New EU Urban mobility framework: Context

- **European Green Deal** (2019): EU target of reducing greenhouse gas emissions by at least 55% by 2030 and becoming first **climate-neutral** continent by 2050

- **Sustainable and Smart Mobility Strategy** (2020) shifts focus towards more sustainable transport modes -> increasing the number of passengers commuting by public transport and **active modes**

- **Interurban and urban mobility** will play an important role in putting in place the right incentives to drive the transition

- The 2021 **Urban Mobility Framework** makes policy in this area more robust, prioritises most sustainable modes – public transport, active and shared mobility; reflected also in updated EU SUMP concept (Commission Recommendation (EU) 2023/550)

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New EU Urban mobility framework

We want people and goods to move more sustainably in our cities, to make life easier for the rural and suburban commuters travelling to school or work, and to support cities in their role as essential transport hubs within the single market.

A stronger public **transport network**

Modern stations that connect rail with public transport, and provide shared mobility services

Easier and more attractive options for active mobility such as **walking and cycling**

Bigger and better **park-and-ride facilities**, equipped with recharging points for zero-emission vehicles

Efficient zero-emission **urban logistics** and last-mile deliveries

More **multimodal terminals** and freight consolidation centres

Better management of **mobility flows**, through multimodal hubs and digital solutions

More sustainable and well-functioning **passenger transport-on-demand** services such as taxis and PHVs

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Sustainable urban mobility indicators (SUMI)

Revised TEN-T Regulation

- Greenhouse gas emissions
- Congestion
- Accidents and injuries
- Modal share
- Access to mobility services
- Air pollution
- Noise pollution

UVARbox

- UVAR related data (mainly LEZ) available
- The UVARBox data model now with NAPCORE

Declaration on cycling

32 principles and commitments, incl.:

- ✓ Developing and strengthening cycling policies
- ✓ Creating more and better cycling infrastructure
- ✓ Improving road safety and security
- ✓ **Improving the collection of data on cycling**

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Revised ITS Directive

- **Revised ITS Directive**
  - Update the scope of the Directive and its priority areas & actions: Highlight emerging services, particularly MaaS and CCAM
  - Mandate deployment of ITS data and services: Extension of the scope to the availability of data and deployment of services, new articles mandating the availability of the data types listed in (new) Annex III, deployment of ITS services (SRTI) listed in (new) Annex IV, in a stepwise approach (geographical coverage + update/stock)

- **Delegated Regulations on multimodal travel information services (MMTIS):** Data on Access nodes (for scheduled transport and transport on demand), transport operators, timetables, parking, accessibility for persons with disabilities and persons with reduced mobility, network (road, cycling, pedestrian), fares etc.

- **Delegated Regulations on real-time traffic information (RTTI):** Data on location and availability of recharging and refueling stations, traffic speed, road works, location and length of traffic queues, availability of delivery areas etc.

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Thank you!

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