Measures to improve the strategic and administrative framework for urban mobility

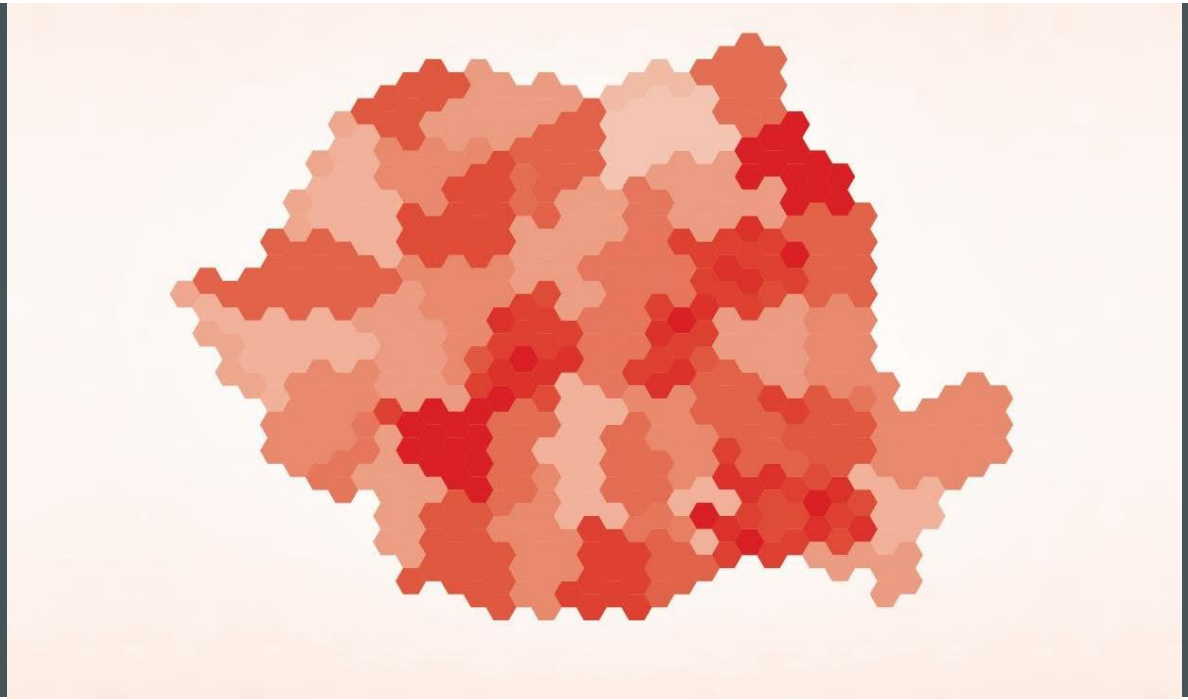
MINISTRY OF DEVELOPMENT, PUBLIC WORKS AND ADMINISTRATION, ROMANIA

29TH JUNE 2022 – BUCHAREST– CISMOB

Economy

People

Environment



LIVING

MOBILITY

GOVERNANCE

CITY

Affordable housing


Mobility

Provision of services


Ageing


Urban health

Social segregation


Environmental footprint


Climate action

THE NEW LEIPZIG CHARTER

Core dimensions / ideal types of sustainable European Cities:
Ecologically and climate friendly (cut of carbon emissions, energy supply with high shares of renewables, active and low emission transport and mobility)
Inclusive and cohesive (Socially mixed, stable and safe, age-appropriate, high quality education, active integration management)
Productive (innovative and competitive cities, mixed used urban areas, digitalized and automated work, digital skills and infrastructure, integration of industry, commerce and services)
Connected (digital transformation, resilient transport and energy network)

Efficient & Green **MOBILITY**

New EU Urban mobility framework

More than 70% of Europeans live in cities and expect solutions for:

- Better planned mobility: SUMP
- Safer mobility: less road injuries and fatalities
- Less congestion: improve on public transport, cycling and walking
- Less GHG emissions: more availability of alternative fuels
- Less air and noise pollution
- **Strong support for more ambitious EU actions, real need for safe, accessible, inclusive, smart, resilient and zero-emission urban mobility in the EU**

#MobilityStrategy #EUGreenDeal

European Commission | Mobility and Transport

NEW MOBILITY FRAMEWORK

initiative aims to tackle a series of different issues affecting inhabitants of cities and their surrounding (rural and peri-urban) areas, summarised as follows:

• Transport continues to produce negative external environmental costs (linked in particular to greenhouse gas emissions, local air pollution, noise, energy production, habitat damage), which together with costs of congestion and road accidents add up to almost €900 billion annually within the EU, with a significant share related to urban mobility. It is also a major and growing user of energy. As confirmed by the outcome of the evaluation of the 2013 package, emissions from urban mobility cause major damage to the climate, human health and local environment:

o Growing share of transport in EU's energy use (relying largely on fossil fuels) and greenhouse gas emissions, amounting to a quarter of the EU total (25% of total) and of road transport in particular (20%), with urban mobility responsible for about 23% of EU's energy use and greenhouse gas emissions from transport;

o On air quality, the concentrations of NO2 and PM10 continue to exceed EU limit values, with cities (including port cities) facing the biggest challenges and with road transport being main contributor to NOX emissions;

o Congestion in EU cities has not improved since 2013 and, in many places, has worsened, with very considerable costs to the society and with congested urban nodes seriously hampering the efficiency of the TEN-T network; commuting and the problems of rural and sub-urban areas have become city problems;

o Road fatalities and serious injuries persist in many urban areas, with casualties among vulnerable road users not decreasing fast enough. 38% of road fatalities in the EU occur in urban areas, 70% of which are vulnerable road users (pedestrians, cyclists and motorcyclists), and as the EU becomes more urban, road safety is becoming more and more an urban issue;

