

EMF strategic priorities for 2021-2022

This document presents an overview of strategic priorities of the Mobility Forum for 2021-2022, in line with the Eurocities strategic framework.

1. Green Transition:

Transport currently accounts for a quarter of the EU's greenhouse gas emissions and this figure continues to rise as demand for both passengers and goods grows. The current pandemic situation, being exceptional, cannot account for the momentary decrease of travel, so we still urge to find alternative paths to promote its mitigation. The European Green Deal seeks a 90% reduction in these emissions by 2050. On 9 December 2020, the European Commission put forward the **Sustainable and Smart Mobility Strategy** (SSMS), outlining the planned steps to transform the EU transport system in line with the ambition of the European Green Deal and the objectives of the EU's Digital Strategy. Cities have a huge role to play in achieving the Green Deal objectives, as stated in the SSMS: "Cities are and should therefore remain at the forefront of the transition towards greater sustainability."

Sustainable urban mobility has also a clear role to play in achieving the objectives outlined in the Climate Neutral and Smart Cities Mission [proposal](#) presented to the Commission in 2020 and this is already recognised in the text of the SSMS where the objective of having at least 100 climate-neutral cities in Europe by 2030 is set out as a milestone towards more sustainable transport modes.

Our thematic and policy priorities for the work on Green Transition are:

- **Towards zero-emission mobility:** boosting the uptake of clean vehicles and related charging infrastructure is a clear and fundamental objective to move towards zero-emission mobility. Complementary, our focus will also be on other measures such as low emission zones and Urban Vehicle Access Regulations (UVARs), parking regulations, air quality management and zero-emission logistics.

Relevant policies: Revision of the Alternative Fuels Infrastructure Directive, Revision of the Trans-European Transport Network (TEN-T) Regulation, Urban Mobility Package, CO2 standards for cars and vans – revision of performance standards, EURO7, Cross-Border Enforcement Directive, Energy Taxation Directive

Relevant Eurocities projects: [USER-CHI](#), [ULaaDS](#), Fast-Track, MOVE21, SCALE-UP

Relevant working group: Sustainable Mobility Planning WG

Synergies: Strengthen the work with the Air Quality working group in the Environment Forum

- **Towards active and healthy mobility:** the SSMS recognises the crucial role active modes play in the Green Transition as well as in the health and well-being of people. "As set out in the 2030 climate target plan, increasing the modal shares of collective transport, **walking and cycling**, as well as automated, connected and multimodal mobility will significantly lower pollution and

congestion from transport, especially in cities, and improve the health and well-being of people. [...] Active transport modes, such as cycling, have seen growth with cities announcing over 2300 km of extra cycling infrastructure. This should be doubled in the **next decade towards 5000 km in safe bike lanes.**” Our objective is to keep active mobility and multimodality high on the agenda, strengthen members capacity to access funding opportunities and technical guidance for cycling and walking infrastructures and promote the exchanges of best practices related to safe and active travel.

Relevant policies: Sustainable and Smart Mobility Strategy, General Safety Regulation, Cross Border Enforcement Directive

Relevant Eurocities projects: [ULaaDS](#), Fast-Track, SCALE-UP, MOVE21, [European Mobility Week](#)

Relevant working group: Safe and Active Travel WG

Synergies: Explore synergies with the Children and Young People and Urban Ageing WGs

- **Towards climate resilient and connected nodes:** Europe's urban areas are struggling to develop themselves into well-connected multimodal and multi-usage nodes for smart and clean mobility. Multiple trends affect urban and inter-urban areas: urban growth, densification, increasing pressure from freight movements and a shift to a service-oriented and on-demand economy. Leveraging on Eurocities involvement in new H2020 projects such as MOVE21 and SCALE-UP, we will offer an input to the revision of the TEN-T regulation, provide information and guidance on how to successfully apply for relevant Connecting Europe Facility (CEF) calls and work with CEDR (organisation of national road authorities) to share the latest insights on how to best align local mobility needs and planning approaches with major infrastructure works. Moreover, building on our participation in Fast-Track and ULaaDS we will mobilise members around the topic of zero emission urban logistics and last-mile distribution through knowledge-sharing and capacity building activities. In addition, we will explore how Brexit and COVID19 impacted the TEN-T network and the international freight sector in general.

