

# The urban dimension of the EU transport policy

Information about respondents	
<b>Personal data</b>	
In what capacity are you completing this questionnaire? -single choice reply-( <b>compulsory</b> )	Association or NGO
Is your association/organisation registered in the Transparency Register of the European Commission <a href="http://europa.eu/transparency-register/index_en.htm">http://europa.eu/transparency-register/index_en.htm</a> ? Your contribution will be considered "as a citizen" if your organisation is not registered in this register -single choice reply-( <b>compulsory</b> )	No
What is the name of the company, organisation or authority? -open reply-( <b>compulsory</b> )	ITD - Trade Association for the Danish road transport of Goods
Please specify your main country of operations or residence -single choice reply-( <b>compulsory</b> )	DK - Denmark
<b>Publication</b>	
Do you object the publication of your personal data and/or your contribution? -single choice reply-( <b>compulsory</b> )	No (the contribution may be published)
<b>Questionnaire on focal points</b>	
<b>Local strategies for better and more sustainable urban mobility – and the plans that underpin them</b>	
Do you think that there is a lack of coordination between authorities and other actors in the use of various policy instruments and that integrated urban mobility planning could be an answer to tackle this issue? -single choice reply-( <b>compulsory</b> )	Yes
Please specify -open reply-( <b>optional</b> )	
From our perspective, urban mobility planning is one of the areas where the demand for more coordination at all decision levels, is the most urgent. The current patchwork of access restriction schemes and charging schemes in European cities results from the lack of a coordinated and integrated approach to urban mobility at national and EU level. An interactive policy must be developed for consultations between the road transport industry, other industry stakeholders, local authorities and their administrations before a decision is taken on any definitive policy which introduces urban transport plans.	
Do you agree that integrated Sustainable Urban Mobility Plans are a useful tool for fostering coordination at local and regional level?	Yes

-single choice reply-(compulsory)	
Additional comments	
-open reply-(optional)	
<p>It is essential that actions in the field of urban mobility are compatible with policies implemented at regional, national and EU level. It rarely is the case in areas such as infrastructure policy, mobility planning, access restriction and charging schemes. Urban agglomerations are the main “host” and “generator” of freight and passenger movements, both short and long-distance. The EU should therefore try, where appropriate, to integrate the urban dimension in policy and legislative proposals, in order to ensure that the urban dimension remains compatible with transport policy and priorities decided at national and European level. A European vision and ambition on sustainable urban and interurban mobility planning is needed, as part of a coherent and coordinated EU approach to achieve a sustainable and efficient EU transport system, at the service of EU citizens.</p>	
Do you think that EU-support for the development of Sustainable Urban Mobility Plans would contribute to the broader take-up of such plans in urban areas across Europe?	Strongly agree
-single choice reply-(compulsory)	
Additional comments	
-open reply-(optional)	
What support should be provided at the EU level to facilitate the development of Sustainable Urban Mobility Plans? <i>More than 1 answer possible.</i>	Development and exchange of best practice on sustainable urban mobility planning - Support R&D projects on urban mobility planning - Provide a platform for cities to exchange best practice - Development of guidelines and recommendations - Support for professional training activities and staff exchange - Financial support for the development of Sustainable Urban Mobility Plans - Definition of the minimum scope and content of Sustainable Urban Mobility Plans
-multiple choices reply-(compulsory)	
Additional comments	
-open reply-(optional)	
Which topics should a Sustainable Urban Mobility Plan address? <i>Up to 7 answers possible.</i>	Public Transport Plan including travel information, ticketing and payment systems - Procedures for citizen and stakeholder engagement - Urban logistics - Parking management - Access Restriction Schemes (e.g. 'green zones/low emission zones' and 'congestion charging schemes') - Coherence with transport plans developed at regional, national and EU level. - Procedures for impact or process evaluation; monitoring
-multiple choices reply-(compulsory)	
Additional comments	
-open reply-(optional)	
<p>Commercial vehicles are not the main cause of negative externalities, including air quality problems, in cities. Whereas the private car is a major hindrance to sustainable urban transport, commercial road transport by truck, bus, coach and taxi are key components of efficient transport systems that are the driving force of successful economies. Therefore, urban transport planning, in all its dimensions, should not lead to any operational, economic or financial restrictions for professional road transport operators. Car parks linked to stations and traffic priorities are essential to promote collective passenger transport.</p>	

## Access restrictions and urban pricing schemes

Do you live or work in an urban area where an Access Restriction Scheme is considered or has been introduced?

