

# Preparation of a Green Paper on Urban Transport

<b>GENERAL INFORMATION</b>	
Your profile	I'm an organisation
Region	European Union
Which European Union country?	
Organisation name Leaseurope	
Organisation type	Industry, business
Main field of activity	Transport equipment
<b>1. YOUR DAILY MOBILITY</b>	
1.1. What was the mode of transport that you used most often yesterday for your daily mobility? Car	
<b>2. THE SCOPE OF THE GREEN PAPER</b>	
2.1. What are the main problems and issues at stake in urban transport? Congestion Safety Climate Change Quality of public transport	
2.2. What problem(s) or issue(s) should be addressed with priority, and how? Congestion How: - On board telematics in cars - Congestion charges when needed - Public transport and infrastructure improvement Safety How: - Continued infrastructure improvements - Drivers trainings - On board telematics	
<b>3. CATEGORIES OF MEASURES</b>	
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; 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); Enhancing the use of innovative transport telematics systems for traffic management and traveller support, including solutions based upon satellite applications/GALILEO;

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
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3.3. Is there a need for the EU to take action in order to break these barriers and to add value?	Yes
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What action should be taken?	
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#### 4. THE ROLE OF THE EU

4.1. Is the integration of urban transport in EU sectorial policies effective?	No opinion
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4.2. Do existing European policies/legislation create obstacles to prevent effective urban transport policies at local level?	No opinion
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#### 5. PRIORITY AREAS FOR ACTION

5.1. What should be the priority areas for action?	Preparing guidance material Providing information tools for decision makers Promoting intelligent transport systems/ Galileo Setting up knowledge and training centres
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5.2. Do you believe that the EU should do more than facilitating the exchange of best practice?	Yes
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What should be done? Closer cooperation and coordination between the EU and local authorities.	
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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?	By providing training
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#### 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 funds in the best way?	No opinion
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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?	Yes
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What should be done?

Lease finance should be considered amongst the various sources of funds for financing urban transport. In addition to the advantages it provides in terms of allowing the lessee to use an asset (in this case buses, trams, underground trains and infrastructure) it may not wish to own and provide accompanying services such as maintenance, etc. There is a strong argument for using leasing to finance automotive assets in particular. Indeed, cars and buses financed by leasing are equipped with the most recent technology meaning that they are fuel efficient and offer low CO2 and particulate emissions.

6.3. Is there a need for EU action to increase the market acceptance of new technologies, innovative and intelligent transport solutions? Yes

What action should be taken?

Improve interoperability and interconnection to ensure better continuity of networks and services  
Monitor and assess technology evolution and identify the most promising options  
Support stakeholders in developing implementation strategies

## 7. POSSIBLE ACTIONS AT EU LEVEL

7.1. What action at EU level could generate most added value? Promoting research and the spread of best practice across borders  
Providing legal and financial frameworks, as appropriate, to encourage decision-makers

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? Yes

Where (in which domains) and what action should be taken by the EU?

Structured forum for the exchange of best practices between interested cities.

How can this action, taking into account the subsidiarity principle, be justified?

It would be an orientative, not compulsory, exchange.

## 8. ALLOCATION OF RESPONSIBILITIES

8.1. Are there governance-related problems related to urban transport in Europe? No opinion

8.2. Should action be taken at the EU level to add value in this area? No opinion

8.3. Are private sector partners doing enough to demonstrate co-responsibility for implementing local actions that promote No opinion

sustainable mobility and improve access to their business-location, such as introducing company travel plans, parking management measures, etc?

## 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

What should they do better?

Transport planning should be improved in order to ensure that EU citizens have sufficient access to public transport. Effective traffic management is important in order to improve traffic flow as well as to reduce congestion.

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 regional development policy? No opinion

9.4. Should traveller security be improved? Yes

What action should be taken at EU level?

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?

Provide tax relief to companies showing effective decrease of emissions vs. prior year.

10.2. Should preference for clean and energy efficient vehicles be mandated or left as an option for public authorities?

The selection of clean vehicles is often technologically questionable.

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?

Obligation to account for CO2 emissions.

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?

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? No

### 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 the efficiency of urban freight, logistics and delivery services? No

What should they do better?

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

What action should be taken?

### 13. INNOVATIVE DEMAND MANAGEMENT

13.1. Do you think that this is the right approach?

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

### 14. STRENGTHENING MARKETS FOR INDUSTRY

14.1. Should the EU help to strengthen the European market for clean urban transport industry? Yes

What action should be taken?

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

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