



Scalar Politics of Transport

EU'S SUSTAINABLE URBAN MOBILITY PLANS: WHOSE POLITICS?

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Structure

- ***EU action on Urban Mobility (UM)***
- ***Sustainable Urban Mobility Plans***
- ***National Policy Frameworks for UM***
- ***Concluding comments***



Section I

EU action on Urban Mobility (UM)



The challenges of urban mobility

- Congestion
- **Air quality**
- **Greenhouse gas emissions**
- Road safety



Subsidiarity

What is proposed: "Subsidiarity"

Treaty on the functioning of the European Union (TfEU), Article 5

"the Union shall act only if and in so far as the objectives of the proposed action cannot be sufficiently achieved by the Member States, either at central level or at regional and local level, but can rather, by reason of the scale or effects of the proposed action, be better achieved at Union level"



Who should do what?

Depends on your perspective:

- **European**
- **National government**
- **Regional government**
- **Local/city government**
- *Citizen*



How things are agreed

European Commission – *proposes*

European Parliament and Council of the European Union – **decide**

Council: Qualified Majority Voting (QMV) (as of 1/11/2014)

- at least 55 % of the members of the Council
- comprising at least 65 % of the population

Committee of the Regions – **consultative role only**



What is agreed is a result of:

- Political / economic "climate"***
- Legal basis***
- Politics – i.e **national government interests*****

***e.g. Fuel carbon tax?
Catalonia***



Role in EU decision making: Population

3 cities

Paris + London + Madrid = **18 million**

9 EU countries

*Malta + Luxembourg + Cyprus +
Estonia + Latvia + Slovenia +
Lithuania + Croatia + Ireland =* **18.9 million**

Largest 28 cities – 60 million people – 12% EU



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National government interests vs “urban interests”

- *Strong “cities” lobby in Brussels*
- *Lack of expertise/insight/
understanding*
- *Budgetary demands*
- *Power/ control*
- *Political tensions*
- *Capital city bias*



EU urban “blind spot”

- 72% population***
- 85% GDP***
- Economic competitiveness***
- Jobs***

Zero formal role in EU decision making



??????????

" ...support the development of sustainable transport systems, including energy efficient multi-modal transport systems, notably public mass transportation systems, clean fuels and vehicles, as well as improved transportation systems in rural areas"

"We commit to promote an integrated approach to planning and building sustainable cities and urban settlements, including through supporting local authorities, increasing public, awareness and enhancing participation of urban residents, including the poor, in decision making."

"We further recognize the importance of mixed-use planning and of encouraging non-motorized mobility, including by promoting pedestrian and cycling infrastructures"

UNCSD – Rio+20 Outcome document "The future we want" – 192 countries



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Benjamin R Barber



Section II

Sustainable Urban Mobility Plans (SUMP)



SUMP development in EC

- Expert Working Group on Sustainable Urban Transport Plans (2004) – DG ENV
- *Strategy on the Urban Environment – DG ENV (2006)*
- *Projects*
- *Transport White Paper 2011 – DG MOVE*
- *EC Communication "Together towards competitive and resource-efficient urban mobility" COM (2013) 913 – 17 December 2013 – DG MOVE*



The 2011 Transport White Paper

"Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" COM/2011/0144

- **Target** - 60% reduction in transport CO₂ emissions by 2050
- **Two specifically 'urban' goals**
 - **Phase out the use of conventionally fuelled cars in cities by 2050 – half their use by 2030**
 - **Towards 'zero emissions' city logistics in major urban centres by 2030**

Sets out 40 specific EC actions for 2011 - 2020



The Urban Mobility Package

Communication

Sustainable Urban Mobility Plans (Annex 1)

Staff Working Documents (SWD):

SWD 524 - A call to action on **urban logistics**

SWD 525 - Targeted action on **urban road safety**

SWD526 – A call for smarter urban **vehicle access regulations**

SWD 527 - Mobilising **Intelligent Transport Systems** for EU cities

Sustainable Urban Mobility Plans - Process





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Traditional Transport Planning	↔	Sustainable Urban Mobility Planning
Focus on traffic	↔	Focus on people
Primary objective: Traffic flow capacity and speed	↔	Primary objectives: Accessibility and quality of life
Political mandates and planning by experts	↔	Important stakeholders are actively involved
Domain of transport engineers	↔	Interdisciplinary planning
Infrastructure as the main topic	↔	Combination of infrastructure, market, services, mechanisms, information, and promotion
Investment-guided planning	↔	Cost efficient achievement of goals
Focus on large and costly projects	↔	Gradual efficiency increase and optimisation
Limited impact assessment	↔	Intensive evaluation of impacts and shaping of a learning process



EU SUMP resources

- *Outline*
- *Guidance Document (various languages)*
- *Best practice*
- *Mobility Plans 'portal'*
- *Certification/assessment methodologies*
- *Training materials*
- *Financial support for developing SUMPS*
- *CIVITAS language networks - CIVINET*



Mandatory SUMP's?

SUMP required for EU infrastructure funding?

Who would judge?

*Become a 'paper exercise' – rather than a real commitment to a **process**?*

Overlap with existing requirements/ plans?



Example: France – Urban Mobility Plans

Mandatory by national law since 1991

Urban areas (often several administrative districts) over 100,000

60 mandatory – many more voluntary!