Yes

-single choice reply-(**compulsory**)

Additional comments

-open reply-(**optional**)

What should be the principal objectives of an Access Restriction Scheme?

Improve accessibility

*Up to 2 answers possible.*

-multiple choices reply-(**compulsory**)

Additional comments

-open reply-(**optional**)

Accessibility and congestion caused by private cars should be the main targets of access restriction schemes. When accessibility to urban areas is improved by a reduction of the congestion, pollution drops and air quality, road safety and liveability in these areas are automatically improved. Commercial vehicles are not the main cause of negative externalities, including air quality problems, in cities. Whereas the private car is a major hindrance to sustainable urban transport, commercial road transport by truck, bus, coach and taxi are key components of efficient transport systems that are the driving force of successful economies. Therefore, urban transport planning, in all its dimensions, should not lead to any operational, economic or financial restrictions for professional road transport operators.

>Do you consider 'low emission zones' an effective measure to improve air quality in urban areas?

Somewhat agree

-single choice reply-(**compulsory**)

Comments -open reply-(**optional**)

So far, there exist no clear and objective assessment of the usefulness and success of low emission zones. Uncoordinated development of such zones has already become a barrier to the provision of cross-border road transport services. The different performance criteria imposed by the different zones also complicate investment decisions for transport operators active in urban freight logistics in various municipalities and can lead to additional unnecessary costs. It should also be guaranteed that transport operators who invested in the latest and cleanest technologies can obtain an adequate return on their investments. Local authorities must consider the general life cycle of vehicles when deciding on the gradual introduction of environmental performance standards to determine access to cities and allow enough lead-time before introduction

>Do you consider 'congestion charging zones' an effective measure to improve accessibility in urban areas?

Somewhat disagree

-single choice reply-(**compulsory**)

Additional comments

-open reply-(**optional**)

Commercial road transport by truck, bus, coach and taxi are key components of efficient transport systems that are the driving force of successful economies. Therefore, urban transport planning, in all its dimensions, should not lead to any economic or financial restrictions for professional road transport operators. Before taking any decision relating to the implementation of charging schemes for commercial vehicles, local authorities should examine the main cause of congestion in urban areas and check whether it cannot be better tackled by measures less restrictive than charging. The proportionality of restrictive measures should always be examined and local authorities should justify that charging schemes and access restriction schemes are necessary, measured and appropriate in order to achieve the results expected.

Which access criteria are most suitable to develop and implement Access Restriction Schemes in urban areas?

Vehicle categories (passenger cars, light and heavy duty vehicles, etc.) - Environmental criteria of a vehicle

