



International Association of Public Transport
Union Internationale des Transports Publics
Internationaler Verband für öffentliches Verkehrswesen
Unión Internacional de Transporte Público

**METROPOLITANS
OF SMALLER
CITIES: THE
REASONS AND
BENEFITS OF
THEIR RISE**
*Vilnius,
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European Union policies for public transport

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Connecting the world of public transport

EC Main documents and initiatives for public transport

- 1. Roadmap to a Single European Transport Area: White Paper of the EU Commission**
(basing on EC presentation)
- 2. Action Plan on Urban Mobility (2009) - Urban Mobility Plans**
- 3. Money for urban transport in Vilnius: COUNCIL REGULATION (EC) No 1083/2006**



1) The 2011 White Paper

WP 1992 → Opening the transport market

WP 2001 → Rebalancing modes to fight capacity constraints

WP 2011 → Putting transport in the wider 'EU 2020' perspective:



Outline

- Challenges ahead
- A vision for the transport system of 2050
- 1 target and 10 benchmarks to guide policy action
- How to do it – 4 "i"s and 40 actions



Old challenges remain but new have come

Increasing competitive pressure in the global economy



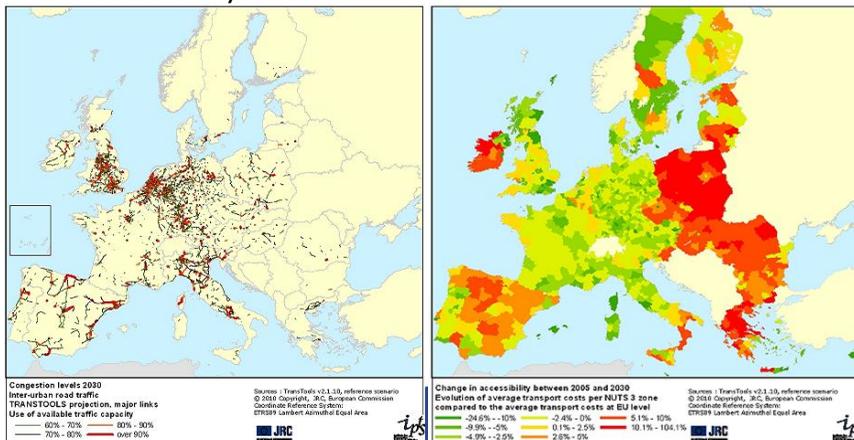
Growing congestion and poorer accessibility. An infrastructure gap in the enlarged EU

Increasing oil price and persistent oil dependency A deteriorating climate and local environment



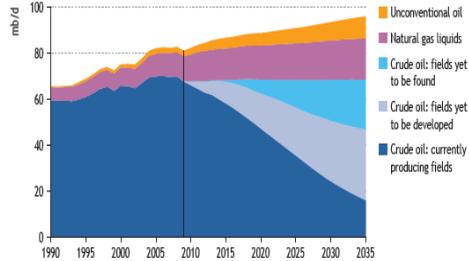
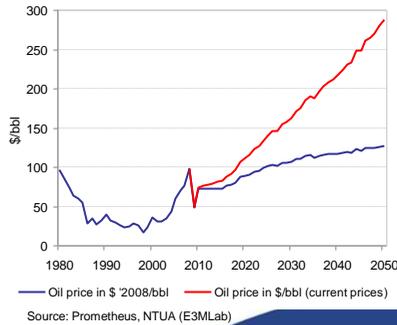
Growing congestion and poorer accessibility

Fuel costs and congestion levels are expected to rise significantly by 2030, leading to further divergences in accessibility



Increasing oil price and persistent oil dependency

Transport depends on oil for about 96% of its energy needs. The transport sector accounts for almost 90% of the projected increase in global oil use.

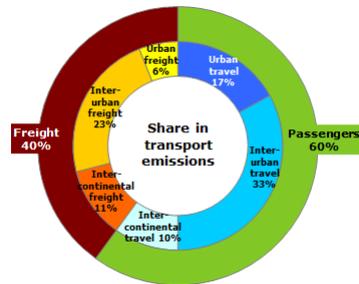
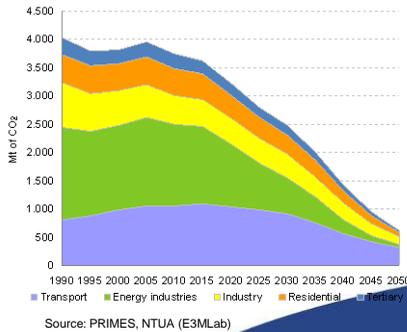


- The depletion of reserves and growing global demand would lead to ever higher oil prices. The number of cars in the world is projected to increase from around 750 million today to more than 2.2 billion by 2050.



