



**Local & Regional  
Europe**

# Moving forward together towards sustainable mobility

## CEMR key messages

Reaction to the Sustainable and Smart Mobility Strategy

March 2021

## CEMR key messages

- In the EU strategy for sustainable and smart mobility the Commission presents its policy agenda and connects the mobility to the Green Deal and the Digital Agenda. The biggest sustainability gains will be made at the local and regional level.
- The main focus of the strategy is to make the whole transport system more sustainable. For local and regional governments, sustainability cannot be reached without, but is combining it with connectivity, accessibility, affordability, traffic safety and health. CEMR advocates that the strategy takes these goals into account too.
- Mobility connects people and businesses in the city, but it also connects cities and regions themselves. The contribution from mobility to the competitiveness in the internal market and to the territorial, social and economic cohesion is important.
- Cities and regions are not only looking at making mobility more sustainable, but also at the proximity of services (work, school, leisure) and active mobility like walking and cycling.
- Cities and regions have much experience and knowledge that should be better used by the EU in its policymaking and supported in its financial instruments. The mobility transition can only succeed when all levels of government work in partnership
- CEMR welcomes the sustainable urban mobility plans (SUMP) and supports the Commission in its plans to make them more attractive. It is, however, important that the SUMPs remain a flexible instrument that meet the scale and diversity of the daily urban system.
- CEMR supports the new mission for 100 climate neutral and smart cities. Cities and regions can be testbeds for new technology but also experiments with behavioral change and implementation of new policy concepts.

Sustainable and smart urban mobility is key for sustainable local development. Local and regional governments (LRGs) have to manage and develop complex multimodal and integrated transport solutions every day. LRGs also contribute to the ambitious and necessary **objectives of the Green Deal and the Paris Agreement**. The transition toward sustainable mobility will allow to improve the quality of life of our citizens at local level in the future. Local and regional governments work on sustainability, but this is combined with connectivity, accessibility, affordability, traffic safety and health.

Nevertheless, reaching sustainable mobility will have to be done through a diverse and wide-ranging set of measures going well beyond technological progress. Mobility is closely linked to spatial planning. LRG look at the proximity of services (work, school and leisure) to reduce the need for mobility of its citizens and companies.

A smart and sustainable mobility transition is not only about vehicles and infrastructure. Innovation also lies in establishing new methods or new systems of governance based on co-creating solutions with all stakeholders . Through their actions, LRG also encourage behavioural changes, promoting active mobility like walking and cycling and the use of micromobility (speedilecs, scooters), shared mobility and public transport. Moreover, sustainable mobility planning ensures that mobility is a reality for all citizens, including through gender-sensitive measures and addressing accessibility issues for people with disabilities.

Cities are multimodal mobility hubs for passengers and goods and good connections are really important. Connections between cities in a regions, but also between regions in a country and within the internal market. Connectivity and affordability are important for inner-cities but also suburbs in cities and between smaller cities in a region.

### Multi-level governance: a shared responsibility

Local mobility is integrated into a wider territorial development strategy. Sustainable local mobility plans are therefore important for cities of all sizes and the issue does not only concern major cities. This issue should not be limited to urban areas but has to be extended to functional areas and include rural and peri-urban areas.

It is paramount to ensure that **all levels of governance are working together in the same direction, within their respective prerogatives**, to achieve sustainable and smart mobility. The European Union and national governments should support LRGs financially and politically to implement bold policies while respecting the subsidiarity principle. Measures aiming at reducing traffic and CO2 emissions are often politically sensitive and the responsibility must be equally shared with consistent strategies at all levels.

Thus, it is essential that European and national associations of **local authorities are directly represented in the discussions at EU level**, such as in the Member States Expert Group on Urban Mobility, and its related working groups.

### Exchange of best practices and guidance to foster local strategies

The European Commission can facilitate and financially support best practice exchanges across countries and local authorities, and develop guidance materials.

**The exchange of best practices** is crucial to empower territories of all sizes to provide cost-effective solutions to their citizens. It can also foster cross-border mobility. Successful initiatives can also be replicated by other LRGs with specific EU funding for pilot project at local and regional level.

