Summary of Technical Workshops and Internet Consultation
Feedback from first technical workshop on urban transport and green propulsion

Mr. Franz Soeldner
DG TREN/G4
First workshop

‘’Urban transport and green propulsion’’

Brussels, 31 January 2007
Green Propulsion

Objectives of green propulsion:

- Improve energy efficiency
- Reduce CO₂ emissions
- Reduce pollutant emissions

Possible promotion of clean and energy efficient vehicles through public procurement
Green Vehicle Procurement

- R&D Community programmes provided support to clean and energy efficient vehicle and fuel technologies
- Market introduction delayed or prevented by high initial cost
- Market development could be accelerated by green public procurement
- Public procurement could set example for private purchasing
New Approach on Green Vehicle Procurement

Open approach – possible options:

• Accelerated introduction of new Euro standards
• Inclusion of life-time costs
  - Energy consumption
  - CO2 emissions
  - Pollutant emissions
Green Propulsion
Technical Workshop 31.1.2007 (1)

Theme 1: Technology and economics

Vehicle technology
Well-to-wheels analysis
Life-time cost
Green Propulsion
Technical Workshop 31.1.2007 (2)

Theme 2: Political support

Standards for vehicles and fuels

Economic incentives

Green procurement
Green Paper on Urban Transport

Internet consultation - six questions on:
“Market development of clean and energy efficient vehicles”

Response:

- Support for action on European Union level
- Support for promotion by public procurement
Feedback from second and third workshops on urban transport financing, public transport, intermodality and intelligent transport

Mr. Marcel Rommerts  
DG TREN/G4
Second workshop
“’Urban transport financing: experiences from different cities’”
Szentendre, 6 March 2007

Third workshop
“’Public transport, intermodality and intelligent transport’”
Szentendre, 7 March 2007
• Successful cities need good public transport. The long term financing of investments and operations is a key issue

• Different forms of public private partnerships may offer solutions that should be given more attention. Example: interchange development

• The EU’s regional policy facilitates important investments in eligible regions
• Cohesion Policy 2007-2013 promotes comprehensive strategies and integrated sustainable urban development

• Urban transport plays an important role for balanced and polycentric development in cities

• Cities should profit from existing financing possibilities – the money is there! (e.g. for public transport, clean transport, integrated packages, soft measures…)}
• Positive that many of the new OP’s 2007 – 2013 pay significant attention to urban (public) transport, but this seems to be partly influenced by single ‘big’ projects

• The EIB offers loans, special instruments (such as Jessica) and knowledge
• Intelligent transport offers means to reduce congestion, pollution and energy consumption, better services for travellers and freight, better management of traffic, and possible tools for transport planning

• Security in public transport has two dimensions: traveller’s general security and anti-terrorism security. The sector seems to be taken targeted action in the latter area
• National governments don’t always take their responsibility in facilitating urban transport development, which leads to a lack of vertical policy coherence
• There is a lack of common definitions and statistics
• The link between urban transport policy and road safety policy was underlined several times
• Local environmental pollution and noise, and compliance with EU legislation, require attention
Feedback from fourth technical workshop on integrated urban transport approaches for successful and attractive cities

Ms. Eleni Kopanezou
DG TREN/G4
Fourth workshop

“Integrated urban transport approaches for successful and attractive cities”

Brussels, 16 May 2007
Urban transport and successful cities
Need for an integrated approach

- Integration of different policies and measures is the key to better and cleaner transport in European cities
- No single solution exists for good urban transport
  - Every city has its specific needs
- Ensure that urban transport policy is fully integrated with land use, housing policy, etc.
Europe’s cities on front line of jobs and growth drive

- Territorial agenda of the EU

- Leipzig Charter on Sustainable European cities:
  - Promotes an integrated urban policy approach
  - Strengthens competitiveness of European cities
  - Improves social stability
  - Key themes: upgrading the urban fabric, enhancing local economies and labour markets, clean urban transport and integration of migrants
Social aspects and inclusion in Urban Transport

- Urban transport and the demographic time bomb
- the population balance is shifting
- Personal mobility is the key to independence, in particular for people with reduced mobility

Social dimension of urban transport:
- Social inclusion delivered at local level
  but,
- Policy, legal frameworks and guidance are needed
Urban freight and city logistics

● Freight should be part of the urban agenda
● Urban freight: environmentally friendly, safe and efficient
● Commerce needs accessibility for goods and passengers
● Build long-lasting synergies with all stakeholders
● Support new technologies in a pragmatic way
Future urban transport – no more business as usual

- Achieve accessibility and mobility
  - Promote walking and cycling
  - Promote public transport
  - Promote co-modality and efficient use of the car in the city (every transport mode, e.g. taxis, motorcycles, vans, etc. all have a role to play)

- Mobility Management complements traditional measures and helps changing people’s minds towards more sustainable transport behaviour
Integrated strategies for Clean Urban Transport - the CIVITAS success!

- Change for the better is possible:
  - Integrating technology and policy measures
  - Combining transport and energy objectives
  - Building up critical mass and markets

- Working in partnership

- A bright future for CIVITAS!
Feedback from the Internet consultation

Ms. Isabelle Kardacz
DG TREN/G4
Introductory remarks

- Consultation open between 28 February 2007 and 30 April 2007
- 915 contributions
  - 545 from citizens and
  - 370 from organisations
- Attention! these are only preliminary results
The main problems and issues at stake in urban transport

- Nearly three out of five respondents see congestion and local pollution as the most important problems of urban transport
- Other high ranking problems are climate change, energy consumption, noise, public transport quality and pressure on space
Responses at local level (1)

- Two thirds of the respondents indicates that local authorities and operators should do more to improve public transport
- Only one out of five indicates that enough is done
- Especially citizens are unhappy with the efforts of local authorities and operators, only one out of ten indicates that their efforts are sufficient
Responses at local level (2)

- The picture is similar for walking and cycling, only one out of five respondents indicates that local authorities do enough to increase the role of walking and cycling.

- And for urban freight, logistics and deliveries .... the picture is similar: only one of five respondents indicates that local authorities do enough to improve urban freight, logistics and deliveries.
Responses at local level (3)

- On specific solutions, the implementation of innovative demand management solutions is seen by seven out of ten respondents as the right approach.
- Of the respondents that see a role for the EU, one out of two says that the EU should remove the barriers to demand management solutions such that currently exist at national level.
- Clean and energy efficient vehicles – earlier presentation.
The response by the private sector

• More than half of the respondents indicate that the private sector is not doing enough to show its responsibility in promoting sustainable mobility and improve access to their businesses
Barriers at the local level to improving transport and mobility

- More than three out of five respondents indicate that the main barrier to improving urban transport and mobility is insufficient political support and leadership
- Other high ranking barriers are insufficient strategy and policy and insufficient funding, both supported by more than two out of five respondents
The role of the EU (1)

- Generally, citizens have higher expectations from action at the EU level than organisations
- Two thirds of the respondents see a role for the EU to take action to solve problems of urban transport
- Over three out of four citizens see such a role
- Seven out of ten respondents indicate that public transport improvements should be a priority in the context of the EU’s regional policy
The role of the EU (2)

- The four highest scoring possible areas where the EU could add value are research and best practice, providing legal and financial frameworks, strengthening policy integration and setting standards.

- Three out of five respondents have expectations for EU action to increase market acceptance of new technologies, innovative and intelligent transport solutions.