



Jaspers Webinar: Climate Change mitigation through SUMPs

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Piotr Rapacz

Team Leader, Urban Mobility Team, MOVE B3
DG Mobility and Transport

Content of this presentation

1. Urban flagship in Sustainable and Smart Mobility Strategy
2. Mission on Climate-neutral and Smart Cities
3. New urban mobility framework initiative
4. Relevance of SUMP in addressing climate change mitigation
5. Launch of a specific SUMP topic guide
6. Overview of some relevant projects

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



Decisive action is needed to transform the transport sector into a truly multimodal system of **sustainable and smart mobility services**.



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 (SUMPs)** by 2030.



As set out in the 2030 climate target plan, increasing **modal shares of collective transport, walking and cycling**, as well as **automated, connected and multimodal mobility** will significantly lower pollution and congestion.



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.



The EU and Member States must deliver on our **citizens' expectations of cleaner air, less noise and congestion, and eliminating fatalities on our city streets**.



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. Need for better information on low and zero emission zones and common labels as well as digital solutions for vehicles



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

Cities are and should therefore remain at the forefront of the transition towards greater sustainability.

MISSION ON

100

CLIMATE

NEUTRAL

SMART

CITIES

BY

2030

1

Deliver at least 100 climate-neutral and smart European cities by 2030;

2

Ensure that these cities act as experimentation and innovation hubs to put all European cities in a position to become climate-neutral by 2050.

Actions to deliver climate neutrality will bring massive and more visible co-benefits: better air quality, healthier active mobility, less road congestion, and more livable and prosperous cities overall

A JOINED-UP APPROACH TO URBAN CLIMATE ACTION

- Demand-driven process based on the needs of the cities
- Multi-level governance linking local, regional, national and EU levels
- Support for accessing funding and finance on a large scale
- Systemic change via research and innovation actions across sectors
- Citizens involved in the design and implementation of the mission
- Large scale EU R&I pilots and demonstrators



New Urban Mobility Framework

Why

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

What

- Reinforced approach to Sustainable Urban Mobility Plans
- Indicators (SUMI) and data
- Reformed EGUM
- Focus on public transport, active modes, shared mobility, urban logistics, UVARs, safety, digitalisation, 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](#) until 23/09

New Urban Mobility framework - next steps

- 12-week Open Public Consultation until 23/09:
https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12916-Sustainable-transport-new-urban-mobility-framework/public-consultation_en
- Adoption planned in 4Q2021 (December)



Relevance of SUMP's in addressing climate change mitigation

UMP2013 evaluation: SUMP's overall assessed positively, having clear added value.

They can serve as an **effective single framework for tackling all common urban mobility challenges, including climate mitigation.**

Starting from 2019, **dedicated guidance is being provided**, incl. SUMP topic guide on harmonization of SUMP's with Sustainable Energy and Climate Action Plans (SECAPs).

SUMP's have potential to effectively contribute to **achieving numerous societal objectives linked to transport**, in particular when it comes to the **reduction of air pollutants and CO2 emissions, reduction of congestion, deaths and injuries from road crashes in urban areas, e.g.:**

➤ **reduction of CO2 emissions**: e.g. Turin's 12% decrease in emissions from urban logistics due to multi-user lanes for freight transport from its SUMP.

Launch of a specific SUMP topic guide

- Aim: to inform decision-makers (local authorities in particular) and increase capacity of SUMP practitioners, consultancies and academia to tackle climate change through SUMPs
- Process:
 - mapping and compilation of relevant research/work by EIB, JASPERS, EC inc. H2020 research projects, TEN-T urban nodes, research centres, practitioners;
 - working in close collaboration with relevant SUMP-related projects and members of the SUMP Platform Coordination Group, under JASPERS lead; relevant projects/partners to be agreed with DG MOVE;
 - Other SUMP guidance documents to take into account, e.g. on 'Harmonisation of Energy and SUMPs', 'Electrification', 'UVARs', 'Resilience', 'Cycling', 'Walking';
 - Timeline: September 2021 - February 2022.

Launch of a specific SUMP topic guide

Main elements to include within six-month project:

- Integration of climate change mitigation within SUMP process/objectives.
- Address binding CO2 reduction targets at Member State level as set out in National Energy and Climate Plans and/or at sectoral level.
- Calculate impact of SUMPs and urban/metropolitan mobility measures on GHG emissions, taking into account the TEN-T network perspective.
- Case studies/best practice examples on GHG targets met through SUMPs, relevance of land-use/spatial planning, SUMP integration of climate aspects..
- Monitoring tools to verify and quantify progress towards the required CO2 reductions, including simple/robust calculation methods, output/impact indicators and best practice examples.

Overview of some relevant projects

- **Arezzo** (IT) – harmonisation of 2015 SUMP with 2016 SEAP; multidisciplinary team, 2 deputy mayors.
- **Pordenone** (IT) – SUMP and SEAP developed in parallel (2014-16); multidisciplinary team, 3 deputy mayors.
- **Monzón** (ES) set up a harmonisation team to be in charge of developing its SUMP and SECAP, then shared a transport emissions inventory for both plans, aligned the monitoring activities, conducted a study to identify measures, prioritised SUMP measures according to their impact on SECAP criteria, and involved relevant stakeholders.
- **Leuven** (BE) – 60 founding members created the association Leuven Climate Neutral 2030 in 2013 to define a long-term climate-neutral vision for Leuven to reduce greenhouse gas emissions and double the modal share of cycling and public transport, and reduce the share of cars by 20% by 2030

Overview of some relevant projects

GOOD PRACTICE EXAMPLE

Leuven, Belgium: Widely accepted Leuven Climate Vision

With the expression of the importance to work towards [climate neutrality](#), the signature of the Covenant of Mayors by Leuven's mayor and the initiation of a consultation process, the city of Leuven created the association Leuven Climate Neutral 2030 (or Leuven 2030). This association provides the framework for defining a general long-term vision for the city. The association's membership represents all sectors of society, with the municipality heavily involved in the process as well. The goal of reducing greenhouse gas emissions is also reflected in the local SUMP. It sets targets for doubling the modal share of cycling and public transport and reducing the use of cars in Leuven by 20% by 2030.

Author: Tim Asperges, City of Leuven, collected by Polis

Image: KarlBruninx



SUSTAINABLE & SMART
MOBILITY STRATEGY

A green bicycle symbol is illuminated on a traffic light. The background is a blurred city street with many people walking. A teal and green curved graphic is at the top right.

THANK YOU!