<sup>7</sup>;

HAVING REGARD to the Commission Action Plan of 30 September 2009 and HAVING REGARD to the opinion of the Committee of the Regions of 15 April 2010;

TAKING into account the discussion held at the informal meeting of Ministers for Transport on 12 February 2010 in A Coruña;

CONSIDERING the principle of subsidiarity and the competences in the area of urban mobility divided among various public bodies;

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- 1 doc. 13278/07.
  - 2 402.655 (T6-0356/2008).
  - 3 P6\_TA(2009)0307.
  - 4 236/2007.
  - 5 982/2008.
  - 6 doc. 11294/09.
  - 7 doc. 9006/10.

# **P R E S S**

CONSIDERING that cities, conurbations and metropolitan areas are the essential nucleus of territorial organisation, and TAKING INTO ACCOUNT the urban dispersion processes that have occurred over recent decades, which have contributed to the breakdown of the dense city model bringing dispersal and the proliferation of low-density developments on the periphery of large cities, and resulting in longer commuter distances and increased car use;

RECOGNISING that traffic accidents in urban areas are a very serious problem entailing major costs to society, and CONSIDERING that the strategic guidelines for road safety up to 2020 should include urban road safety as one of the priority lines of action;

CONSIDERING that the transport sector consumes one third of the Community's final energy total, with an estimated one fifth in urban environments, and continues to expect consumption to increase in absolute terms, with almost total dependence on petroleum-derived fuels<sup>8</sup>, and EMPHASIZING that the decoupling of economic growth from resource and energy use and a shift towards a resource-efficient, low-carbon economy is one of the major aims of the Europe 2020 strategy;

RECOGNISING the need to further reduce the negative impacts of transport on the environment in urban areas;

RECOGNISING that the emission of pollutants by transport has significant effects on air quality and human health, particularly in urban areas, and EMPHASISING the important role of transport in meeting targets for air quality and the reduction of greenhouse gas and other pollutant emissions by 2020;

RECOGNISING that while vehicle noise emissions from individual vehicles have been reduced, the problem persists in cities owing to the increase in traffic and the pressure exerted by a combination of town-planning and transport infrastructure developments, which have brought the public into closer contact with the most intense sources of noise pollution;

STRESSING the growing sensitivity of European citizens to the environment, security, health and social cohesion, which means that urban mobility must be sustainable, safe, and accessible, with a fair cost-benefit distribution that takes account of socially excluded groups and those with reduced mobility, and is affordable to the general public;

#### THE COUNCIL:

- (1) WELCOMES the Commission communication of 30 September 2009 "Action Plan on Urban Mobility"<sup>9</sup>; STRESSES the challenge and the opportunity that this initiative presents for the Council and the competent public bodies – in line with the principle of subsidiarity – to improve the sustainability, and safety of mobility in urban and metropolitan areas while keeping it affordable to the general public; and CALLS FOR measures to promote dialogue between all relevant parties and renew support for the cities and authorities responsible for urban mobility;

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<sup>8</sup> All mentioned figures are stemming from the Commission's impact assessment of the Action plan on urban mobility SEC (2009) 1211, p. 62.

<sup>9</sup> Doc. 14030/09

- (2) STRESSES that mobility requirements are not the same in all cities and metropolitan environments and that the response strategies need to be adapted to each situation by the local authorities; RECOGNISES that each urban or metropolitan area requires different focuses and priorities, along with an appropriate combination of measures to improve mobility; and SUPPORTS the initiatives of the competent public bodies within their respective responsibilities to reduce the adverse effects of transport in urban and metropolitan areas and to adopt an integrated policy approach;
- (3) RECOGNISES that policies to improve urban mobility and its sustainability can be conducted most efficiently through a cooperation between competent public bodies; CONSIDERS that public participation processes favour the inclusion of stakeholders including all social groups; and WELCOMES the Commission's proposal to support education, information and awareness-raising campaigns to foster values and attitudes conducive to sustainable, healthy and safe urban mobility;
- (4) RECOGNISES that local and regional transport infrastructures should be improved, where necessary, and properly interconnected with national long-distance networks and the Trans-European Transport Networks (TEN-T) whilst taking into account also the potential environmental impacts of such infrastructure, ensuring effective public consultation and giving sufficient attention to efficient 'last mile' deliveries;
- (5) RECOGNISES the importance of high quality access to and from urban port areas and their inter-connectivity with national road, rail, inland-waterways networks and the Trans-European Transport Networks;
- (6) ENCOURAGES policies and actions by the competent authorities / public bodies to promote healthy, sustainable and safe modes of transport, by designing and modernising urban areas and human settlements to improve quality of life and the conditions for safe and convenient walking and cycling;
- (7) ENCOURAGES the coordination of transport infrastructure and service planning with town and country planning, including land use planning, while keeping in mind the rights and duties of the local and regional bodies in those fields; CONSIDERS that a prior analysis of the effects of infrastructure measures on mobility and urban development would facilitate sustainable transport policy; SUPPORTS the development of sustainable urban mobility plans for cities and metropolitan areas, and large centres of activity including for companies and administrations; and ENCOURAGES the development of incentives, such as expert assistance and information exchange, for the creation of such plans;
- (8) RECOGNISES the importance of reducing traffic congestion and greenhouse gas emissions arising from private vehicles and the need to promote the rational use of private vehicles in cities and metropolitan areas, for example through carpooling, car-sharing and park and ride facilities;
- (9) CONSIDERS that meeting mobility demands can be achieved more sustainably and effectively by promoting the use of public transport, maintaining up to date fleets, inter-linkage of different modes of transport, and facilitating walking and cycling;