Relevant policies: Sustainable and Smart Mobility Strategy, Revision of the Trans-European Transport Network (TEN-T) Regulation

Relevant Eurocities projects: [ULaaDS](#), Fast-Track, MOVE21, SCALE-UP, Green deal project proposal on Climate neutral and socially inclusive cities¹

Synergies: Explore synergies with the Environment Forum

¹ Through its involvement in the NetZeroCities proposal, Eurocities aims to be part of the consortium that will set up a dedicated Climate-Neutral City Platform providing expert support and between €1-1.5 Million funding to 30 Pilot Cities, which will be selected through an open call by the end of 2022. The EMF may already contribute by identifying those measures that are the most effective in reducing GHG emissions and by exploring how these can be embedded in the wider climate-neutral strategies at local level.

2. Digital Transition:

The digitalisation of mobility is fundamentally transforming our cities. After decades of incremental improvements to transportation products and services, digital technology has led to an explosion in innovation. If harnessed in alignment with public policy objectives, digitalisation will enable our cities to meet the challenges of decarbonising transport, safety and inclusivity, while better managing demand.

New mobility services have already changed patterns of mobility in cities and have created new possibilities for cities to manage transport demand and operations. **Data flows** should provide historical and real-time analysis and allow predictive information on vehicle performance and transport patterns, which can support traffic enforcement and optimise traffic networks and services.

Through greater use of **cooperative technologies** and data, we should be able improve **safety and transport efficiency**. However, digital transport innovation will need to be carefully managed to ensure sustainable urban mobility goals of sustainability, safety and inclusivity are simultaneously met.

Data protection and privacy should always be considered by design and by default, granting that the General Data Protection Regulation 2016/679 is fully applied, placing users in control of their (mobility) data by allowing them to not only know their data rights but to also understand the data attributes each mobility service relies on.

Our thematic and policy priorities for the work on Digital Transition are:

- **Towards a seamless multimodal experience:** The SSMS clearly outlines that “The digital transformation of the transport and mobility sector requires further efforts related to data availability, access and exchange.” The **availability, shareability, usability and interoperability of data**, alongside the integration and safety of payments, will determine the viability of Mobility as a Service (MaaS), the ultimate seamless multimodal experience. In line with this priority, we will position the network on the **Intelligent Transport Systems (ITS) Directive**, contribute to the Delegated Acts on Multimodal Traffic Information and Traffic Management Systems in close coordination with city experts and further strengthen members expertise on data management and exploitation for sustainable urban mobility and **MaaS**.

Relevant policies: Intelligent Transport Systems (ITS) Directive, Digital Services Act (KSF)

Relevant Eurocities projects: SCALE-UP, [USER-CHI](#), Fast-Track

Relevant working group: Smart and Connected Mobility WG

Synergies: Further explore synergies with the Data WG in the KSF Forum

- **Towards connected and automated mobility:** The automation of transport promises to revolutionise the movement of goods and people. However, the impact of this revolution is uncertain. Positive scenarios predict reductions in traffic, emissions and accidents, with a reduced need for parking spaces. Other scenarios foresee an increase in private car use and congestion, as users are tempted from active mobility and public transport by convenience. We want to make sure that connected and automated mobility - including urban air mobility - is an agent for change towards road safety, modal shift, social inclusion, environmental sustainability and traffic efficiency. Our aim is to develop a deeper understanding on how cities need to prepare for the deployment of connected, cooperative and automated mobility (CCAM) in urban areas, by representing the city perspective on the EU CCAM Platform and by co-creating recommendations on the regulatory and operational aspects at local level.