• Sufficiently granular indicators and related data on urban mobility are lacking (such as modal split, environmental impacts, congestion, energy use), • New mobility services, whether on the ground or by air, bring new ways of moving about in cities, but also pose challenges of integration into urban mobility systems, in some instances creating new risks;

• The relationship of transport, mobility and logistics with the retail sector is transforming rapidly: exacerbated by the COVID-19 crisis, e-commerce has risen rapidly, bringing new opportunities for the urban logistics sector, but also challenges (e.g. regarding working conditions);

• Citizens' expectations towards sustainable and smart mobility and the overall quality of life in cities is also transforming rapidly, e.g. on the relative importance of commuting time, safety, accessibility for persons with disabilities and low emission mobility.

The new Urban Mobility Framework focuses on:

- a smart and sustainable TEN-T network;
- increasing long-distance and cross-border rail traffic;
- intelligent transport services for drivers;
- and clean, greener and easier urban mobility.

URBAN MOBILITY AND FIT FOR 55 PACKAGE

- Urban mobility has important links and interactions with general transport policies and other policy areas.

The "Fit for 55" package adopted on 14 July 2021 includes relevant policies for the future of urban mobility. Among them, the proposed revision of the Energy Efficiency Directive (EED) provides a higher energy efficiency target and encourages Member States to take up schemes that accelerate the uptake of new, more efficient vehicles or policies fostering a shift to better performing fuels that reduce energy use per kilometre. The revision of the CO2 emission performance standards for road transport vehicles will help accelerate the transition to low and zero-emission vehicles. The roll-out of a growing number of zero-emission vehicles will require appropriate recharging and refuelling infrastructure, including in urban areas. In light of this, the Commission published a proposal for the revision of the Alternative Fuels Infrastructure Directive as part of the package.

URBAN MOBILITY AND FIT FOR 55 PACKAGE

Efficient & Green **MOBILITY**

New ITS priority areas

Information & mobility services	Travel, transport & traffic management services	Road safety & security	Cooperative, connected & automated mobility
			

8€ in benefits for every 1€ spent on ITS

→ Time savings worth €145 bn

→ Reduction in cost of accidents €30 bn

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URBAN MOBILITY AND FIT FOR 55 PACKAGE

What are the new TEN-T aiming at?

- Reduce congestion, transport emissions and impact on climate change
- Remove bottlenecks and gaps on the transport network
- Connect EU cities and regions, including rural areas and remote regions
- Better transport services to citizens and freight customers

TEN-T REGULATION REVISION

Article 40 - Urban nodes requirements

When developing the trans-European transport network in urban nodes, in order to ensure the effective functioning of the entire network without bottlenecks, Member States shall ensure:

(a) availability of alternative fuels recharging and refuelling infrastructure, including in logistics platforms and for public transport in full compliance with the requirements of Regulation (EU) […] [on the deployment of alternative fuels infrastructure];

(b) by 31 December 2025:

(i) adoption of a sustainable urban mobility plan (SUMP) in line with Annex V that includes notably measures to integrate the different modes of transport, to promote efficient zero-emission mobility including sustainable and zero-emission urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;

(ii) collection and submission to the Commission of urban mobility data per urban node covering at minimum greenhouse gas emissions, congestion, accidents and injuries, modal share and access to mobility service, as well as data on air and noise pollution. Thereafter these data shall be submitted every year;

(c) by 31 December 2030:

(i) for passenger transport: sustainable, seamless and safe interconnection between rail, road, air, the active modes of transport and, as appropriate, inland waterway and maritime infrastructure;

(ii) for passenger transport: ability for passengers to access information, book, pay their journeys and retrieve their tickets through multimodal digital mobility services;

(iii) for freight transport: sustainable, seamless and safe interconnection between rail, road, and, as appropriate, inland waterway, air and maritime infrastructure as well as appropriate connections with logistics platforms and facilities;

(iv) the development of multimodal passenger hubs to facilitate first and last mile connections which are equipped with at least one recharging station as defined in Article 2, point (43), of Regulation (EU) […] [on the deployment of alternative fuels infrastructure] dedicated to serve heavy-duty vehicles;

(d) by 31 December 2040: the development of at least one multimodal freight terminal allowing for sufficient transhipment capacity within or in the vicinity of the urban node.

Urban nodes:

Arad, Bacău, Baia Mare, Botoșani, Brăila, Brașov, București, Buzău, Cluj Napoca, Constanța, Craiova, Galați, Iași, Oradea, Piatra Neamț, Pitești, Ploiești, Râmnicu Vâlcea, Satu Mare, Sibiu, Timișoara, Târgu Mureș, Suceava

URBAN MOBILITY IN ROMANIA

- The Romanian National Urban Policy draws from the Leipzig Charter and is built on the pursuit of 4 goals:
- i) Green and resilient cities;
- ii) Productive and Competitive Cities;
- iii) Just and Inclusive Cities; and
- iv) Well-governed cities.

Urban mobility contributes to each of these inter-connected goals. It is a significant contributor to competitiveness and productivity of cities, investments in sustainable urban mobility have tangible environmental co-benefits. Well designed and connected cities can mitigate the effects of exclusion and marginalization and the governance of cities, in particular inter-jurisdictional cooperation can significantly enhance the quality and coverage of urban mobility services. Urban mobility is a significant structuring element, influencing and in turn influenced by land use decisions.

