

Leaving no one behind: the European Social Climate Fund

Recommendations by the Expert Group on Urban Mobility

European Mobility Week workshop





Introduction, mandate and objectives of EGUM

A reformed Commission Expert Group on Urban Mobility

- Reinforced platform for dialogue and the co-creation of new actions to implement the new EU urban mobility framework
- Stronger engagement of Member States and improved dialogue between cities, regions and stakeholders on all urban mobility issues
- Working particularly on Public transport and shared mobility, active modes
- Advising and providing technical expertise to EC on priorities in the field of sustainable urban mobility, through recommendations, opinions and reports
- Advising the EC on how to develop synergies between EU, national and regional funding and financing opportunities including the Social climate Fund

Public Transport and shared mobility sub-group objectives



Delivered recommendations on:

- [The Context of Public Transport in Europe](#)
- [The prioritization of public transport in rural/peri-urban and urban/ areas to enable the operation of multimodal, and reliable services that will increase the use of public transport](#)
- [The optimal ways of complementing public transport with shared mobility solutions both in urban and rural/peri-urban areas](#)
- [how to guarantee Public Transport and shared mobility accessibility and inclusiveness](#)
- [Addressing the worker shortage: training, improving working conditions, and diversifying the workforce.](#)
- how to [fund and finance Public transport and shared mobility](#)

+ Report on [Social Climate Fund](#).

Members

Member States: Luxembourg, Czechia, Italy, The Netherlands, Belgium, France, Portugal, Finland, Lithuania, Latvia, Poland

Regional Government / City: Barcelona, Oradea, Toulouse Métropole, Budapest, Braga, Ile-de-France, Central Slovenia Statistical region (w.Ljubjana)

Associations / Organisations : Cycling industries, ECF, AVERE, MaaS Alliance, T4SM, IRU, EPTO, CEMR, ERTICO, MOVE EU, POLIS, Eurocities, CER, Micro-Mobility for Europe, EPTO, ETF-Europe, LEVA-EU, CoR, ACEA, JRC, EIT urban mobility, EMTA



Main recommendations

The key issue is **the ability to choose a sustainable mode of transport**, with the end goal of a **mobility account** linked to all sustainable and high-quality public transport options.

The **Social Climate Fund (SCF)** should be used to fund the expansion of public transport and shared mobility services as our regions' mobility backbone to ensure that public transport, sustainable mobility on demand, shared mobility services, and active mobility options are an option for vulnerable citizens.

Investing a significant part of the SCF in public transport and shared mobility services will provide **sustainable and affordable mobility for all**, will have a positive impact on the climate, and will ensure a just transition.



How to target the use of SCF to ensure a just transition by tackling transport poverty ?

4 fundamental challenges

- **Decarbonization of transport** → Increase modal share of public transport compared to private car-use
- **Purchasing power** → Proposals of public transport solutions which are less expensive than private car-use
- **Territorial equity** → Adequate public transport solutions for peri-urban and rural territories, and between suburbs
- **Travel time** → Comprehensive availability of sustainable mobility options with a travel time close to that of private car-use

Mobility remains one of the **primary levers of decarbonization**. In particular, the potential for **higher volume flows** allowed by public transport leads to a **considerably higher energy efficiency** for the transport system.



Principles for action

The expert group suggests the following principles to guide member states' use of the SCF:

- Transport poverty is a **structural issue that requires structural action**,
- Must be addressed at the local and regional levels,
- We must establish what a sufficient level of accessibility is,
- **Public authorities need support** to accelerate the implementation of their strategies.

With these principles, the SCF has the potential to:

- Sustainably mitigate transport poverty,
- Create an **economic boost** through further inclusion of the most vulnerable,
- Support the **transition to a resilient, energy and resource-efficient transport system**,
- **Increase consistency** between EU, national and regional transport strategies



Examples of readily available, sustainable transport poverty mitigation measures

Public transport – BRT

Île-de-France, Bus Rapid Transit



An ecological, economical, comfortable and credible alternative solution to traditional modes of transport

It aims to:

- Connect living areas to the hubs
- Connect the outer suburbs to the Grand Paris Express
- Open up isolated territories
- Use the existing road network to complement the rail network and existing bus network

The project includes:

- 51 new express lines by 2030.
- €200 million for infrastructure development
- €100 million for operational expenses including 200 high-quality service buses.
- 39 new Multimodal Hubs
- 25 sections of dedicated lanes on motorways



→ 150,000 journeys/day estimated
→ 45 euros/month/person



TFL Superloop Bus Network (UK)

- To connect suburban neighborhoods with inner-city public transport networks,
- Specifically targets transport vulnerable users, such as low-income individuals, the elderly, and those with limited mobility, who often reside in suburban areas

[Superloop - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk)



Demand-responsive transport



Vienna, Lisbon, Tartu – LIFE MOONSET Project

During the 3-year project period, the three urban areas will design, implement, and evaluate an innovative demand responsive transport (DRT) shuttle service for nocturnal workers.

