

Preparation of a Green Paper on Urban Transport

GENERAL INFORMATION	
Your profile	I'm an organisation
Region	European Union
Which European Union country?	
Organisation name CLECAT (www.clecat.org)	
Organisation type	Not-for-profit association
Main field of activity	Freight transport services
1. YOUR DAILY MOBILITY	
1.1. What was the mode of transport that you used most often yesterday for your daily mobility?	
2. THE SCOPE OF THE GREEN PAPER	
2.1. What are the main problems and issues at stake in urban transport?	Congestion Financing Safety Security Pollution Noise Climate Change New technological opportunities Impacts of transport on health Pressure on urban space Lack of co-operation, coordination and planning OTHER
Which other problems?	
Other: lack of cargo priority routes	
2.2. What problem(s) or issue(s) should be addressed with priority, and how?	
1- Congestion / pollution 2- Pressure on urban space 3- Consumption of energy and fossile fuels From a freight forwarding point of view, the main problem lays in deliveries/collections in cities. Among possible solutions, one could envisage: - Better use of 24h: encourage deliveries/collections at off-peak times - Reward/favour use of environmentally-friendly vehicles - Cargo-only lanes	
3. CATEGORIES OF MEASURES	
3.1. Which of the following categories of measures and tools do you consider the most important? Measures and tools that contribute to:	Increasing the use of alternative fuels like natural gas or biofuels and of clean and energy efficient vehicles; Technological planning and infrastructure measures to improve air quality and reduce noise aiming at a better and more healthy environment; Stimulating the use of collective passenger transport, for example through the intermodal integration with other transport modes such as walking, cycling and park and ride, high safety and security and affordable and accessible services; Promoting new forms of vehicle use and/or ownership and a less car-dependent lifestyle (e.g. car-sharing); Promoting efficient freight logistics services and new concepts for goods distribution;

	Enhancing the use of innovative transport telematics systems for traffic management and traveller support, including solutions based upon satellite applications/GALILEO; OTHER
--	--

Which other measures and tools?

Other: devoting special lanes for commercial traffic

3.2. What are the main barriers at the local level to improving transport and mobility in urban areas?	Insufficient funding Insufficient political support and leadership Insufficient strategy and policy Lack of appropriate structures and allocation of responsibilities between local, regional and national level Insufficient technical interoperability Insufficient inter-connections between transport networks and services Insufficient coordination with neighbouring cities
--	--

3.3. Is there a need for the EU to take action in order to break these barriers and to add value?	Yes
---	-----

What action should be taken?

From a general point of view, CLECAT considers that when a problem cannot be dealt with adequately at local/national level, or when national/local solutions may pose a problem to the adequate functioning of the Internal market, EU action which can bring added value may be considered after careful assessment of all legal and political aspects at both EU and national level.

4. THE ROLE OF THE EU

4.1. Is the integration of urban transport in EU sectorial policies effective?	No opinion
--	------------

4.2. Do existing European policies/legislation create obstacles to prevent effective urban transport policies at local level?	No
---	----

5. PRIORITY AREAS FOR ACTION

5.1. What should be the priority areas for action?	Providing information tools for decision makers Promoting intelligent transport systems/ Galileo Supporting urban mobility research
--	---

5.2. Do you believe that the EU should do more than facilitating the exchange of best practice?	Yes
---	-----

What should be done?

EU action may be envisaged, after careful assessment, in areas highlighted under questions 3.2 and 7.1.

5.3. The Commission has proposed that sustainable mobility plans are developed by local authorities. How can urban mobility plans be developed into an essential tool for decision makers?	Through promotion By providing guidance By providing training OTHER
--	--

Which other tool?

Other: by identifying common congestion measurements for research purposes

6. FINANCING URBAN TRANSPORT IMPROVEMENTS

6.1. All relevant financial instruments should be used, including structural funds, cohesion fund, EIB loans and public/private partnerships. Are local and regional authorities aware and capable of using EU	No opinion
--	------------

