

# SOMMET CLIMATE CHANCE EUROPE

07-08 mars 2022

#SCCE2022



CLIMATE  
CHANCE

## Urban Passenger Transport & Urban Goods Logistics – Accelerating the changes in progress

### Description :

In its 2021 Global Synthesis Report on local climate action, the Climate Chance Observatory describes the strategies of public and private actors to rebuild sustainable urban mobility (passenger and freight) that emits less after the disruption caused by the pandemic. On the passenger transport side, the boom in cycling and shared electric micro-mobility systems, as well as the rise of electric buses, are encouraging signals for both decarbonization and diversification of funding sources for individual and collective transport. However, these strategies are hampered by market concentration (still a small number of players) and the multiple shortages of 2021, and, apart from a few local initiatives, still struggle to integrate all the dimensions related to social inequalities. So how can we better take these issues into account and move up a notch? How can visible positive initiatives in the field of urban logistics be better deployed?

**Chair :** Bernard Soulage, Secretary General of Climate Chance

**Moderator :** Patrick Oliva, Founder of OrbiMob'

### Speakers :

- **David Brehon**, President of Air Pays de la Loire and Air, Climate, and Energy contact person for Atmo France
- **Marie Chéron**, Head of Mobility, Fondation pour la Nature et l'Homme (FNH)
- **Yann Briand**, Researcher in Climate, Energy, and Transport Policies, IDDRI
- **Dominique Breuil**, Sustainable development expert, CODATU
- **Annie-Claude Thiolat**, President of Place au Vélo, Vice-President of the Fédération des Usagers de la Bicyclette
- **Fabien Jouron**, Pays de la Loire Regional Delegate of La Poste Group
- **Aziliz Gouez**, Nantes City Councillor, 17th Vice President of Nantes Metropole
- **Guy Le Bras**, Director General, GART

### Summary of discussions :

- Three texts currently being discussed at European level directly affect urban mobility: **the Directive on deployment of the alternative fuels infrastructure, the Regulation setting CO2 emission standards for cars and vans**, and the implementation of an **emission trading scheme for road fuels**. In addition, the new **TransEuropean Network (TEN-T)** and the new "**Urban Mobility Framework**", adopted in 2021, give urban mobility a new place in European policies. Finally, some revisions of Directives could impact urban mobility, such as the revision of the **Energy Performance of Buildings Directive**, which plans to integrate more dedicated parking space available for bicycles.

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- The new Urban Mobility Framework adopted in 2021 affirms the priority to be given to walking and cycling, and will lead to several important deadlines, including the Commission's recommendations for the development of sustainable urban mobility plans by cities, both to states (to support cities) and to cities themselves in 2022.
- Several speakers agree that European policies are for the moment mainly focused on an "energy" approach and on technological deployments, and **too little on the transformation of uses.**
- The FNH proposes to **make the implementation of an ETS for road fuels conditional on investments in the development of alternatives to the individual car**, so that this measure weighs as little as possible on the populations that need their cars to go to work and access essential services. There was no consensus in the workshop on postponing the implementation of this ETS II (after 2030) to allow these investments to bear fruit, but all speakers agreed on the absolute necessity of combining energy transition and social justice.
- The **TransEuropean Network (TEN-T)** has been identified as a strategic program for the development of soft and active mobility in urban areas. In addition to developing Sustainable Urban Mobility Plans (SUMP) for 424 cities in the network, it could integrate cycling routes (such as EuroVélo) and open up new funding for cycling.
- Finally, **the reduction of road traffic**, particularly in densely populated areas, was identified by all speakers as a priority for the fluidity of flows and the decarbonization/depollution of urban mobility. Moreover, reducing traffic makes it possible to combine air, climate and energy issues and avoid measures that are beneficial for the climate but harmful for air quality (urban densification, wood heating, etc.). There are many ways of doing this, such as **optimizing urban freight**, which is all too often put aside in favor of the urban mobility of people, improving interconnections between the various cities of the major metropolises, setting up LEZs and planning their conversion into ZEZs, etc. The necessary porosity of cities with their immediate environment (flow of employees, daily logistics, etc.) must be considered in the development and implementation of such measures. These measures could be included in the recommendations that the Commission is to make this year to cities and states for the development of sustainable urban mobility plans.

## THEMATIC DRAFT PROPOSALS FOR THE IMPLEMENTATION OF THE EUROPEAN GREEN DEAL

N°	Topic	European policy	Proposal
P1	Local policies	Urban Mobility Framework	<p>Include in the Commission's recommendations to states and cities for the development of SUMP, to be released this year as part of the Urban Mobility Framework, elements for traffic reduction in densely populated areas, such as:</p> <ul style="list-style-type: none"><li>● Facilitating walking in sanctuary areas</li><li>● Expanding bicycle lanes, with speed limits and code enforcement</li><li>● Developing informal public transport (on-demand, including carpooling) in addition to formal public transport, and improving three current weaknesses:</li></ul>

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			<p>safety, security and 24/7 service quality</p> <ul style="list-style-type: none"> <li>• Systematize the 30 km/h speed limit in the city center to make the flows homokinetic.</li> <li>• Encourage the concerted work of the territory's actors and civil society in order to promote the implementation of actions that are co-beneficial to the different compartments of the ecological transition (climate, air quality, energy). In particular, manage the gradual transformation of mobilities according to a LEZ⇒ZEZ approach (taking into account GHGs and air pollutants), according to a tempo of about 20 years, with an equal concern on the progression of people's safety and health.</li> <li>• Pay more attention to the decarbonization/depollution of urban freight, which is too often forgotten in favor of people's mobility. Appropriate legislation could allow for a de-densification of the flow of road freight in dense urban centers and encourage the rapid creation of "freight ZEZs" that could gradually be extended to the entire metropolitan area</li> </ul>
P2	Funding	European Funds	<p>Strengthen European funding for urban mobility to :</p> <ul style="list-style-type: none"> <li>• Massively support innovation in transport (equipment and infrastructure). This is one of the best "double win" investments for the EU in terms of industry and the environment.</li> <li>• Supporting public transport (particularly through the Structural Funds), which must become exemplary in terms of decarbonization, quality of service and the fight against spatial segregation. The European Union has so far been too timid in this area, under the pretext of subsidiarity.</li> <li>• Helping to massify certain technically mature transformations: switching to electric two/three-wheeled motorized vehicles</li> <li>• Helping to organize multimodality (including integrated ticketing, relieving parking lots, redistribution logistics platforms, compatibility between public transport and bicycles, etc.).</li> </ul>
P3	Taxation	ETS 2	<p>Make the carbon market for transport and buildings (ETS2) conditional on investments in the development of alternatives to the private car, and on strong norms (CO2 standards). Use the Social Climate Fund to initiate this just transition in mobility for the least densely populated or least well served territories</p>
P4	Bicycle	TEN-T	<p>Integrate the EuroVelo cycle routes into the TransEuropean Network (TEN-T), particularly with a view to the growth of tourist cycling, and to give cycling a stronger basis for European funding, reaching percentages equivalent to the rail networks.</p>