Towards Clean Urban Transport

***adapted from* :**

Mrs Nina Commeau

European Commission

DG Energy and Transport

Presented by Bernard CORNUT, RTA

Twinning project ' Improvement of Energy Efficiency in Turkey'

Some key figures from EU Statistics

- 80% of EU citizens live in urban areas
- 1000 trips/person/year
- half of all trips < 5 km
- 10% in bus/tram/metro
- 1 million jobs in bus/tram/metro services
- Transport is 98% oil dependent
- 40% of households do not have access to a car

EU trends over the next decade

- Urban transport continues to grow, but slower than in the last 10 years
- PT only keeps market share in metropolitan areas
- Walking and cycling are loosing market share
- Environmental conditions improving, but…
- Congestion might double
- Concerns about long term health impacts
- Increased pressure on public budgets

Commission's Transport Vision
European Transport Policy for 2010

- **Shifting the balance between modes** (from road to rail and maritime, better links between modes)
- Removal of bottlenecks (implementing TENs, charging policy)
- Focussing on user-needs (road safety, organisation and quality of services - specific needs on Urban Transport)
- Managing the globalisation of transport

The urban transport agenda

- In cities, the energy, transport and environmental challenges come together
- Urban transport is an explicit part of EU transport policy
- Urban transport policy plays an important role for achieving EU policy objectives
- Subsidiarity: *dealing with problems at most adequate level*
- ***Following the recent Action Plan on Energy Efficiency, EC starts preparing a Green Paper on Urban Transport***

Significance of transport for energy policy. Policy drivers

Today oil represent almost 100% of transport fuel, and transport demands keeps growing

– Hence, the EU needs to reduce oil use in transport to contribute to security of energy supply

Despite all efforts done in the past CO2 emission from transport continue to grow

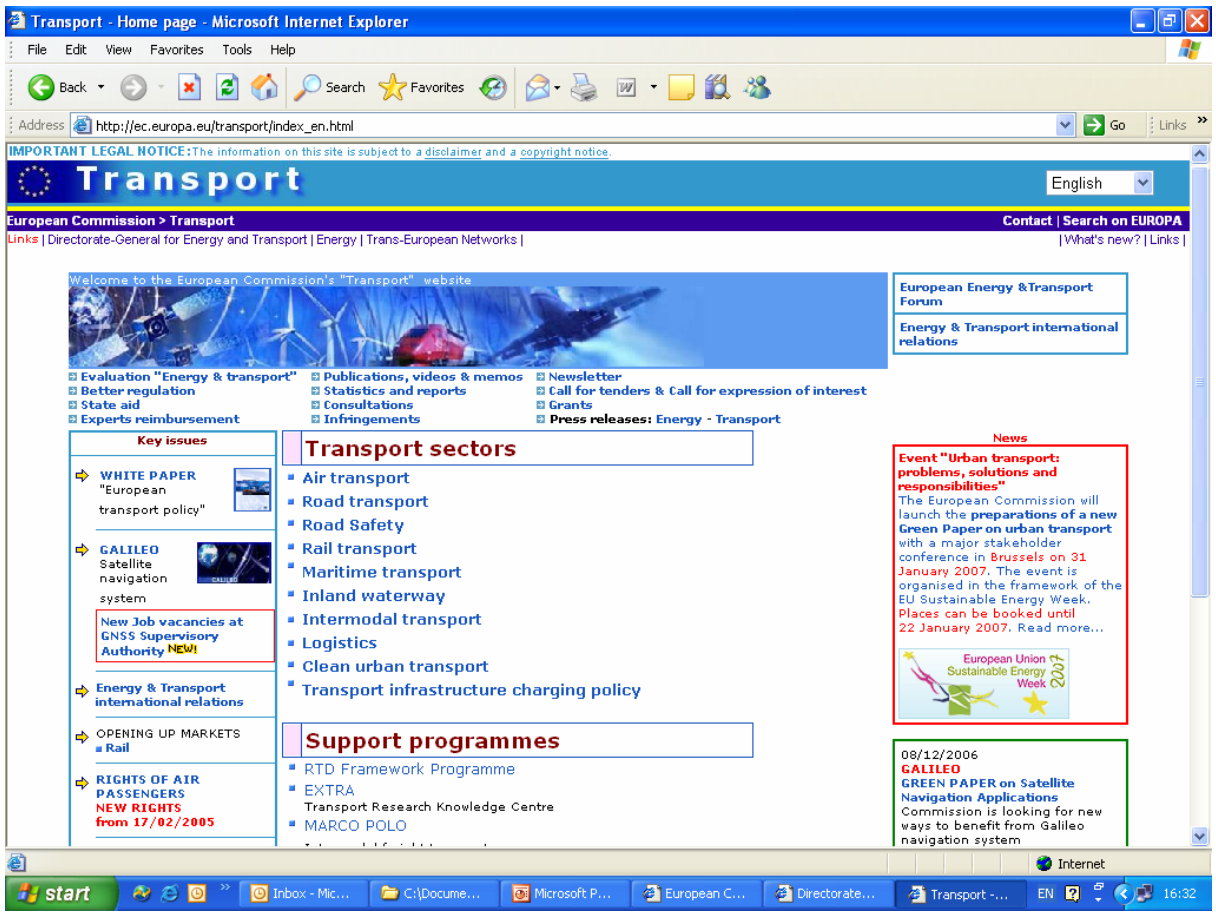
– Hence, the EU needs to reduce of GHG emission from transport