URBAN MOBILITY IN ROMANIA

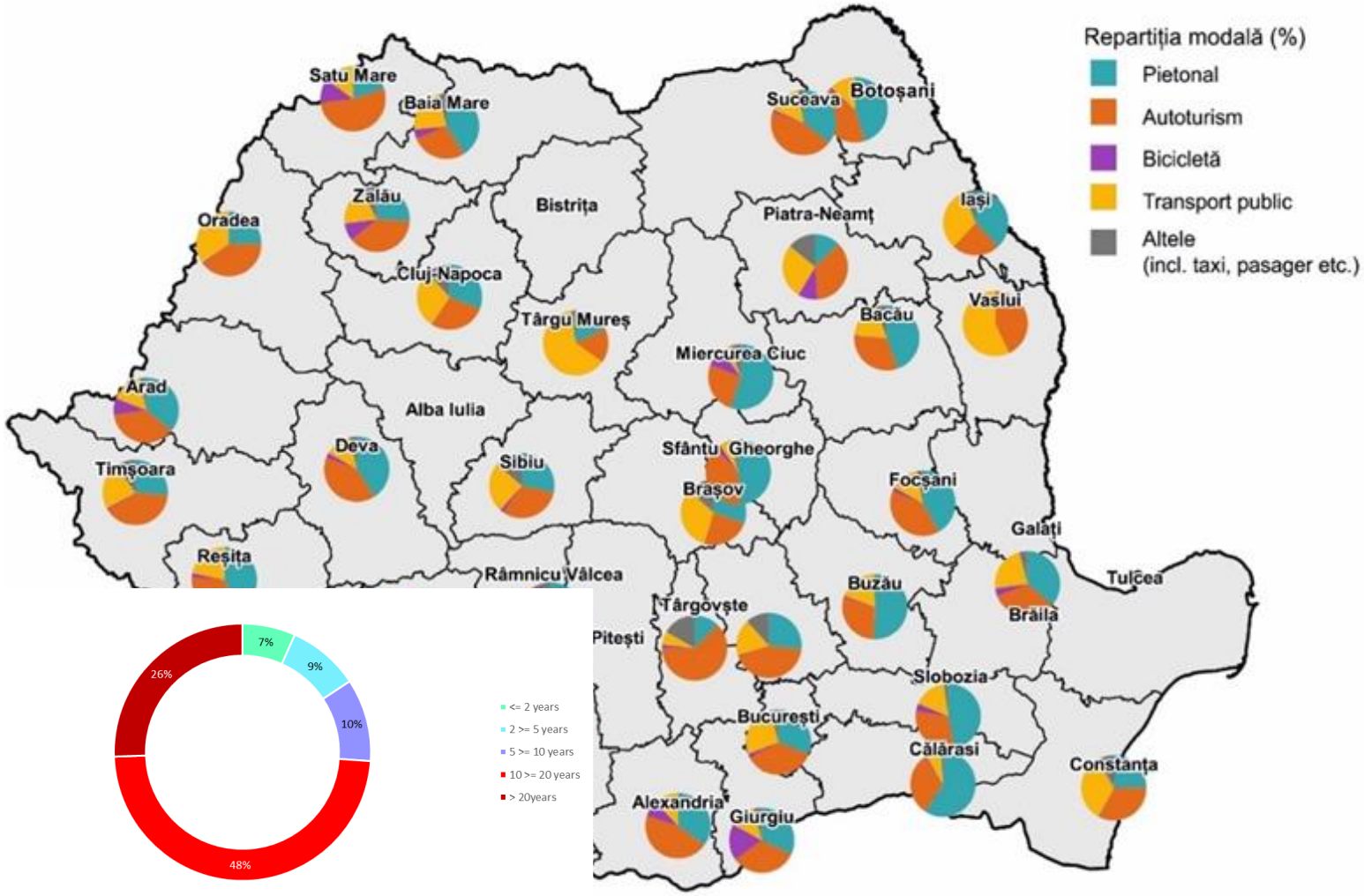
- Urban mobility was included in the Romanian legislation. The SUMP was included in the Law no. 350/2001 on Spatial Planning and Urbanism enforcement norms, as an essential urban planning document linked to the general urban plan (PUG). According to the law, the SUMP should take the role of a complementary document for the general urban plan, ensuring the correlation between the development of cities and their peri-urban / metropolitan areas and the need for mobility and transport of people and goods.
- In the 2014-2020 programming period, county seats could use Priority 4.1 and access already reserved funds , while the other cities could use Priority 3.2, on a competitive basis. The existence of a SUMP was a prerequisite to access funding from these two priorities.
- Approximatively 136 Romanian cities developed SUMPs
- Smaller cities that quickly developed their SUMPs, such as Turda, Dej, Beclean or Moinești managed to attract large amounts of EU funds (more than EUR 15 million, each of them) for the implementation of urban mobility projects. The Regional Operational Program was not the only funding source for urban mobility projects. For example, Constanța, Arad and Brașov used EBRD loans in addition to the ROP funding, while Oradea and Timișoara accessed additional resources through cross-border cooperation projects, mostly within the Interreg program,