● A tight carbon budget for the transport sector

- In October 2009, the European Council showed support for the objective of reducing GHG emissions in the EU by 80 to 95% by 2050 compared to 1990 levels



Transport accounts for about one fourth of GHG emissions: 60% comes from passenger transport, one quarter is urban, less than one quarter is inter-continental and over half is medium-distance



Meeting the challenge

To meet the challenges, transport has to:

Use less energy

Use cleaner energy

Exploit efficiently a multimodal, integrated and 'intelligent' network



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● The vision

	Passengers	Freight
Long-distance travel and intercontinental freight	<ul style="list-style-type: none"> Adequate capacity and improved overall travel experience (efficient links between airports and rail, minimum hassle for personal security screening...) 	<ul style="list-style-type: none"> High global maritime standards More efficient hinterland connections for ports Modern vessels and cleaner fuels for shipping
Intercity travel and transport	<ul style="list-style-type: none"> Seamless multimodal travel (online multimodal info and ticketing, multimodal hubs...) Quality service and enforced passengers' rights Near-zero casualties for road 	<ul style="list-style-type: none"> Paperless logistics Multimodal long-distance freight corridors No barriers to maritime transport Cleaner trucks on shorter distances
Urban transport and commuting	<ul style="list-style-type: none"> Non-fossil mobility (Clean and efficient cars; Higher share of public transport; Alternative propulsion for urban buses and taxis; Better infrastructure for walking and cycling) 	<ul style="list-style-type: none"> Better interface between long distance and last-mile Freight consolidation centres and delivery points ITS for better logistics Low-noise and low-emission trucks for deliveries

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Ten Goals for competitive and resource efficient transport

New and sustainable fuels and propulsion systems

Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics by 2030

40% of low-carbon sustainable fuels in aviation and 40% (if feasible 50%) less emissions in maritime by 2050



Ten Goals for competitive and resource efficient transport

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050

Triple the length of the existing high-speed rail network. By 2050 the majority of medium-distance passenger transport should go by rail

A fully functional and EU-wide multimodal TEN-T 'core network' by 2030

By 2050, connect all core network airports to the rail network; all seaports to the rail freight and, where possible, inland waterway system



Ten Goals for competitive and resource efficient transport

Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

Deployment of SESAR by 2020 and completion of the European Common Aviation Area.
Deployment of ERTMS, ITS, SSN and LRI, RIS and Galileo

By 2020, establish the framework for a European multimodal transport information, management and payment system

2050, move close to zero fatalities in road transport

Move towards full application of "user pays" and "polluter pays" principles



2) Action Plan on urban mobility (2009)

The Action Plan sets out a coherent framework for EU initiatives in the area of urban mobility while respecting the principle of subsidiarity. It will do this by encouraging and supporting the development of sustainable urban mobility policies that help to achieve general EU objectives, for example through fostering the exchange of best practice and providing funding. The Commission is conscious that urban areas across the EU may face different challenges, depending on their geographic location, their size or their relative wealth. It has no intention of prescribing one-size-fits-all or top-down solutions.

Theme 1 – Promoting integrated policies

An integrated approach can best deal with the complexity of urban transport systems, the governance issues and the links between cities and their surrounding areas or regions, the interdependence between transport modes, the limitations within urban space and the role of urban systems in the wider European transport system. An integrated approach is not only needed for the development of transport infrastructure and services, but also for policy making to link transport with environment protection, healthy environments, land use planning, housing, social aspects of accessibility and mobility as well as industrial policy.



Theme 1 – Promoting integrated policies

Action 2 – Sustainable urban mobility and regional policy

To increase awareness of the funding available from the Structural and Cohesion Funds and the European Investment Bank, the Commission envisages issuing information on the link between sustainable urban mobility measures and regional policy objectives under the current Community and national framework conditions. It will address the wider framework for sustainable urban development as well as the link between urban transport and the trans-European transport network. The Commission will also list funding opportunities and explain the application of State aid and public procurement rules.



Theme 2 – Focusing on citizens

High quality and affordable public transport is the backbone of a sustainable urban transport system. Reliability, information, safety and ease of access are vital for attractive bus, metro, tram and trolleybus services, rail or ships. Community legislation already regulates large parts of public transport investment and operations. Transparent contracts have widespread benefits and can stimulate innovation in services and technology. Ensuring a high level of protection of passenger rights, including of passengers with reduced mobility, is also high on the Commission's agenda.