The project's aims to achieve a minimum 80% reduction in CO2 emissions per person-kilometer.

Participants are expected to save on commuting costs by using the shuttle-service.

In Île-de-France

Developed a new simple and comprehensive app for users. 767 cities are served by this service, with 2 million trips since 2019.

Discover other examples:



→ Krakow, with TeleBus

→ Prague integrated transport, with the Halopid service





Geneva TPGflex (CH) on-demand public transport services/DRT

The TPG Flex initiative introduces on-demand public transport services that operate in areas with low population density or limited access to traditional public transport. This service allows residents to book rides via an app, ensuring flexible and convenient travel options that cater to individual needs.

[tpgflex](https://www.tpgflex.ch) | [tpg](https://www.tpg.ch)



Cycling



Cycling can complement public transport services... but is not affordable without public funding like:

→ Purchase premiums, subsidized sharing of electric bikes, subsidies for SMEs, leasing and targeted infrastructure,...

Brussels: Vélo solidaire

The Brussels Capital Region has developed a **bike leasing scheme** to support disadvantaged students to **bike to school**.



Brussels: Bruxell'Air subsidy

When **low-income residents** in Brussels were offered subsidies across all transport modes, the **1st choice was bikes**.

Lausanne, Switzerland: academic study

In Lausanne, subsidies triggered the purchase of e-bikes, specifically among people with low incomes.

Discover other examples from:

→ Aachen, Mannheim and Stuttgart, with **cargo bike subsidies** for single parents and low-income families



→ Brussels, with Caigobike



→ Glasgow, with a free e-cargo bike library

Bike share subsidies, discounting or incentivization



Bolt for All: In several cities including Brussels, Bolt offers structural discounts of up to 50% to low-income users and unemployed persons to reduce transport poverty and make shared mobility accessible to everyone

[Bolt for All initiative to make micromobility accessible | Bolt Blog](#)

Bikes for All Glasgow subsidy and support scheme aims to reduce inequalities in access to cycling through the provision of low-cost bike hire, by building up cycling confidence and by reducing barriers to cycling for first-time or lapsed cyclists

[Bikes For All - Bike for Good](#)



bikes for all

Grenoble bike sharing service Mvélo+ has an incentive for people and residents according to tax income, with families below a monthly earning threshold getting a special rate on the 9000 bikes in the scheme.

[Abonnements et tarifs - Mvelo+ \(veloplus-m.fr\)](#)

Carpooling In Vitoria Gasteiz



The carpooling market concerns **working population in the outer suburbs** who drive to commute and overwhelmingly travel alone.

This **includes many vulnerable transport users** who lack convenient access to public transportation options.

This project showcases the **potential of shared mobility solutions to complement existing public transport systems.**