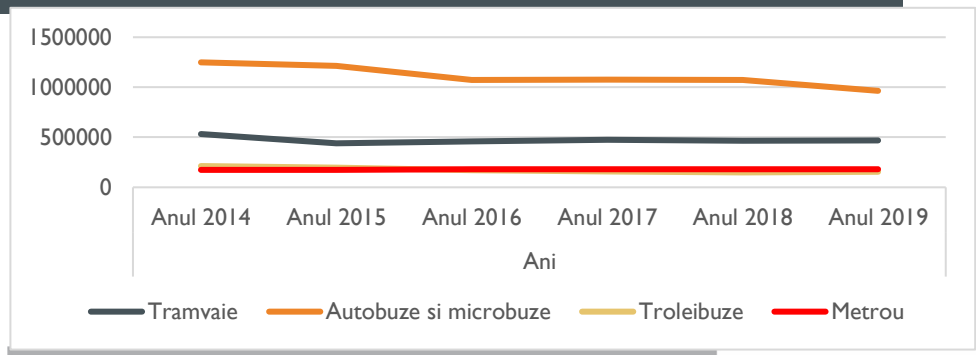
BUT,

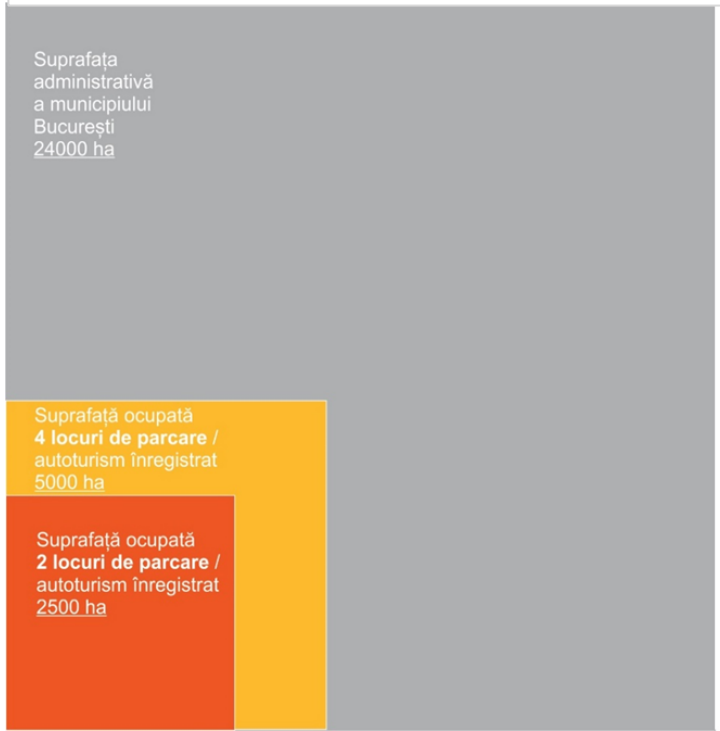
URBAN MOBILITY IN ROMANIA

- For most larger EU cities, public transport accounts for ± 35% of passenger trips. In Romania, growth poles have comparable modal split but cities like Bucharest have significantly lower, at 27% of passenger trips by public transport.
- Cycling still lags behind. In EU cities, upwards of 10% of trips are made by cycling, yet in Romanian cities, this is below 5%. This is a function of both limited infrastructure, poor design and user preferences.
- Romanian cities do not have the highest motorization rates in Europe, averaging 332 vehicles/1000 inhabitants, they are significantly lower than other cities like Madrid with 722 vehicles/1000 inhabitants or Luxemburg with 676 vehicles/1000 inhabitants. However, the increase in GDP and disposable income have contributed to increased car ownership. Cities like Bucharest have as much as 523 vehicles/1000 inhabitants. The increase in car ownership and relative age of cars contributes to urban management challenges such as parking and air pollution. Cars take up valuable urban space such as green spaces or sidewalks. This parking challenge is further exacerbated by lack of appropriate regulatory framework and necessary parking infrastructure.
- Transport is a significant contributor to GHG emissions. In 2018 at the EU level, urban transport accounted for 24.6% of GHG emissions and of this, 72% was attributable to road transport
- The 2019 Global Competitiveness Report ranked Romania's transport infrastructure quality quite low. Every year, Romania ranks in the last places within EU states in terms of completion of the TEN-T network and road accidents
- Large cities have incomplete ring roads while most medium sized and small cities don't even have such infrastructure. Heavy traffic often crossing the city center is one of the main reasons for congestions, air and noise pollution, road accidents and in generally an unpleasant environment. In this context, it is very difficult for small cities to implement any kind of sustainable urban mobility projects, especially as those related to cycling and walking.
- While cost of public transport and coverage seems to not be such a large issue in most Romanian cities, the quality of the service, especially frequency, tends to be lower in marginalized areas.
- ***Parking is one of the largest consumers of urban space***
- ***Road accidents***