*More than 1 answer possible.*

-multiple choices reply-(compulsory)	
Additional comments -open reply-(optional)	
Do you think that EU support could facilitate a more harmonised development of Access Restriction Schemes by local authorities? -single choice reply-(compulsory)	Yes
Please specify -open reply-(optional)	
Any EU action aiming to harmonise and integrate urban mobility policies should primarily create more transparency and rationalise the use of access restriction schemes and charging schemes by local authorities, and not necessarily encourage their deployment.	
Which support should be provided by the EU to facilitate a more harmonised development of Access Restriction Schemes? -multiple choices reply-(compulsory)	Development and exchange of information and best practice - Development of voluntary guidelines and recommendations (e.g. regarding access criteria, the assessment of impacts, certification, monitoring and evaluation)
Additional comments -open reply-(optional)	
Priority should be the creation of a harmonised framework which should guide cities in their decision-making process if they decide to implement urban access restriction schemes, including which criteria to consider and which impacts to assess in order to ensure better proportionality between objectives and measures taken. If an EU legislative initiative is not possible due to the subsidiarity principle, such a harmonised framework should take the form of EU-wide guidelines. We also supports: EU provisions and recommendations relating to a consultation process with the commercial road transport industry prior to the possible introduction of urban access restrictions, and relating to timely information about such restrictions to the commercial road transport operators, if unavoidable; the consideration of the general life cycle of the vehicle when deciding on the gradual introduction of environmental performance standards of vehicles to determine access to cities; the standardisation of instruments used in access restriction schemes, such as signals, symbols, performance standards; the need for Member States to ensure that information on the Euro Class is made available on the registration document of every vehicle; the maintenance of a dedicated EU-wide database providing up-to-date information to commercial road transport operators in Europe on all access restriction schemes existing through the EU; the creation of a European single-window for registration of operators and their vehicles, for the purpose of meeting the requirements of low emission zones, congestion charging zones, environment certification, etc.; the creation of a permanent EU consultation and advisory group to regularly review access restriction rules and recommend actions to enhance best practice exchange and the participation of private sector stakeholders, including the road transport industry, in its activities.	
Which aspects regarding the development of Access Restriction Schemes should be covered by a more harmonised EU-approach? <i>More than 1 answer possible.</i> -multiple choices reply-(compulsory)	Road signals - Vehicle identification, incl. standards for corresponding technologies - Access criteria - Modalities of reclassification (e.g. following retrofits) - Exemptions - Methodology for impact assessment - Methodology for monitoring and evaluation - Technical interoperability (e.g. On Board Units)
Additional comments -open reply-(optional)	
>Would a more harmonised EU approach on Access Restriction Schemes be beneficial?	Yes

-single choice reply-( <b>compulsory</b> )	
Please specify	
-open reply-( <b>optional</b> )	
Need for increased harmonisation and guidance at EU level on the establishment of access restrictions in order to create more legal, contractual and investment certainty for transport operators and reduce costs and administrative burdens.	
>Could a more harmonised EU approach on Access Restriction Schemes help develop the market for clean and energy-efficient vehicles and other 'green' transport technologies, as well as new mobility services?	Yes
-single choice reply-( <b>compulsory</b> )	
Please specify	
-open reply-( <b>optional</b> )	
New technologies are making commercial road transport cleaner and more efficient. However, the purchase of commercial vehicles requires well-thought-through decisions due to the heavy investments needed. Public authorities at all levels should not “promote” the use of clean and energy-efficient vehicles through restrictive measures, such as access restriction schemes, but should ensure access to the market for such clean and energy-efficient vehicles. As such, public authorities must ensure that the required investments, opportunities arising from them and legal and contractual certainty are guaranteed for an adequate period of time, in order to allow road transport operators to recoup investments made to purchase the most modern, environmentally-friendly, comfortable and safest vehicles.	
<b>EU Financial support for urban transport project</b>	
Would linking the access to EU funding for urban transport projects to the existence of Sustainable Urban Mobility Plans provide a safeguard that supported projects are in line with relevant local, national and EU policies?	Slightly agree
-single choice reply-( <b>compulsory</b> )	
Additional comments	
-open reply-( <b>optional</b> )	
Does particular added value arise where EU funding for urban transport projects seeks to foster innovation?	
I don't know	
-single choice reply-( <b>compulsory</b> )	
Please specify	
-open reply-( <b>optional</b> )	
Funding can further innovation - but has to be on voluntary base. The creation of a situation whereby innovation becomes dependant on EU funding and stops when EU funding stops, should be avoided.	
How should Commission initiatives like CIVITAS or SMART CITIES AND COMMUNITIES evolve to engage cities more effectively in the innovation process?	
-open reply-( <b>optional</b> )	
<b>Urban freight logistics</b>	
Does current urban transport planning give sufficient consideration to urban freight logistics?	No
-single choice reply-( <b>compulsory</b> )	
Please specify	

-open reply-(optional)

How could local authorities, logistics companies, and consignees improve urban freight deliveries?

