



EUROPEAN PARLIAMENT

2014 - 2019

Committee on the Environment, Public Health and Food Safety

2014/2242(INI)

18.6.2015

OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Transport and Tourism

on sustainable urban mobility
(2014/2242(INI))

Rapporteur: Eleonora Evi

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SUGGESTIONS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- A. whereas urban mobility still relies overwhelmingly on the use of conventionally powered cars, and whereas transport in the EU is consequently dependent on oil and oil products for more than 96 % of its energy needs, or about one third of total energy consumption;
- B. whereas this dependence on fossil fuels is the cause of some 23 % of total CO₂ emissions in urban areas, and whereas the target is to reduce such emissions by 80 % by 2050;
- C. whereas environmentally, socially and economically sustainable urbanisation could be one of the key drivers of smart, sustainable and inclusive economic growth;
- D. whereas some 73 % of Europe's population lives in towns and cities, a figure that is expected to reach 82 % by 2050;
- E. whereas, according to the European Environment Agency, in 2011 more than 125 million European citizens were exposed to noise pollution above the safety limit of 55 dB, with road traffic being the main cause;
- F. whereas between 15 % and 40 % of the European population is exposed to levels of fine particulates (PM 2.5 and PM 10), tropospheric ozone and NO₂ which are above EU quality standards, and whereas that percentage increases to 90 % when World Health Organisation (WHO) guidelines are taken into account;
- G. whereas, according to the European Environment Agency, in 2011 air pollution from fine particulates (PM 2.5) and tropospheric ozone caused some 430 000 and 16 000 premature deaths respectively, yielding a total figure 10 times higher than the number of deaths in car crashes in the same year;
- H. whereas at least another 9 000 premature deaths per year can be attributed to heart disease caused by traffic noise;
- I. whereas in 2010 alone the EU's health-related costs due to atmospheric pollution were between EUR 330 billion and EUR 940 billion, amounting to between 3 % and 9 % of EU GDP;
- J. whereas applying WHO guidelines on human exposure to PM 2.5 would increase citizens' average life expectancy by roughly 22 months, and would generate annual savings of some EUR 31 billion;
- K. whereas good, easy public collective transport is the best deterrent against private transport and one of the best ways to alleviate traffic jams;
- L. whereas the use of alternative propellants and means of transport necessitates the development of the necessary infrastructure, together with efforts to change people's

mobility-related behaviour;

- M. whereas sustainable urban transport is one aspect of broader territorial planning policies, and whereas green urban areas can help to partially offset the impact of road traffic pollution;
- N. whereas the construction of new road infrastructure has a considerable impact on the landscape and the environment, and is likely to further stimulate the use of private vehicles as a consequence of increased road capacity;
- O. whereas high-quality transport services are fundamental for people living in urban areas in order to meet their mobility needs in respect of their working lives and their training, tourism and leisure activities; whereas sustainable urban transport can help to reduce energy consumption, atmospheric and noise pollution, the number of accidents, traffic congestion, land use and soil sealing;
- P. whereas according to Special Eurobarometer 406, published in 2013, some 50 % of EU citizens use their private cars every day, while only 16 % use public transport and only 12 % use bicycles;
- Q. whereas, according to the same report, EU citizens regard lower public transport fares (59 %), better public transport services (56 %) and better facilities for cyclists (33 %) as effective measures for improving urban mobility;
- R. whereas, for geographical and historical reasons, European cities may have widely differing infrastructure-related requirements;
- S. whereas urban mobility and urban transport management are the responsibility of local and regional authorities, which design and implement these public policies within their areas, in conjunction with the national framework in force and the EU urban agenda;
- T. whereas it is worrying that the Commission is talking in terms of transport concepts to be devised at European level, which would then have to be adapted according to the circumstances in Member States; whereas, rather than adopting a top-down approach along those lines and without disregarding the need for common rules and standards, it would be preferable to follow a bottom-up approach involving parallel experimentation on the ground, thereby encouraging innovation; whereas, accordingly, it strongly supports the setting-up of platforms for exchanges of experience among local stakeholders with a view to enabling success stories to be publicised more widely;
- 1. Calls on the Member States to reduce transport needs by encouraging, inter alia, teleworking, ICT technologies and teleconferencing, and by improving business mobility; calls on the Commission, furthermore, to continue to develop the legislation in force under Directive 2010/40/EU on Intelligent Transport Systems (ITS), which could contribute to enhancing transport efficiency, reducing CO₂ emissions, improving air quality and reducing noise nuisance, and calls on the Member States to encourage the development of smart technologies, including ITS, and info-mobility systems, and to boost sustainable urban mobility planning and management (including in the logistics sector), commuting plans and multimodal and intermodal patterns, bearing in mind that public transport

becomes much more attractive when the ‘last mile’ is easy to cover; encourages the Member States to ensure the active participation of all stakeholders, including the public, in the abovementioned planning activities;