URBAN MOBILITY IN ROMANIA





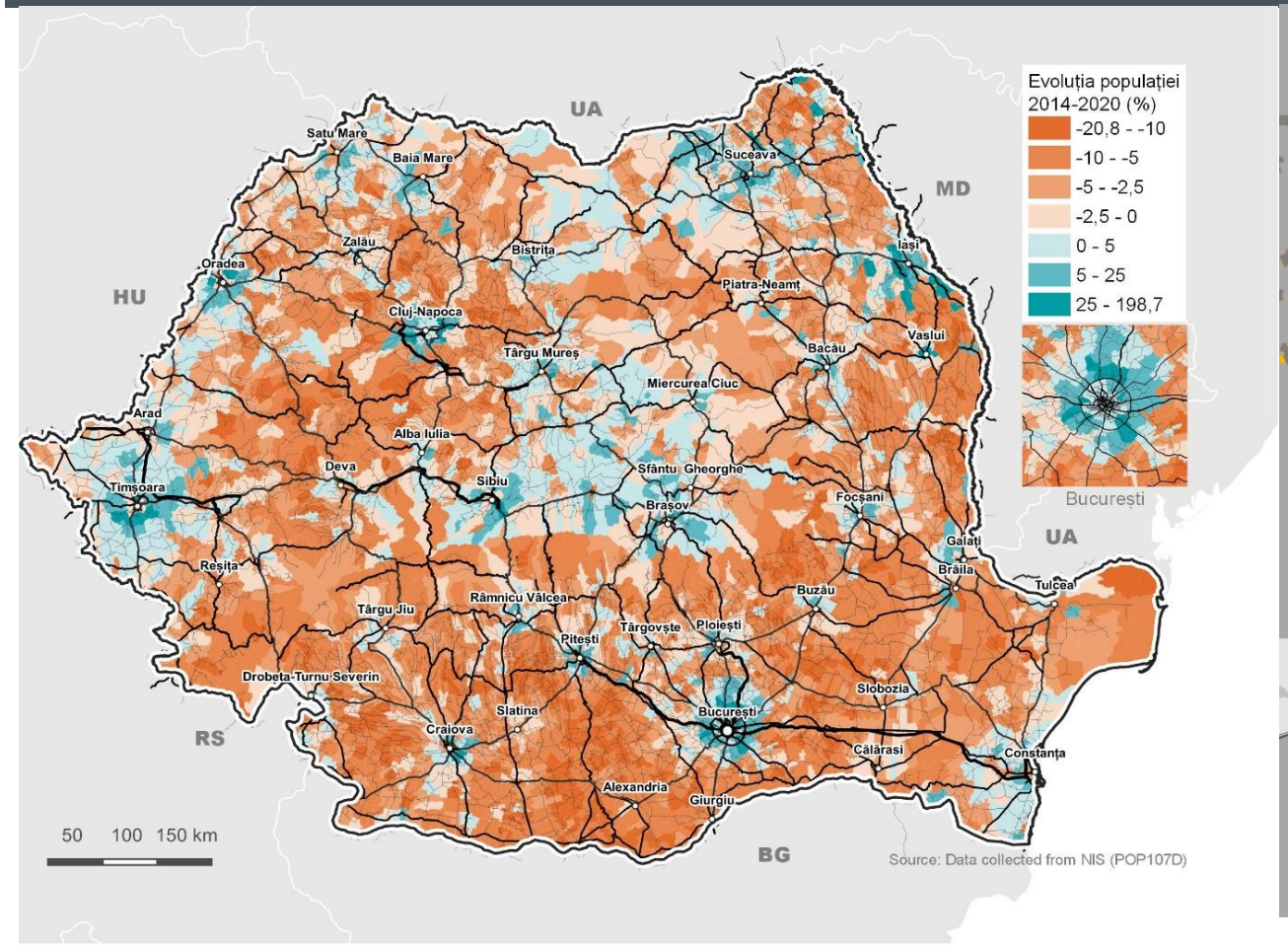


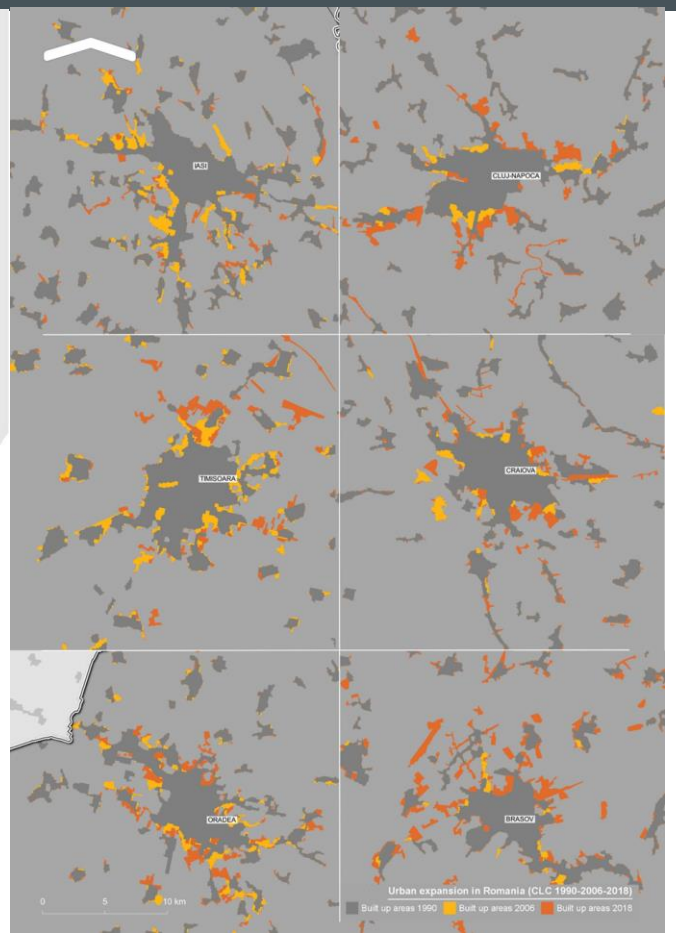
Calcul realizat luând în considerare că:

- 1 loc de parcare ocupă 11.5 mp (cf Normativ 24/1997);
- număr autoturisme în registrate în București în 2018 (cf. INS / DRPCIV)
- fiecare autovehicul are de regulă între 2 și 4 locuri de parcare disponibile: a) parcare rezidențială, b) parcare la centrul comercial, c) parcare la locul de muncă și d) parcare la zona de agrement.
- toate parcările s-ar realiza la sol
- nu sunt incluse în calcul circulațiile pentru deservirea parcărilor.

