



# DECLARATION OF STUTTGART

## ON THE ROLE OF EUROPEAN LOCAL AND REGIONAL GOVERNMENTS REGARDING SUSTAINABLE MOBILITY

Policy Committee of CEMR  
Stuttgart, 4th December 2007

*We, mayors and elected representatives of Europe's local and regional governments, meeting together within the Policy Committee of the Council of European Municipalities and Regions in Stuttgart, Germany, on 4<sup>th</sup> December 2007,*

**Aware** that the right to mobility is universal to all human beings, and is essential for the effective practical realisation of most other basic human rights;

**Recognising** that developments in mobility over the past 100 years, and notably the development of the motor car and of advanced public transport systems, have greatly enhanced the freedom and independence of most European citizens, not least those in rural areas, and helped them to lead fuller lives without restrictions due to their geographical situation

**Recognising** at the same time, however, that the ever-growing demand for mobility, mainly accommodated by an extensive use of private cars, and in particular in urban areas, is posing an increasing threat to the environment and the citizens' well being since CO<sub>2</sub> emissions are directly affecting the global climate change;

**Acknowledging** that, notwithstanding the various local situations, all towns, cities and regions across Europe face similar traffic problems concerning air pollution, noise exposure, congestion and road accidents;

**Affirming** that new technologies, which are highly energy-efficient and/or based on renewable energy sources are indispensable if Europe is to achieve a truly sustainable mobility, which meets the economic, social and environmental needs of the present and future generations, and to assist in limiting or mitigating climate change;

**Recalling** that the organisation of efficient and timely public transport systems in urban, suburban and rural areas, as one key means to meet this challenge, is to a considerable extent subject to the competence of local and regional authorities, and that the principle of local self-government must therefore be fully respected;

**Emphasizing** the need for effective EU framework for co-ordination to meet the challenge of sustainable mobility, a need which is in part satisfied through the European Commission's approach adopted in the Green Paper "Towards a new culture for urban mobility", by putting a stronger focus on the cross-sectoral character of urban mobility;

**Conscious** that the provision of sustainable mobility requires considerable funding, and that the application of innovative economic instruments may bring additional financial resources, and act as a financial incentive to trigger the essential shift of consciousness among transport users;

***Declare as follows:***

1. We underline the need for urgent action, across our continent and involving all levels of government, of industry and of civil society, to address the future of mobility in Europe, which takes fully into account each of the pillars of sustainability.
2. We affirm the need for a holistic approach, which recognizes the role of each of the main forms of transport and of mobility, promoting Europe's economic well-being, but also taking into account health and a better quality of life of our citizens. A sustainable mobility has to be economy-focused, socially just and environmentally friendly.
3. Local and regional governments have a crucial role to play in the achievement of sustainable mobility, using their powers of urban, rural and regional planning (including spatial and economic planning), as well as in the development of specific integrated mobility and transport planning and systems (including appropriate economic instruments), and in the development of adapted infrastructure for different types of mobility.
4. We therefore consider that the principles of subsidiarity and of local and regional self-government are of particular importance in relation to issues of mobility and transport.
5. The Green Paper "Towards a new culture for urban mobility", together with the recent regulation on "Public passenger transport services by rail and road", constitutes a significant step on the European Commission's way towards a comprehensive and explicit recognition of these principles in the field of urban transport, and sets the basis for an essential debate on the future of urban mobility.
6. We fully acknowledge the need to take full account of the need of all sections of the community in relation to access to appropriate means of mobility as a vital element for fostering social cohesion – in particular people with reduced mobility and higher requirements for safety such as disabled people, elderly people, families with young children, and the young children themselves, and also taking account of the needs of the poor.
7. We are concerned that the increasing prosperity of our citizens should not be achieved through escalating road traffic volumes leading to congestion and pollution in urban areas in particular. We therefore regret that the Green Paper has again diluted one of the essential objectives of the original 2001 White Paper on Transport, i.e. the need to decouple transport growth from economic growth.
8. In order to achieve sustainable mobility, more emphasis has to be put on a balanced modal split between the various forms of transport and mobility, whilst at the same time planning for the necessary interoperability between different transport modes. We draw attention to the importance, in this regard, of other modes of transport, in particular the need to achieve a better use of waterways, and the effective role which ports of different sizes can play.
9. We highlight, furthermore, the importance of providing long-term, integrated public transport, intelligent and innovative usage of cars, cycling and walking solutions at local and regional level in order to provide, where possible, more attractive and practical alternative to individual motor car usage.
10. We also underline the key role of the automobile industry to contribute to the mitigation of climate change impacts by fostering transport energy efficiency through the development of "clean vehicles" and the use of renewable fuels. We furthermore believe that ICT applications within Intelligent Transport Systems are an essential part of the solution to sustainable mobility and should be further developed and applied at all relevant levels.

11. However, to embrace the entire scope of urban mobility, it is obvious that a too single-minded focus on technical solutions alone has to be enhanced to a much broader socio-economic view that takes into account the need to develop new thinking patterns, and the urgent need for behavioural change, among transport users. This also applies for the freight transport sector, where, for example, so-called “mega-trucks” may cause disproportionate damage to road infrastructure.
12. We therefore underline the importance of education, training and awareness-raising activities to be offered to our citizens, and the exchange of staff, knowledge and best practices among local and regional governments, as well as transport providers. For this reason we support the activities of international mobility networks like POLIS, CODATU and Cities for Mobility.
13. To facilitate the development of a new culture for urban mobility, we are convinced that economic incentives and disincentives may also be necessary, by internalising external social and environmental costs through, e.g., road pricing schemes, congestion charges, parking fees, free park and ride facilities, etc. However we strongly urge that those additional funds be exclusively earmarked for investment in public transport and sustainable mobility solutions. Moreover, we call on national governments to guarantee a comprehensive, stable and long term financing basis for public transport investments at all levels.
14. We ask that the structural funds take into account the principles of sustainable mobility and that the European Union mobilises its financial instruments, especially with the help of the European Investment Bank, to support local and regional authorities with their investments in public transport.
15. Being a major investor in public transport, local and regional governments can take an active role by committing themselves to the implementation of “green procurement”. However, mandatory procurement of clean vehicles can, if the resulting costs are excessive, have detrimental effects on public transport budgets. We believe that economic incentives are needed to promote cost-effective, “greener” public transport solutions.
16. We request the Council of European Municipalities and Regions to play an important role in the ongoing debate on sustainable mobility at European level and worldwide via United Cities and Local Governments (UCLG) and its new Committee on Urban Mobility, and to ensure that regional and local governments’ freedom to plan for the future, and in particular to manage public transport, is supported and maintained.