-open reply-(optional)

While e-commerce is transforming commercial patterns and increasing demand for road transport services, commercial vehicles are not the main cause of negative externalities, including air quality problems, in cities. Whereas the private car is a major hindrance to sustainable urban transport, commercial road transport by truck is a key component of efficient transport systems that are the driving force of successful economies. Clear definitions of concepts like urban freight transport, commercial and industrial traffic, domestic and industrial waste transport, public/postal services, building site traffic and house removal traffic are requested to facilitate defining measures addressing problems relating to these activities. To solve urban delivery problems, issues such as dimensions of parking facilities, space assignments, sign-posting, periods for loading and unloading and enforcement have to be looked into. Road freight transport operators need to get city access 24/7, including at night-time, and prior information on routing in order to avoid congestion. Adequate, safe and properly enforced delivery areas are essential for urban freight delivery. In addition there is the need for storage locations and multimodal interchanges. ITD is partner in Danish demonstrations/tests in companies (Supported by Center for Green Transport under the Danish Transport Authority), where we challenge restrictions and "old" practices; test low noise equipment and behaviourstest cooperation potentials (local municipalities, retail and suppliers/transport companies); and develop alternative standards/procedures for low noise distribution. Experiences so far in the project: Out of hour deliveries increase logistic efficiencies more drops per trip better use of vehicles, drivers and equipment/systems less empty driving fresh goods on the shelves Safe traffic (school roads) Fewer accidents (right turn) Less congestions during rush hours Less stress for drivers – mental health Less stop-and-go driving - reduces CO2 and emissions Encourage the development and use of low noise vehicles ... but still it requires cooperation, new thinking and investments: Authorities/local authority (admission, road surface, infrastructure etc.); Retail and stores (changed schedules for unloading, access); Manufacturers and terminals (changed schedules for loading, access); Transport companies (modified logistics setup, training of drivers, use of low-noise vehicles and low-noise handling equipment); Drivers (new working hours, low-noise behavior); Unions (working hours and collective agreements). And it must be ensured that the neighbors / residents in the area are not exposed to inappropriate noise and nuisance. Not only a challenge for city logistics - ports, container terminals, combi terminals, shippers and retailers – why not open gates 24/7? Transport companies compete on flexibility – but innovation and efficient use of systems, capacity and infrastructure are limited by old traditions and lack of will or competences for changes. Face the consequences – heavy trucks are forced to mingle with our children on their school roads and with commuters during rush hour traffic damaging traffic safety, environment and economy. It is a matter of will!

Should Information and Communication Technologies (ICT) be used to make urban freight transport more efficient?

Yes

-single choice reply-(compulsory)

Please specify

-open reply-(optional)

We are in favour of ITS applications for the road transport sector as long as they provide significant measurable safety, environmental and economic benefits. For efficient introduction and implementation within the road transport industry, ITS applications: should be carefully analysed prior to any implementation in order to avoid any misinterpretation of the real needs of the market and consequences on road transport as a whole; must be standardised, harmonised and interoperable in order to improve the effectiveness and reliability of transport as a whole; must be used, if possible, on a voluntary basis; should not hinder all stakeholders in the transport chain to maintain freedom of choice for the means of transport they use and when selecting ITS equipment and application suppliers; should be coupled with the use of transport documents available in an electronic format; and should ensure that the appropriate level of confidentiality of commercial data exists, including when used in multimodal transport chains. Any coordinated action on ITS applications should: focus on the deployment of proven solutions and should not be used to initiate further basic R&D; include a solid business case, proving to all stakeholders what benefits exist and the costs involved; include incentives in the business plan for take-up by the users; and incorporate the necessary training of all stakeholders.

Which policy actions should be taken at EU level to support this?

*More than 1 answer possible.*

-multiple choices reply-(compulsory)

Development of standards on ICT-applications - Support R&D projects - Provide a platform for stakeholders to exchange best practice - Development of guidelines and recommendations - Legislation (e.g. on interoperability of equipment)

Additional comments

-open reply-(optional)

Do current Access Restriction Schemes in the city where you live or work affect urban freight logistics positively or negatively?

-single choice reply-(compulsory)

The Access Restriction Schemes hinder efficient urban freight deliveries

Please specify

-open reply-(optional)

Very rigid bans for deliveries between 23 and 07 is a hindrance for efficient deliveries in urban areas...

## Other issues

Do you have any other issues, suggestions and/or comments that you would like to raise related to the urban dimension of EU transport policy?

-open reply-(optional)