funds in the best way?	
6.2. Public/private partnerships in urban transport might be able to provide the necessary funds for urban transport improvements. Do you believe that the EU should take the lead in promoting public/private partnerships?	No
6.3. Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions?	No
7. POSSIBLE ACTIONS AT EU LEVEL	
7.1. What action at EU level could generate most added value?	Setting standards and ensuring interoperability Promoting research and the spread of best practice across borders Integrating urban transport concerns into and removing barriers from sectorial EU policies
7.2. The EU could contribute to improving transport and mobility in urban areas by helping to develop and implement solutions of European interest for policy domains where there is a consensus to work together. These joint solutions could be based upon measures that have been successfully tested by Europe's most ambitious cities. Is there a need for EU action to help develop and implement joint solutions of European interest?	No opinion
8. ALLOCATION OF RESPONSIBILITIES	
8.1. Are there governance-related problems related to urban transport in Europe?	Yes
What type of problems?	Institutional, such as unclear division of responsibilities Lack of policy coherence
8.2. Should action be taken at the EU level to add value in this area?	Yes
What action should be taken?	Provided it is specific and targeted
8.3. Are private sector partners doing enough to demonstrate co-responsibility for implementing local actions that promote sustainable mobility and improve access to their business-location, such as introducing company travel plans, parking management measures, etc?	Yes
9. IMPROVING TRANSPORT SYSTEMS AND SERVICES	
9.1. Are local authorities and public transport operators doing enough to improve their urban public transport systems?	No opinion
9.2. Once the new EU public transport legislation is in place, are there any follow-up initiatives needed to successfully implement it?	No opinion
9.3. Should financing for public transport be considered as a priority in the context of the	Yes

regional development policy?	
What actions should be financed?	
9.4. Should traveller security be improved?	No opinion
9.5. Do public transport operators and authorities pay sufficient attention to the working conditions of public transport workers?	No opinion
9.6. Is the security of personnel working in public transport taken sufficiently into consideration?	No opinion
10. MARKET DEVELOPMENT OF CLEAN AND ENERGY EFFICIENT VEHICLES	
10.1. What actions should be taken, at EU level, in order to promote the market use of clean and energy efficient vehicles?	
Purchase of clean and energy-efficient freight delivery vehicles (e.g. using hybrid technology) could be promoted through small subsidies or tax rebates. For other aspects, see reply to question 10.3.	
10.2. Should preference for clean and energy efficient vehicles be mandated or left as an option for public authorities?	
No opinion	
10.3. Do you think procurement of vehicles for public transport services should give preference to clean and energy efficient vehicles?	Yes
Should anything be done at EU level? What?	
The question is beyond the professional scope of CLECAT. However, common sense commands to to reply 'yes'...	
10.4. Is public procurement, including joint procurement, of clean and energy efficient vehicles a possible approach to promote market development of such vehicles?	Yes
Should anything be done at EU level? What?	
The question is beyond the professional scope of CLECAT. However, common sense commands to to reply 'yes'...	
10.5. Would the inclusion of life-time costs for pollutants, CO2 emissions and fuel consumption into the award criteria be an effective approach?	Yes
10.6. Should preference be given to an early application of the latest Euro standards adopted in European legislation, before the date of general application?	Yes
11. PROMOTION OF WALKING AND CYCLING	
11.1. Are local authorities doing enough to increase the role of walking and cycling in urban mobility?	No opinion
11.2. Should the EU take more action to promote walking and cycling in urban mobility?	No opinion
12. URBAN FREIGHT, LOGISTICS AND DELIVERY SERVICES	
12.1. Are local authorities doing enough to improve	No

the efficiency of urban freight, logistics and delivery services?	
---	--

What should they do better?

One may argue that public authorities are actually doing the opposite

12.2. Should the EU take action to improve the efficiency of urban freight, logistics and delivery services?	Yes
--	-----

What action should be taken?

See replies to questions 2.2 and 10.1

13. INNOVATIVE DEMAND MANAGEMENT

13.1. Do you think that this is the right approach?	No opinion
---	------------

13.2. Is there a need for the EU to take action?	Yes
--	-----

What action should be taken?	OTHER
------------------------------	-------

Which other action should be taken?

See reply to question 12.2

14. STRENGTHENING MARKETS FOR INDUSTRY

14.1. Should the EU help to strengthen the European market for clean urban transport industry?	No opinion
--	------------

14.2. Should the EU facilitate the export of clean urban transport technologies outside the EU and better exploit its knowledge-base?	Yes
---	-----

What action should be taken?

Meta Informations

Creation date

27-04-2007

Last update date

User name

null

Case Number

85376890528111707

Invitation Ref.

Status

N