- (10) EMPHASIZES that local transport systems also have an important role in ensuring mobility in urban-related rural areas and that – especially in view of the demographic change – vital metropolitan regions and well-developed rural areas are not conceivable one without the other;
- (11) RECOGNISES the importance of developing a public transport system accessible to all groups in society, by means of appropriate infrastructures and services-adapted for persons with reduced mobility, specific information systems and personal assistance services;
- (12) RECOGNISES that goods transport and distribution are important to economic prosperity of cities but do have social and environmental impacts on cities; and ENCOURAGES the establishment, where appropriate, of urban consolidation/multimodal logistic centres, the use of technology to optimise routes, of sustainable transport means designed for urban delivery, the regulation of loading and unloading in cities and the dissemination of good practice among operators, retailers and consumers by the competent bodies and companies;
- (13) CONSIDERS that air quality limit overshoots in some cities may indicate a case for the adoption at local level of innovative measures to enable limit values to be met, such as the designation of ecological or low-emission areas, where the evidence suggests they will be effective; and RECOGNISES that a study of the different conditions of access to such areas is important. Further initiatives in this respect might be necessary to ensure guidance to municipal authorities planning their introduction and to the users of these roads while respecting the principle of subsidiarity;
- (14) ACKNOWLEDGES the need to reduce the transport sector's fossil fuel dependence and reduce the emissions of greenhouse gases, *inter alia* through the introduction of innovative and energy efficient technologies for vehicles, traffic management tools and mobility management;
- (15) CALLS FOR a comprehensive approach to limit emission of pollutants by transport in urban areas which includes a variety of measures such as alternative drive concepts, alternative fuels, innovative filtration technology, clean and energy efficient vehicles including electric mobility with standardization of recharging systems and source-oriented measures such as CO2 standards while taking into account the specificities of each mode of transport;
- (16) CONSIDERS that an urban road safety policy – based on information campaigns, education, life-long training, ITS applications and town and transport planning initiatives providing for measures to protect especially vulnerable users – is a basic element for the attainment of sustainable, healthy and safe urban mobility and should be a priority action of the strategic guidelines for road safety up to 2020 as far as the responsibility lies within the European Union competence;
- (17) STRESSES the success achieved by many European cities in adopting active policies to improve public mobility and health, and to foster sustainable life patterns; CONSIDERS that the exchange of such experience and knowledge can be of benefit to other cities; and INVITES the Commission and the competent authorities to reinforce the exchange of best practices in this field taking advantage of existing collaborations with European associations of local authorities;

- (18) CALLS FOR the improvement by the competent bodies, where necessary, of the data and statistics on urban mobility and transport, the appropriate compilation of databases on good practice in sustainable, healthy and safe urban mobility, and – based on the analysis of the good practices – the preparation of guidelines to certain relevant measures to facilitate their introduction; and INVITES the Commission to make use – wherever possible – of existing institutions, programmes and instruments;
- (19) ENCOURAGES the Commission to examine the future needs for improvement of urban mobility while taking into account the difference between European cities and the principle of subsidiarity; and SUPPORTS the Commission's initiative to identify possible available resources within the existing financial framework for financial support to urban mobility, reinforce the coordination between its services, and explore potential funding opportunities for attaining the goal of a sustainable, healthy and safe urban mobility;
- (20) SUPPORTS the establishment of an urban mobility observatory in the form of a virtual platform useful for the voluntary exchange of information, experience and tools;
- (21) CONSIDERS that regular thematic conferences – a meeting of cities for the analysis of all aspects of urban mobility – could help local, regional, national authorities and other stakeholders to exchange information and good practices; and INVITES the Commission to examine their viability and possible incorporation into some of the existing initiatives;
- (22) CONSIDERS that intelligent transport systems can offer strategic options in the short and medium term for improving the efficiency, sustainability and safety of urban mobility including accessibility to public transport; and DEEMS the development of digital infrastructure maps, technological interfaces between private and public mobility, real time traffic information services, and travel planning and information services in cities useful, building on initiatives already underway, such as the INSPIRE Directive and the ITS Action Plan;
- (23) STRESSES that an ambitious European agenda on innovation and research can contribute to more efficient, safe and sustainable urban mobility; and INVITES the Commission to continue to support relevant programmes, initiatives and networks in this field, with objectives similar to ERA-NET, the CIVITAS Initiative and European Technology Platforms;
- (24) SUPPORTS the continuation of the streamlining of a comprehensive European strategy for research on all kinds of ecological, clean, energy-efficient and safe vehicles and smart grids aiming at and facilitating the implementation of more stringent emission standards, particularly for the pollutants which are the most harmful for human health;
- (25) ACKNOWLEDGES the importance of the European Green Car Initiative and its contribution to a cleaner urban environment and to the greening of the cities;
- (26) INVITES the Commission to ensure that the new Transport White Paper contains targets and policies for promoting more efficient, sustainable and safe and healthy urban mobility;
- (27) AWAITS with interest the results of the application of the Action Plan on Urban Mobility; and INVITES the Commission to keep the Council informed of progress made."