Measures to reduce oil use in transport

There are 4 main options to be combined together:

1. Use less transport **(reduce demand). Politically sensitive because of the strong correlation between transport demand & economic growth**
2. Use less energy-intensive modes of transport**. "Modal shift" transport policy**
3. Make each mode more energy-efficient**. ACEA agreement to 140 gCO2/km by 2008/9**
4. Use fuels that offer an alternative to oil. **Alternative Motor Fuel actions**

EU Commission DG Energy & Transport : ec.europa.eu/transport >>>web site for infos & documents

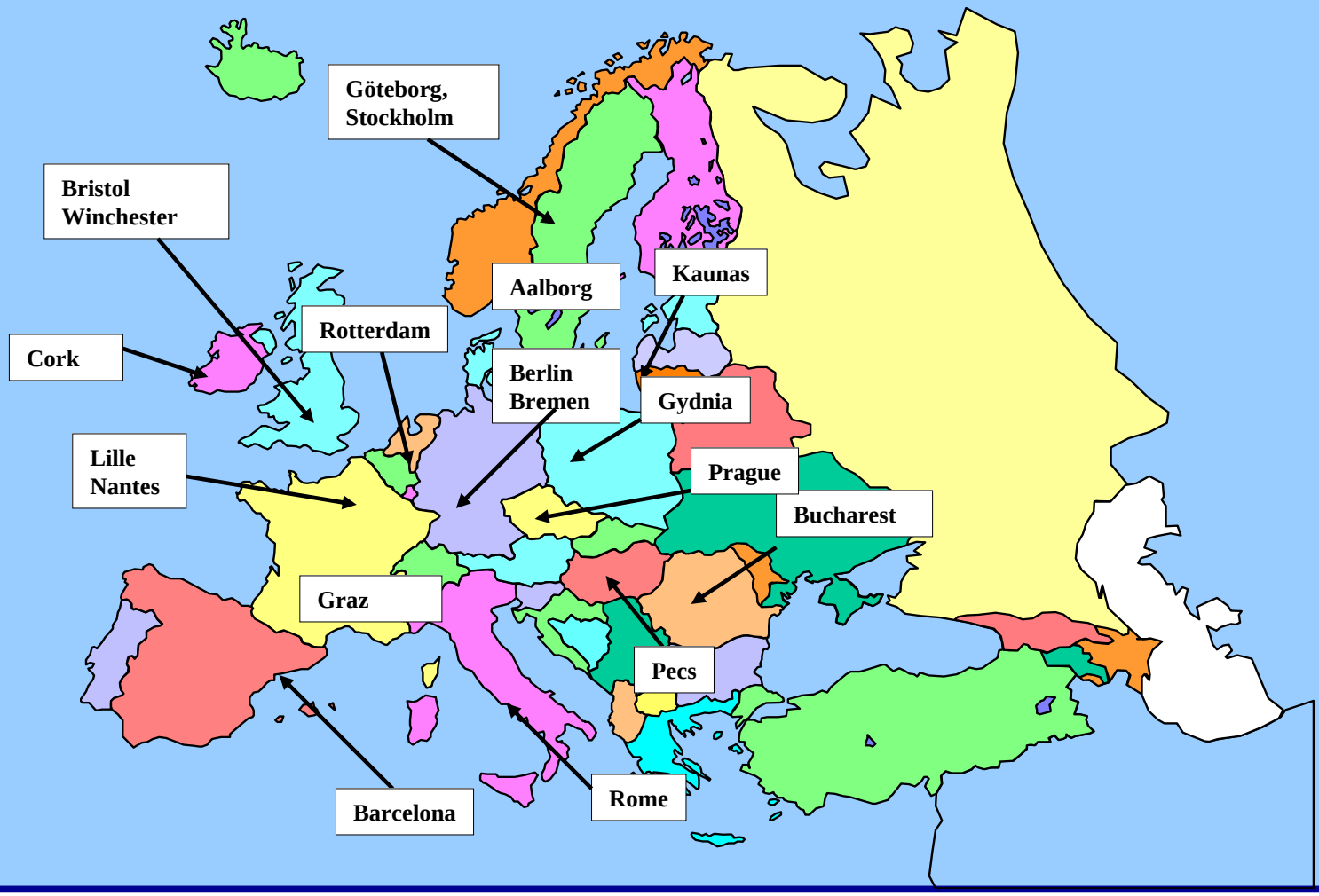


Example: CIVITAS programme

- CIVITAS is looking for radical change: i**ntegrated demonstrations** of technology & policy measures in the field of energy & transport

- CIVITAS is about cities
  - Local authorities in the heart of the projects
  - Leaders and followers
  - Learning experience - a selective group of highly committed ‘laboratories’
  - Forum: Exchange of ideas & experiences between CIVITAS cities & other cities

Current CIVITAS cities



CIVITAS: types of measures (1)

- Energy-efficient cost effective clean vehicle fleets for public and/or private transport using alternative fuels and innovative fuelling infrastructure
- Access control schemes with limited access to clean vehicles only, walking & cycling, parking management
- Integrated pricing strategies, including congestion charging and area-specific pricing schemes
- Stimulating collective passenger transport and quality, including safety, security and accessibility

CIVITAS: types of measures (2)

- Encouraging new forms of vehicle use/ownership, less car-dependent lifestyles
- New concepts for the distribution of goods, including freight logistics services and clean vehicle fleets
- Innovative ‘soft’ measures for managing mobility demand, including walking and cycling, road safety
- Integration of transport management systems, information systems and passenger services