** Suprafața Capitalei este actualizată în concordanță cu Planului Topografic de Referință al României în format digital (TopRo5).*

URBAN MOBILITY IN ROMANIA





TOTAL EXTERNAL COST PER COUNTRY, INCLUDING CONGESTION, 2016

	Total external costs				
	Road	Rail	IWT	Total	% of GDP
Country	bn €	bn €	bn €	bn €	%
EU 28	820.4	17.87	2.90	841.1	5.7%
ROMANIA (value/ rank)	21.2/ 22	0.46/ 19	0.171/ 14	21.8/ 22	6.5%/ 24
Austria	18.3	0.85	0.044	19.2	5.9%
Belgium	26.4	0.42	0.183	27.0	7.0%
Bulgaria	6.5	0.12	0.047	6.6	6.5%
Croatia	5.0	0.07	0.015	5.1	6.9%
Cyprus	1.1	-	-	1.1	5.1%
Czech Republic	13.6	0.40	0.004	14.0	5.2%
Denmark	8.2	0.18	-	8.4	4.1%
Estonia	1.5	0.04	0.014	1.5	5.3%
Finland	7.4	0.23	0.073	7.7	4.4%
France	109.1	1.76	0.181	111.0	5.5%
Germany	165.7	5.37	1.228	172.3	5.8%
Greece	12.8	0.06	-	12.8	6.0%
Hungary	11.1	0.43	0.037	11.5	6.0%
Ireland	14.3	0.06	-	14.4	5.7%
Italy	115.0	2.20	0.009	117.2	6.8%
Latvia	2.3	0.18	-	2.5	6.7%
Lithuania	3.9	0.12	-	4.0	6.3%
Luxembourg	3.2	0.03	0.009	3.3	7.5%
Malta	0.4	-	-	0.4	3.6%
Netherlands	29.6	0.35	0.848	30.8	4.9%
Poland	40.2	1.28	0.018	41.5	5.5%
Portugal	16.8	0.18	-	16.9	7.2%
Slovakia	5.4	0.33	0.012	5.7	4.7%
Slovenia	2.7	0.05	-	2.7	5.5%
Spain	64.3	0.83	-	65.1	5.2%
Sweden	15.3	0.46	-	15.8	4.5%
United Kingdom	99.4	1.42	0.009	100.8	4.9%
Norway	7.4	0.17	-	7.6	3.4%
Switzerland	15.3	0.76	0.001	16.1	4.1%

RECOMMENDATIONS – NATIONAL URBAN POLICY

SUMPS should be more ambitious, adopting a comprehensive approach to sustainable urban mobility. For optimum functionality, investments in public transport should incorporate other aspects of sustainable urban mobility - beyond just fleet renewal. The aim should be to make public transport competitive, especially in terms of reliability and time spent to reach a given destination. That would mean to prioritize public transport over cars (dedicated bus lanes, priority at junctions etc.), ensure access to real time schedules, provide e-ticketing but also invest in the renewal or upgrade of public transport stations, especially intermodal hubs. These investments should be appropriately scaled, taking growth dynamics of cities into account and supported by making use of digital tools enabling cities to leapfrog current infrastructure limitations.

- Vertical and horizontal cooperation should be improved
- A clear framework for real metropolitan cooperation should be created
- Cities should invest in data collecting devices and capitalize on the results
- Urban planning documents should focus more on providing clear development stages

RECOMMENDATIONS – NATIONAL URBAN POLICY

RECOMMENDATIONS FOR FURTHER PROMOTING SUSTAINABLE URBAN MOBILITY

- Cities should aim to make public transport faster than individual transport by car
- Shift towards multimodal traveling and mobility as a service
- Cycling should be considered and treated as an important means of transportation in every city
- Parking should be used and understood as an essential lever for the shift towards sustainable mobility patterns
- Target transport service providers with measures for electrification and fleet renewal
- Legislation upgrades are mandatory to face the rapid evolvement of road design principles and diversification of transport means
- Urban regeneration of neighborhoods with a focus on the “20 minute” city

RECOMMENDATIONS – NATIONAL URBAN POLICY

- Counter urban sprawl with transit-oriented development and land-use planning
- Cities should focus more on making transport services and infrastructure inclusive
- Cities should focus more on urban logistics policies
- Digitization and digitalization are the foundation of future mobility projects
- Strive for more complex and integrated projects
- Ring roads and better cooperation for small cities
- Improve flow of goods and people by focusing on completing the TEN-T networks
- Further develop, diversify and integrate metropolitan transport

RECOMMENDATIONS – NATIONAL URBAN POLICY

- Update SUMPs while taking into account the large variety of new technologies and changes in travel patterns

Most projects from the first generation of SUMPs are still being implemented and should be functional by 2023. This means, the effect, and a real change in the travel patterns will be measurable in 2023-2024. On the other hand, cities must already prepare their project portfolios for the next programming period (2021-2027) and thus updated their SUMPs. With the uncertainty generated by the COVID-19 pandemic, it will be exceedingly difficult to update transport models as mobility patterns changes significantly and it is not sure when and if they will come back to normal.

New generation of SUMPs should therefore:

- Include COVID-19 questions, try to understand behavioral change.
- Take into account the new guidelines developed by the EC.
- Analyze the relevance of concepts such as: shared mobility, e-mobility, mobility as a service and micro mobility and demand responsive transit.
- Rely on pre-COVID-19 data, forecasts, and if possible, data sets from the pandemic period and post pandemic (spring / summer 2020 if situation will improve).