Support from national 'research' institute



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SUMP Portal



Reflection on EU work on SUMP's

- *Adds value*
- *Not "top down" – local choice about objectives*
- *Flexible*
- *European consensus*
- *Expert community*
- *Support tools*
- *Leading cities – supporting national policy*

Good example of EU "soft" influence



Section III

National Policy Frameworks



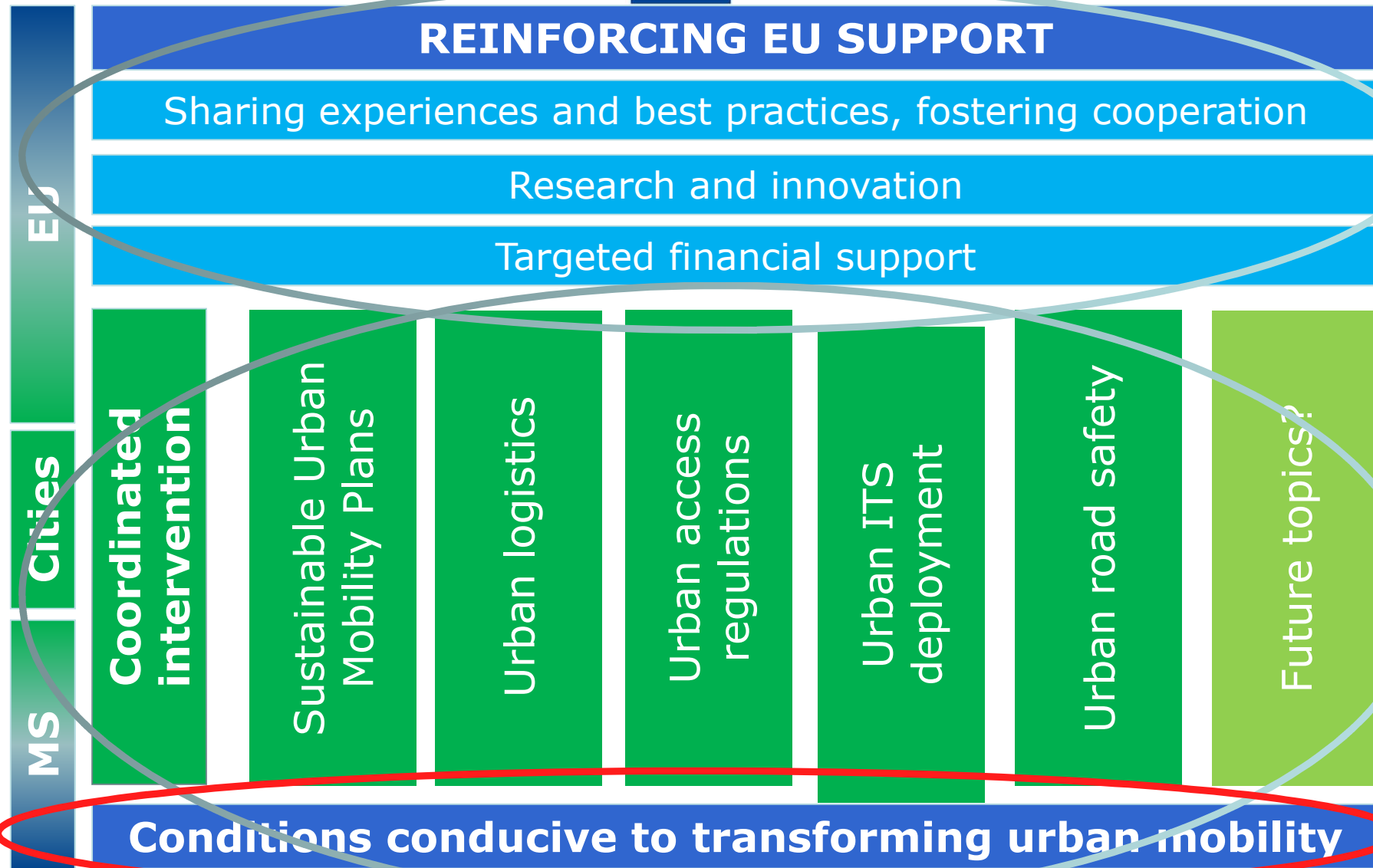
Need for supporting frameworks at the national/regional level

Creating the right conditions for local action

- EC has invited Member States to:
 - **assess the current and future performance** of urban mobility and **develop an approach** that ensures coordinated action at national, regional, and local level.
 - **review the tools** (technical, policy-based, legal, etc.) put at the disposal of local authorities



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What could a National framework for SUMP contain?

Requirements / obligations

Definitions (e.g. Travel to Work Area)

Guidelines

Training / Capacity building

Centre of Excellence (e.g. CERTU in France)

Networks

Quality control

Library

Portal

City/National Dialogue



What mayors can't control

Available technology

Enforcement of fines



New MS expert group on Urban Mobility

“To facilitate the exchange of information and the cooperation on urban mobility issues between Member States and the European Commission, thereby contributing to enhanced coherence of relevant action taken at Member States and EU level”



New MS expert group on Urban Mobility

What should be the national framework for urban mobility?

Nominated UM expert representing each MS

First meeting 28 October 2014

2 or 3 meetings per year



Diversity of urban areas and circumstances

- *Economic level of development*
- *Climate*
- *Infrastructure*
- *Geography*
- *Local preferences*
- *Population*
- *Size*
- *Resources*



Section IV

Concluding comments



Comments

- *EU was designed in the 1950's*
- *Urban issues a major 'blind spot' for the EU*
- *SUMP's are a good example of EU 'soft' influence*
- *Mayors need help – even Boris!*
- *National supporting frameworks for Sustainable Urban Mobility*



Thank you for your attention

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http://ec.europa.eu/transport/themes/urban/ump_en.htm



Need for a long term 'urban mobility' vision

Encourage cities to develop a long term vision/objectives for urban mobility

e.g.

- Copenhagen, DK – carbon neutral by 2025
- Stockholm, SE – fossil fuel free by 2050
- Rotterdam, NL – 50% CO₂ reduction by 2025
- Land of Northrhine-Westphalia, DE – CO₂ free city logistics by 2030