



THE NETWORK  
OF MAJOR  
EUROPEAN  
CITIES

Siim Kallas  
Vice President of the European Commission  
European Commissioner for Transport  
Rue de la Loi 200  
B-1049 Brussels  
Belgium

Brussels, 25 September 2012

Dear Commissioner Kallas,

### Clean power for urban transport

Cities provide one of the main challenges for transport policies both in terms of sustainability and competitiveness. Urban mobility has an impact on the design of the European transport chain as a whole, and the city increasingly serves as a 'laboratory' for the transport sector, a testing ground for the development of new technological and financial solutions.

As EURO CITIES, the network of major European cities, we would like to take the opportunity to provide you with our input on clean power for transport in urban areas, ahead of the publication of the 'Clean Power for Transport Package' later in the autumn.

EURO CITIES welcomes an EU strategy to accelerate the EU market uptake of alternative transport systems. Our main recommendations are:

- **The strategy - focus also on a modal shift towards more sustainable transport modes/solutions in urban areas**

An EU strategy on alternative fuels and new technologies should be accompanied by a strong message to shift transport towards more environmental-friendly modes in urban areas. Alternative fuels will not be enough to sufficiently reduce emissions caused by transport and will not solve congestion problems or the lack of public space in urban areas. EU and national efforts are needed to influence passenger behaviour and promote a modal shift towards more sustainable modes of transport and efficient logistical solutions.



A 'Clean Power for Transport Package' should take into consideration urban mobility issues and our increasingly mobile population and act to:

- Raise community awareness on the need to travel more sustainably
  - Promote cycling and walking with a focus on health (for example, by encouraging integrated land use planning to reduce travel distances)
  - Make collective transport more attractive and a genuine alternative to car ownership and use,
  - Stimulate a change in behaviour by increased use of ICT solutions, including journey planners and tele-working.
  - Promote urban logistics solutions that lead to higher freight vehicle occupancy and lower mileage within urban areas, and increase the use of low and zero emission technologies
- **Technology neutrality and the urban context**
- The EU should strengthen research activities, particularly large scale demonstration projects, on alternative fuels and ensure that a range of viable and sustainable technologies are available as quickly as possible. This should include work on biofuels like ethanol, biogas and biodiesel together with electric vehicles, but also Compressed Natural Gas (CNG) and hydrogen-based technologies.
  - The development of a real market for clean vehicles should be promoted and existing market barriers overcome.
  - There needs to be a continued tightening of EU legislation on vehicle emissions (GHG and other pollutants).
  - Emissions along the entire supply chain need to be considered to ensure truly sustainable alternative fuels. The negative effects caused by the production of alternative energy should therefore be taken into account - electric power generation is not sustainable unless from renewables.
  - It is important to look at the urban impact of new technologies. Technologies that might be clean for long distance and high speed journeys might not be as clean in the urban context, which involves lower speeds and many start/stop situations. A clear example is the disappointing effect of Euro V engines on NOx emissions when used in urban areas. Cities need technologies that work out positively both on long distance journeys and in urban situations. Test cycles and methods must be realistic and mirror urban driving conditions, both for GHG and for pollutant emissions.
  - Cities need to have the flexibility to choose the most appropriate technology that suits their local circumstances.



- **Clean vehicles definition**
  - A clear and common definition of clean vehicles would be useful for cities and would support the clean vehicles market. This definition could include several technologies and fuels, as well as clear thresholds on which vehicles qualify and which do not. This would simplify city procurement and would also encourage companies to include it in their own environmental and procurement policies, giving a stronger boost to a clean vehicle market. Finally, a definition would facilitate the ability of cities and national governments to create incentives and stimulate a market for the cleanest vehicles.
  
- **Flexibility and EU minimum standards for new infrastructure only:**
  - Cities are in favour of minimum standards for equipment and storage systems for alternative fuels. However, such minimum standards should be applicable only where new infrastructure is being built.
  - Any EU action on technologies should promote interoperability and try to avoid lock-ins.
  
- **Cities as key partners, together with the industry:**
  - Any minimum standards should be developed in close cooperation with cities. Reaching optimal EU-wide minimum standards for alternative fuel infrastructure can only happen with cities on board. Cities are among the largest procurers of transport services.

We, Europe's major cities, remain committed to working with European institutions to help steer Europe towards more sustainable urban mobility, with a better quality of life for all our citizens. We look forward to working with you towards these goals.

Yours sincerely,

**Frank Jensen**  
President of EUROCITIES, Lord Mayor of Copenhagen