REFORM 1. CREATING THE FRAMEWORK FOR SUSTAINABLE URBAN MOBILITY

- **Milestone - Entry into force of legislation in the field of sustainable urban mobility (Q4-2022)**

The legislation for sustainable urban mobility shall include:

- measures to stimulate the renewal of the public transport fleet with clean vehicles and secure minimum national quality standards and access to public transport;
- the establishment of the Guide to develop Sustainable Urban Mobility Plans in compliance with the Sustainable and Smart Mobility Strategy C (2020) 789/2020 (Commission Communication) and the assessment and quality verification of Sustainable Urban Mobility Plans
- provisions to oblige urban municipalities to establish low-emission zones, preferential routes (including bus lanes) for clean public transport;
- measures to reduce road safety risk at urban level and measures that allow to limit the space for private cars and the implementation and monitoring of parking policies at local level;
- measures that allow the development of infrastructure to encourage the safe and secure use of public transport, bicycles and walking;
- measures to allow the implementation of intermodal nodes to facilitate transport in the functional urban area/metropolitan area.

The legislation shall be developed in line with:

- the provisions of European Regulation No 1370/2007, the European General Safety Regulation (GSR) (2019/2144), which shall enter into force on 6 July 2022;
- Romania's urban policy which shall include provisions on population density (ensuring the efficiency of the public transport service) and on the accessibility of the population to transport services (percentage of the population which is less than 0.5km away from a public transport line where there is a maximum frequency of 20 minutes);
- the minimum service standards for collective public transport shall be achieved through amendments/additions to Law No 92/2007 on public passenger transport services in administrative and territorial units;
- the reforms on road safety and regional and urban mobility established under the sustainable transport component (milestones 65-68).

REFORM 1. CREATING THE FRAMEWORK FOR SUSTAINABLE URBAN MOBILITY

- **Entry into force of the ministerial order establishing a structure for the provision of technical assistance for the development of Sustainable Urban Mobility Plans (SUMPs) established and operational (Q4-2022) - milestone**

A National Body shall be created under the supervision of the Ministry for Development, Public Works and Administration and in coordination with line ministries such as Ministry of Transport and Ministry of Environment, and shall be responsible to support cities to draw up Sustainable Urban Mobility Plans and assess and verify the quality of SUMPs.

The central public administration shall support cities in developing/updating SUMPs by organising regular meetings of the National Group on the optimisation of SUMPs in Romania, organised by the Ministry of Development, Public Works and Administration which shall bring together the relevant actors (representatives of central, local public administration, academia, private environment, NGO).

The secretariat of the National Group shall be ensured by the Ministry of Development, Public Works and Administration.

REFORM 1. CREATING THE FRAMEWORK FOR SUSTAINABLE URBAN MOBILITY

- **Signature of all public transport service contracts expiring between 2021 and 2026 for 40 counties (Q2-2026) – milestone**

Signature of all public transport service contracts expiring in 2021-2026 following open tendering procedures at the level of county residences, respecting the minimum service standards for collective public transport at national level, so that in Q2 2026 all 40 county capital cities shall continue to have public transport contracts.

- **Reducing the air pollutant emissions (Q2 – 2026) – target**

kt CO2 eq (base year 1990) - 266 371/ 2026 - 159 823

The target shall quantify the reduction of air pollutants as planned in the National Air Pollution Control Programme. At the National Environmental Protection Agency (NEPA) level, the National Inventory of Greenhouse Gas Emissions is administered as a component of the EU GHG emissions monitoring mechanism. The parameter regarding the historical level of GHG emissions used shall be GHG emissions from road transport. The proposed target for reducing GHG emissions is the national target for reducing emissions for 2030, respectively reducing total GHG emissions by 40%. In the total national GHG emissions, at the level of 2019, the domestic transport sector contributes with approx. 17%.

The target shall also be identified on the basis of the network of fixed points for urban air quality monitoring developed by Ministry of Environment.

REFORM 1. CREATING THE FRAMEWORK FOR SUSTAINABLE URBAN MOBILITY

- **Reduction by 25% in the number of people killed or seriously injured as a result of road accidents in urban municipalities compared to reference year 2019 – target (Q1-2026)**

The target aims to quantify the measures to improve traffic safety in the urban environment. The target is to reduce by 25% the number of people killed or seriously injured in road accidents in urban municipalities in 2025 vs. the baseline in 2019. The target is in line with that set out in the draft update of the National Road Safety Strategy, which foresees a 50% reduction in the number of people seriously injured or killed as a result of road accidents by 2030.

- **20% increase in yearly total passenger volume using local public transport in 2026 compared to 2019**

Number of passengers using local public transport - 1 763 000 000 (2019)/ 2 115 600 (2025)

The target refers to the increase by 20% in passenger volumes using local public transport in 2025 compared to 2019. It would be a result of the increase in number of vehicles intended for public transport at local level, in conjunction with measures to discourage the use of private vehicles,

Increase in the share of travels in Administrative Territorial Units with local public transport services using zero-emission vehicles (buses, trolleybuses using a zero-emission engine or battery, trams) compared to 2019 – target (Q2-2026)

45,4% (2019) / 60% (2026)

The target refers to the percentage of travels with zero-emissions public transport at local level out of the total travels with local public transport (60% in 2025 compared to 45,4% in 2019).