Relevant policies: Intelligent Transport Systems (ITS) Directive

Relevant Eurocities projects: [SHOW](#)

Relevant working group: Smart and Connected Mobility WG

- **Towards technological innovations at the service of people:** exciting new technologies are interesting only if they will bring benefits such as a cleaner, safer, integrated and more accessible way of moving for all. In the coming years we will keep exchanging best practices and advocating for those technological innovations that can improve the liveability and safety in our cities, such as geofencing and Intelligent Speed Adaptation that have the potential of increasing safety on our streets or digital applications and satellite navigation systems that can improve accessibility and provide assistance to people with disabilities and vulnerable road users, just to mention a few examples. Social inclusion is of paramount importance as it is fundamental to apply solutions that work for all, including those with lesser access to the digital solutions. For this reason, technological innovation should always be combined with universal design principles.

Relevant policies: Sustainable and Smart Mobility Strategy, General Safety Regulation

Relevant working groups: Safe and Active Travel, Smart and Connected Mobility and Barrier-free City for All WGs

3. Recovery and Resilience:

The COVID-19 crisis has reshaped urban mobility as we know it. Cities have worked to alleviate the effect of this crisis and uphold public services, with emergency measures to ensure that public transport services work smoothly and safely, people have safe space to move when walking and cycling and that essential workers have the support they need to carry out their jobs.

When looking at the next two years, our focus will be on capitalising on the lessons learned from the COVID19 crisis to **build back better** and ensure that **resilience principles** are mainstreamed and integrated into sustainable urban mobility planning practices. Making sure that our cities and their transport systems are future-proofed will mean equipping them with all the necessary tools to **face any future crisis** that might arise from climate change or from other unprecedented disruptions. Planning the unplannable will therefore have to become an important aspect of decision-making processes together with new **agile planning** methods that will allow cities to promptly respond and re-adapt to mutating circumstances.

Our priorities in this area are:

- **Build back trust in public transport:** there is no sustainable urban mobility without public transport. We will keep fostering exchanges between cities on how to **bring back confidence on the use of public transport** and build partnership with other networks to strengthen these messages, for example by participating in wider international campaigns.
- **Increase transport system ability to respond to future crisis:** the crisis has demonstrated how increased multimodality is also crucial to improving the resilience of our transport system and how ready the public is to embrace sustainable alternative modes of travel. To further increase

the resilience of our transport system we need embrace “**solidarity between transport modes**”: offer more and more sustainable options to citizens and keep promoting the re-allocation of public space in order to create more people-centric cities.

- **Apply health and safety principles in planning processes:** much work is still needed to ensure that the streets in our cities become truly **liveable, safe and healthy ecosystems**, places where all aspects of social life can be enjoyed and not just corridors to move from point A to point B. This will not happen until we mainstream accessibility, health and safety principles into urban planning decision making processes.
- **Addressing the impact of teleworking on transport patterns:** the COVID-19 crisis has forced many of us into the largest teleworking experiment ever undertaken in our society. The promotion of home-working and flexible working hours can help in addressing transport demand in cities, by encouraging schemes that allow people to avoid commuting during the busiest times of the day and to travel during off-peak hours or completely avoid travelling when working from home. However, a much closer look at the impact of teleworking on urban mobility and transport planning and well on the economic development of neighbourhoods will be needed.
- **Foster solidarity and inclusiveness:** make mobility affordable and accessible for all passengers, we strive for a city in which all – young and old, people with and without disabilities – are able to move, safely and with self-determination.

Relevant instruments: New Generation EU, Resilience and Recovery Facility, European flagship “Recharge and refuel”, Connecting Europe Facility (CEF), Structural and Investment Funds, Horizon Europe and Invest EU.

The Mobility Forum as a whole will be involved in the Recovery and Resilience priority.