



The Commission's new Urban Mobility Framework

Urban freight transport and logistics in the European Commission's new Urban Mobility Framework – The stakeholders' views

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- 1 The urban flagship in the Sustainable and Smart Mobility Strategy**
- 2 The new Urban Mobility Framework**
- 3 Urban freight transport and logistics**
- 4 What we expect from this consultation**

1 Sustainable and Smart Mobility Strategy



AN IRREVERSIBLE SHIFT TO ZERO-EMISSION MOBILITY

-  90 % reduction in transport emissions;
-  All transport modes are made more sustainable;
-  Sustainable alternatives are available;
-  Right incentives are in place for sustainable choices






ACHIEVING SEAMLESS, SAFE AND EFFICIENT CONNECTIVITY

-  Seamless multimodal transport based on digital solutions;
-  Unleash full potential of data;
-  Develop and deploy connected, cooperative, and automated mobility services;
-  Paperless freight transport in favour of fast, digital procedures.



A MORE RESILIENT SINGLE EUROPEAN TRANSPORT AREA: FOR INCLUSIVE CONNECTIVITY

-  Reinforced Single Market:
 - more investment in infrastructure and fleets;
 - deepening and enforcing internal market;
 - making our system crisis proof.
-  Fair and just mobility (that is affordable and accessible);
-  Enhanced safety and security.

Urban mobility and logistics in the Strategy

FLAGSHIP 3 – Making interurban and urban mobility more sustainable and healthy

FLAGSHIP 4 – Greening freight transport



Increasing modal shares of **collective transport, walking and cycling, as well as automated, connected and multimodal mobility** will significantly lower pollution and congestion.



Engaging with cities to ensure that all large and medium-sized cities that are urban nodes on the TEN-T network put in place their own **sustainable urban mobility plans (SUMP)** by 2030.



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.



Clearer guidance is needed on **mobility management** at local and regional level, including on better urban planning, and on **connectivity with rural and suburban areas**, so that commuters are given sustainable mobility options.



Multimodal logistics must be part of this transformation. SUMPs should also include the freight dimension through dedicated **sustainable urban logistics plans**, to accelerate the deployment of zero-emission solutions already available, including cargo bikes, automated deliveries and drones and better use of inland waterways into cities.



Boosting the **uptake of zero-emission vehicles** in corporate and urban fleets. In addition, the European Green Deal calls for a substantial part of the 75% of **inland freight** carried today by road **to shift to rail and inland waterways**.



Helping cities modernise their policy toolbox, including in areas such as micromobility, support for the procurement of zero-emission vehicles, including buses and ferries, and associated infrastructure.



Pricing carbon
The Commission plans to establish a **European framework** for the harmonised measurement of transport and logistics greenhouse gas emissions

2 New Urban Mobility Framework

Why

- Need for a more coordinated approach, esp. in areas where EU action can contribute the most
- To reinforce the support to European cities for tackling urban mobility challenges

What

- Sustainable Urban Mobility Plans
- guidance on urban logistics and UVAR
- urban Intelligent Transport Systems
- data and indicators (SUMI)
- urban road safety
- and more

When

- [Roadmap](#) published in April
- Adoption planned by end 2021

How

- Five consultation [workshops](#) for stakeholders in June
- 12-week Open Public Consultation to be opened shortly



3 Urban freight transport and logistics in UMF

WHY? Objective: Support cities in achieving carbon-neutral logistics, focusing on TEN-T urban nodes

Ambition (tbc): reaching zero emission delivery in urban nodes (above 100 000 inhabitants) by 2030 / aim for 2040 in other (medium/bigger) EU cities

WHAT? *Tentative content of the proposal*

- Support the uptake of **Sustainable Urban Logistics Plans (SULPs)**
- Support the development of **multimodal (micro)consolidation centres / freight routes** to facilitate esp. the first/last mile logistics and connect to the long haul cargo networks (TEN-T)
- Improve urban logistics **data provision** (loading zones/multimodal urban freight network/routing optimisation)
- Raise the need to **standardise data exchange** with (big) **platforms on urban supply chain** to facilitate groupage of (e-commerce) deliveries
- Accelerate the **uptake of new/innovative delivery methods** (cargo bikes, LEFVs, drones etc.) and business/operating models to green the last mile

HOW?

- In the Urban Mobility Framework **Communication and Staff Working Document**
- In **TEN-T revised regulation**: Urban nodes > 100,000 on TEN-T adopt a dedicated urban logistics plan (SULP) (+ recommend for other cities)
- In **funding programmes**, e.g. ESIF, Horizon Europe, Connecting Europe Facility
- In actions planned in the **Green Cargo flagship**
- In DG **CLIMA**: internationalisation of external costs

4 What we expect from this consultation

- Your active **participation** and your opinions
- Your **proposals** for action at European level or to be proposed to national and regional authorities
- Your **priorities** (as much as possible) on areas for actions and actual actions
- On which action can you make a **commitment**?

Thank you

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