INVESTMENT - SUSTAINABLE URBAN MOBILITY

- Additional zero-emission vehicles (buses, trolleybuses using a zero-emission engine or battery, trams and minibuses) (number of vehicles)

The target refers to the number of additional zero-emission vehicles in operation in urban areas (except for minibuses that could be purchased for rural areas as well): number of buses, trams, trolleybuses using a zero-emission engine or battery and minibuses — 1 135 new clean vehicles with zero exhaust emissions (200 buses. Electric buses/hydrogen 12-18 m, 515 Electric buses/hydrogen 10 m, 50 Trams, 50 pieces. Trolleybuses 12-18 m, 320 electric/hydrogen minibuses).

- Administrative Territorial Units with developed/ expanded systems operational — Intelligent transport systems and e-ticketing/ other ICT infrastructures)

Number of Administrative Territorial Units with developed/expanded systems operational — Intelligent Transport Systems and e-ticketing/other ICT infrastructures (491 localities).

- Additional number of recharging points for electric vehicles – 13.200
- Operational cycling runways at local/metropolitan level (km) – 1091 km

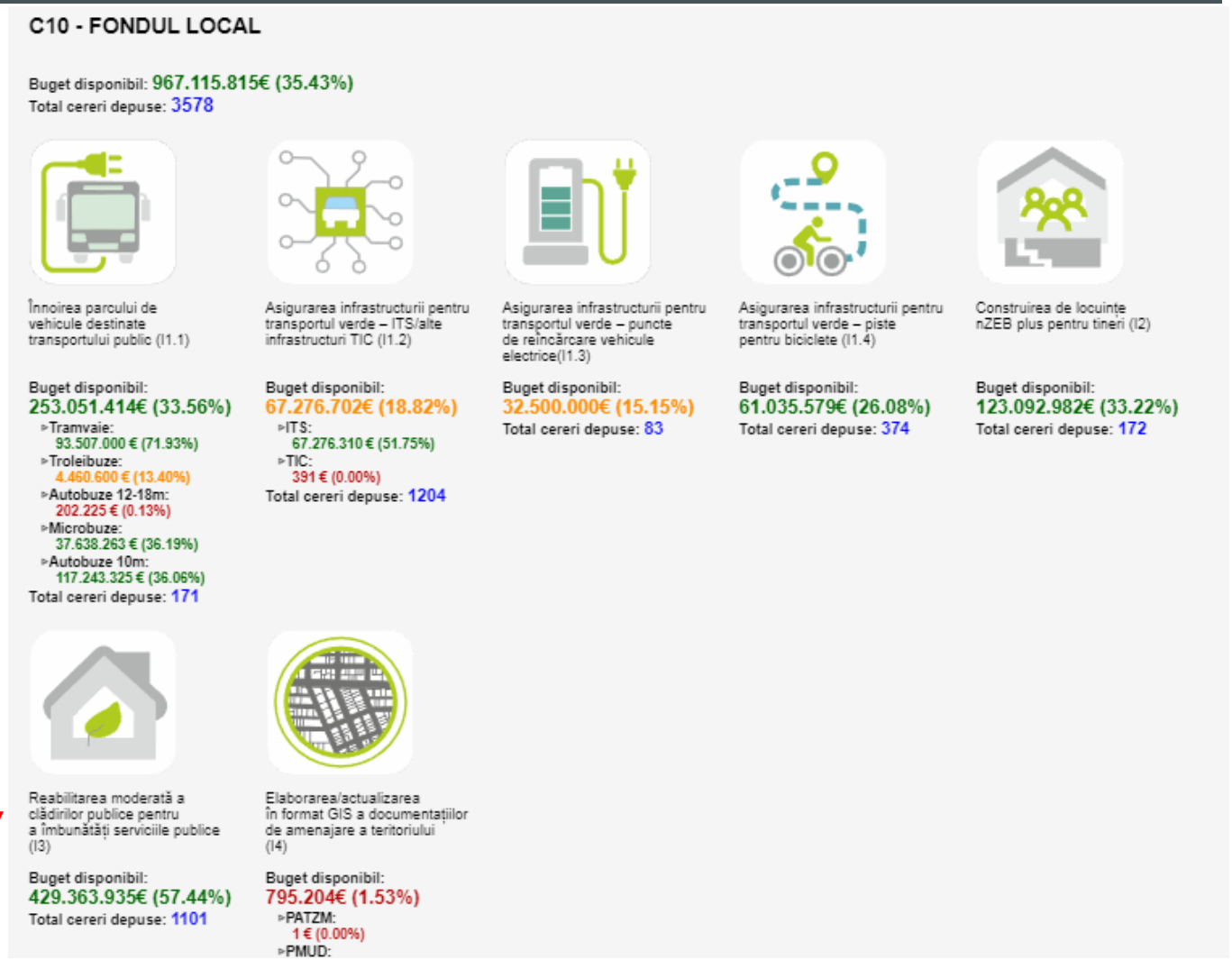
Length of completed and operational cycling runways (km), including road safety measures

INVESTMENT

- Investment 4. Development/updating in GIS format of spatial planning and urban planning documents

The target covers the total number of spatial planning, urban planning and urban mobility plans that shall be developed digitally and adopted.

262 General Urban Plans documents shall be drawn up (180 for communes, 50 for towns, 22 for cities and 10 for county seat cities (including Bucharest); 5 Territorial Spatial Planning for Counties; 1 Territorial Zonal Planning documentation; 60 Zonal Urban Plans documentation; and 50 Sustainable Urban Mobility Plans



THANK YOU

LIVIU BAILESTEANU, DIRECTOR, POLICIES AND STRATEGIES DIRECTORATE, MDPWA

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