It is also very relevant for the EU to propose common benchmarks and guidelines that can be eventually incorporated into national legislation, taking into account the differences between the Member States and regions where necessary. EU guidelines on the development of Sustainable Urban Mobility Plans (SUMP) and other policy instruments are particularly important and welcome.

### Funding urban mobility strategies

In order to contribute to the objectives of the Green Deal and the Paris Agreement, **EU funding programmes** are crucial to support the development or the creation of mobility structures and services at the local level. A coherent framework is needed to articulate the different sources of funding directed to LRGs, such as the EU Recovery and Resilience Facility, European Structural Investments Funds,.

In this respect, **Europe's Recovery and Resilience Facility** and its earmarking for the green and digital transitions has great potential to reinvigorate our economy notably by pushing forward sustainable and smart mobility. However, it needs to be designed and implemented in partnership with representatives of cities and regions to ensure a coherent and integrated approach.

The Commission announces in the strategy that it will broaden the concept of urban nodes in the TEN-T regulation to include multimodal mobility hubs, first/last mile solutions, park and ride facilities and safe infrastructure for walking and cycling. CEMR welcomes this development, but regrets that the budget of the Connecting Europe Facility (CEF) has diminished. We need a better definition of the urban nodes to improve conditions for co-financing and LRA need to get a better position in the governance of the TEN-T. Finally synergy between the TEN-T and the TEN-E is important, because the mobility transition will require adaptations to the electricity grid and investments in hydrogen facilities.

An important source of funding will be the 100 climate neutral and smart cities mission under the Horizon programme. This mission can serve as a source for using cities as a testing bed for all kinds of local and regional mobility transition solutions.

Finally, the Commission will have to adapt the rules of the SGP and the state aid rules in order for LRA to invest in the mobility transition. In these challenging times of the covid crisis this is even more important to contribute to a sustainable way out of the crisis.

### Policy instruments

In order to create a level playing field for LRA the EU needs to adopt rules dealing with harmonisation, standardisation and interoperability. Strict norms for safety, climate neutrality of vehicles and for privacy and exchange of data should be regulated at an EU level.

To create the modal shift the Commission wants it is important to address the fiscal incentives and implement the principles of the "user pays" and the polluter pays".

CEMR welcomes the revision of the Intelligent Transport Services directive, that will support multimodal ticketing and integration of information from all modes of transport. It will be important for Mobility as a Service (MaaS) and automated driving.


Public transport is the basis for efficient and sustainable urban transport and mobility services. The opportunities for urban areas to organize and develop their public transport services comprehensively on the basis of the EU regulation (1370/2007) must continue to be safeguarded

The upcoming revision of the Alternative Fuel Infrastructure Directive (AFID) is another field where a new regulation is important. The AFID will lay the groundwork for a boost in infrastructure investments for electrical cars, but also newer biofuels and hydrogen. CEMR advocates the harmonisation of the technical standards to charge your car, but also on information and payment services. The directive needs to be accompanied by ambitious investments, with the possibility of certain flexibility in specific situations. Especially in rural parts, investments will not always be carried by the market.

CEMR regrets that the Commission has not announced anything on the Intelligent Speed Adaptation (ISA) in vehicles. This would improve road safety and reduce environment noise pollution. Also LRA would like to see an EU wide platform for the exchange of licence plates. The current platform, called EUCARIS, is only available for certain traffic violations and not for enforcement of UVAR. Finally the Commission wants to publish improved guidance on micromobility, where LRA would like to see a uniform framework for light electronic vehicles like speed pedilecs and scooters.

*The CEMR Secretariat prepared this draft reaction with the support of its member associations' technical experts and was formally approved by CEMR statutory bodies in January 2021.*

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## About CEMR

The Council of European Municipalities and Regions (CEMR) is the broadest organisation of local and regional governments in Europe. Its members are over 60 national associations of municipalities and regions from 41 European countries. Together these associations represent some 130 000 local and regional governments.

CEMR's objectives are twofold: to influence European legislation on behalf of local and regional authorities and to provide a platform for exchange between its member associations and their elected officials and experts.

Moreover, CEMR is the European section of United Cities and Local Governments (UCLG), the worldwide organisation of local government.

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