Theme 2 – Focusing on citizens

Action 6 – Improving travel information

The Commission will work with public transport operators and authorities on facilitating the provision of travel information through different media, including information addressing the needs of disabled persons. It will also support the development of national and regional multimodal journey planners, and links between existing planners, with the ultimate aim of providing users with a public transport travel portal at EU level on the internet. There will be a particular focus on the main nodes in the TEN-T network and their local and regional connections.



Theme 3 – Greening urban transport

By making users pay for the external costs which they cause (environmental, congestion and other costs) according to the polluter pays principle, the internalisation of external costs can encourage transport users to switch over time to cleaner vehicles or transport modes, to use less congested infrastructure or to travel at different times. EC rules on the charging of heavy goods vehicles for the use of infrastructure do not prevent the non-discriminatory application of regulatory charges in urban areas to reduce traffic congestion and environmental impacts.



Theme 4 – Strengthening funding

To reap the benefits of sustainable urban mobility, investment is often needed in infrastructure, vehicles, new technologies, improved services, etc. Most of the expense is covered by local, regional or national sources. Local sources of funding are diverse and can include local taxes, passenger transport charges, parking fees, green zone charges and urban pricing, and private funding. The growing needs for funding complex transport systems and the likely decrease in the availability of public financing are the main challenges for the future. The use of EU funding, including European Investment Bank instruments, can provide significant incentives and help leverage private funds. In the short term, the Commission can help authorities and stakeholders to explore existing funding opportunities and develop innovative public-private partnership schemes.



Theme 4 – Strengthening funding

Action 14 – Optimising existing funding sources

The Structural and Cohesion Funds, with over 8 billion euros allocated to clean urban transport during the current financial planning period, are a very important EU funding source for investment in infrastructure and rolling stock. Under the "Transport theme" of FP7 there is, for the first time, a priority area dedicated to sustainable urban mobility. The Commission will, in addition to its ongoing activities, consider new targeted RTD and demonstration activities relevant for urban mobility.



Theme 4 – Strengthening funding

Action 15 – Analysing the needs for future funding

The Commission will continue to financially support the successful CIVITAS Initiative beyond the third generation of projects that started in 2008. It has launched a review to define the most appropriate way forward to a CIVITAS FUTURA. It will also examine the future funding needs that urban mobility improvements involve as part of its overall reflection on the next multi-annual financial framework



Theme 5 – Sharing experience and knowledge

Action 18 – Contributing to international dialogue and information exchange

Theme 6 – Optimising urban mobility

Action 20- ITSThe Commission envisages offering assistance on ITS applications for urban mobility to complement the ITS Action Plan. It will look at, for example, electronic ticketing and payment, traffic management, travel information, access regulation and demand management, and address the opportunities opened up by the European Galileo GNSS system. As a start, the Commission will launch a study on improving the interoperability of ticketing and payment systems across services and transport modes, including the use of smart cards in urban transport with a focus on major European destinations (airports, rail stations)



Urban Transport Plans

WHY SUSTAINABLE URBAN TRANSPORT PLANS (SUTP)?

Urban transport demand is dominated by road transport and needs to be addressed by a joint effort at the local, national and European levels of governance. It will require strong support from local authorities responsible for urban transport management and land use planning in order to jointly bring about more sustainable urban transport patterns. Integrated and holistic solutions are therefore needed to curb these trends. That is why the Commission, the Council and the European Parliament encourage local authorities to cooperate in order to establish and implement sustainable urban transport plans with a view to preventing and reducing environment and health pressures in European conurbations and contribute significantly to Community wide policies. As stated for instance by the Thematic Strategy on the urban environment, the *'wider implementation of Sustainable Urban Transport Plans including specific measures to promote low CO2-emission and energy-efficient vehicles will help reduce greenhouse gas emissions (...).'*

<http://www.mobilityplans.eu/index.php?ID1=7&id=7>



Article 13 of **COUNCIL REGULATION 1083/2006**

(13) In view of the importance of sustainable urban development
and the contribution of towns and cities, particularly medium-sized ones, to regional development, greater account should be taken of them by developing their role in programming to promote urban regeneration.



The responsibility of the good will of the Lithuanian government

Let us underline that the national authorities of Lithuania (Managing Authority - Ministry of Finance: www.finmin.lt) are entirely responsible for defining national priorities, project selection criteria and selecting projects.

If the decision is taken by LT authorities to finance the construction of a metro network in Vilnius with the assistance from the Cohesion Fund, the ERDF/CF Operational Programme for Economic Growth (CCI 2007LT161PO002) should be modified to include this specific project allowing the financing. As this project would naturally be substantially costly, the national authorities should assess carefully the revision of priorities and objectives that such change entails as the Cohesion Fund allocation for transport projects is limited.



Thank you very much for your attention!

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