2. Welcomes the Commission’s support for the development of guidelines on the production and implementation of sustainable urban mobility plans enabling the proposed action to be embedded into an urban and territorial strategy and seeking to promote balanced development and better integration of the various modes of urban mobility; supports the Commission in establishing a European Platform on Sustainable Urban Mobility Plans with a view to improving the coordination of EU support for, and cooperation with, local and regional authorities in the exchange of good practices and the design and implementation of sustainable urban mobility plans;
3. Calls on the Member States to promote public transport with a view to doubling its use by 2030, inter alia by applying IT solutions such as the remote purchasing of electronic tickets, and to support car sharing, carpooling, transport-on-demand services and the promotion of electric propulsion systems for local public transport; invites the Member States to develop, whenever appropriate, funicular railway and cable car systems in mountainous and hilly towns in order to mitigate urban traffic;
4. Calls on the Member States to establish areas accessible only to public transport, bicycles, pedestrians, zero-emission vehicles, and vehicles used for car sharing and carpooling;
5. Calls on the Member States to develop widespread electric vehicle charging facilities through innovative systems such as those that use public lighting infrastructure, and to promote the installation of recharging facilities in private parking areas, for example in shopping centres, and recalls the provisions laid down in Directive 2014/94/EU for the deployment of alternative fuels infrastructure, for example in respect of natural gas;
6. Urges the Commission and the Member States to create the necessary conditions for cross-border travel planning, reservation and payment systems encompassing different forms of transport, bearing in mind that the need to use a variety of information platforms and payment systems poses a major obstacle to the acceptance of, and demand for, intermodal transport systems;
7. Calls on the Member States to protect the most vulnerable road users by improving the safety of pedestrians, removing architectural barriers, establishing safe pedestrian-only routes and supporting ‘walking buses’ and safe routes between home and school; further calls on the Member States to improve bike mobility by providing dedicated and safe cycling paths and bike parking areas, and by promoting and implementing bike sharing services; calls on the Commission and the Member States, in order to further stimulate bike mobility, to put forward amendments to the Vienna Convention on Road Traffic in order to modernise traffic rules in urban areas so as to ensure that cyclists are given the best protection possible;
8. Calls on the Commission, furthermore, to submit a legislative proposal to develop the single market in innovative solutions for urban mobility;
9. Calls on the Commission, the Member States and local and regional authorities to fully

incorporate sustainability criteria when granting public procurement contracts for transport and logistics;

10. Urges the Member States to use part of their revenues from excise duties or road tax on private vehicles to reduce fares for urban public transport with the aim of making it free of charge to residents, and to rethink public transport fare systems and give preference to flat-rate systems;
11. Calls on the Member States to consider eliminating direct and indirect subsidies for vehicles running on traditional fossil fuels; calls on the Member States to consider introducing tax incentives for electric vehicles, such as reduced VAT or exemption from road tax, and to support economic incentives for businesses which grant fringe benefits to promote sustainable mobility among employees, for tour operators which offer their customers sustainable urban transport solutions, and for SMEs which produce goods or services aimed at sustainable urban mobility;
12. Calls on the Member States, when launching car scrapping schemes, to consider supporting, in descending order, the use of public collective transport systems, electric vehicles, hydrogen-powered vehicles, including those using methane reforming, natural gas vehicles, hybrid vehicles and LPG vehicles;
13. Calls on the Commission to make assessments, within the Member States' individual plans, regarding the siting of stations used to measure and monitor atmospheric pollution in the main urban agglomerations with air quality problems, bearing in mind that poor siting of such stations very often renders the data inaccurate and could therefore create a public health risk;
14. Believes that the Juncker plan could play a key role in financing sustainable urban transport and infrastructure projects, and calls on the Commission and the Member States to increase their financial support for sustainable urban mobility projects, to ensure the necessary synergies between the various funding sources and programmes, and to develop links between urban mobility, the new Digital Agenda and the Energy Union; invites the Member States to ensure efficient public transport implementation, in particular through electrified transport systems, and to link urban and peri-urban areas and to respond effectively and sustainably to commuting needs before investing in the construction of new roads and highways;
15. Calls on the Commission and the Member States to promote exchanges of best practices in order to facilitate the transfer of skills and technologies in the field of sustainable mobility, especially with a view to helping developing regions; further calls on the Commission and the Member States to support research programmes on new technologies, new business models and new integrated sustainable urban mobility practices and urban logistics, and to launch public awareness campaigns to promote mobility that is efficient, sustainable and less dependent on the use of private, conventionally fuelled cars.

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	17.6.2015
Result of final vote	+: 53 -: 8 0: 0
Members present for the final vote	Marco Affronte, Pilar Ayuso, Zoltán Balczó, Lynn Boylan, Nessa Childers, Alberto Cirio, Birgit Collin-Langen, Mireille D'Ornano, Miriam Dalli, Seb Dance, Angélique Delahaye, Stefan Eck, Bas Eickhout, Eleonora Evi, José Inácio Faria, Karl-Heinz Florenz, Iratxe García Pérez, Elisabetta Gardini, Gerben-Jan Gerbrandy, Jens Gieseke, Julie Girling, Sylvie Goddyn, Matthias Groote, Françoise Grossetête, Andrzej Grzyb, Anneli Jäätteenmäki, Jean-François Jalkh, Benedek Jávor, Karin Kadenbach, Kateřina Konečná, Giovanni La Via, Peter Liese, Norbert Lins, Susanne Melior, Miroslav Mikolášik, Massimo Paolucci, Gilles Pargneaux, Piernicola Pedicini, Pavel Poc, Marcus Pretzell, Frédérique Ries, Annie Schreijer-Pierik, Davor Škrlec, Renate Sommer, Dubravka Šuica, Tibor Szanyi, Jadwiga Wiśniewska, Damiano Zoffoli
Substitutes present for the final vote	Nikos Androulakis, Renata Briano, Nicola Caputo, James Nicholson, Marijana Petir, Sirpa Pietikäinen, Gabriele Preuß, Bart Staes, Tom Vandenkendelaere
Substitutes under Rule 200(2) present for the final vote	Damian Drăghici, Fredrick Federley, Anthea McIntyre, Jens Nilsson