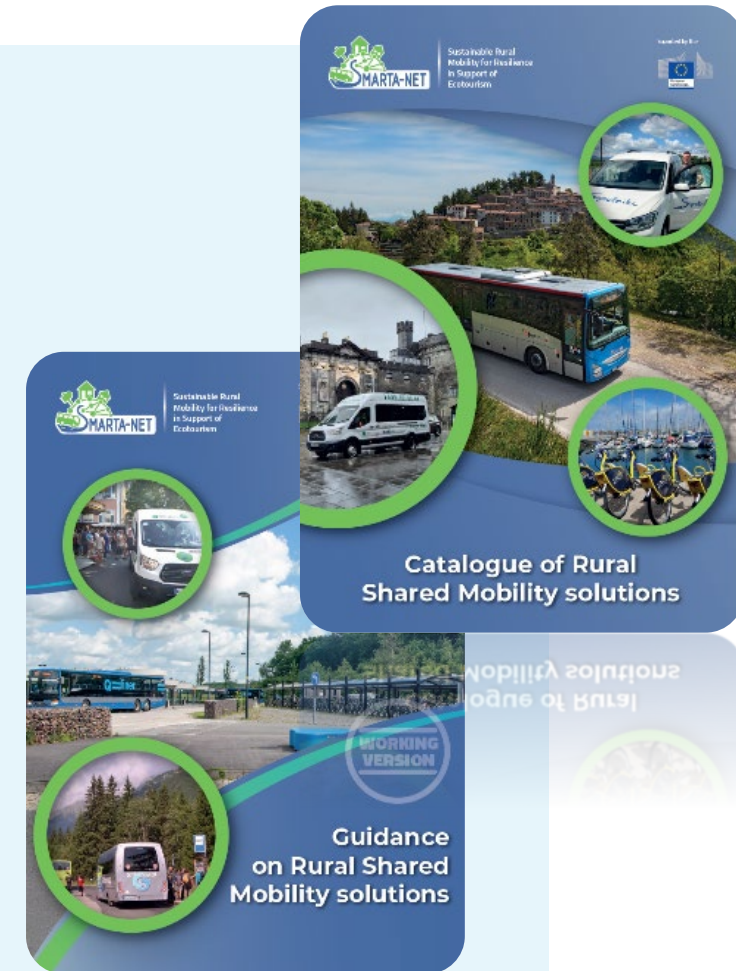
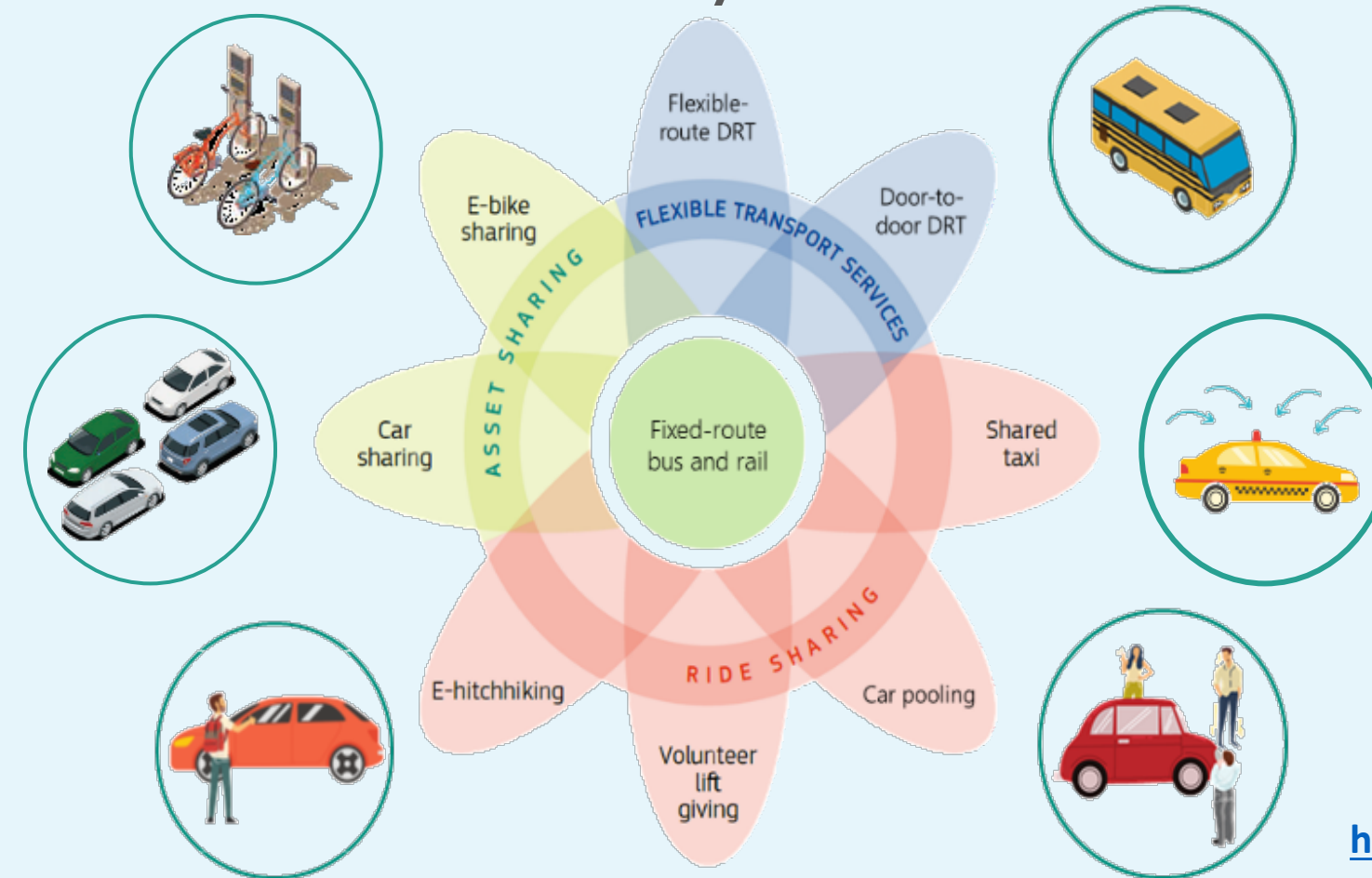
By facilitating carpooling and shared vehicle services, the initiative **reduces the need for private** car-ownership, lowering congestion and environmental impact.



SMARTA-net: rural mobility services



Mobility services



Germany: DRT by taxi



- In rural areas in Germany, bus lines often do not operate 24/7. But to ensure access to mobility at an affordable cost, a lot of municipalities offer on-demand-devices (phone call or app) operated by taxi companies.
- The taxis pick you up at the bus stop and follow the same route as the bus service for a small additional cost of 1 euro to a regular bus ticket.
- These on demand taxi services called Anruf-Sammel-Taxi (AST), Taxibus or Anruf-Linien-Taxi enable public transport to operate 24/7 in rural areas at an affordable price.

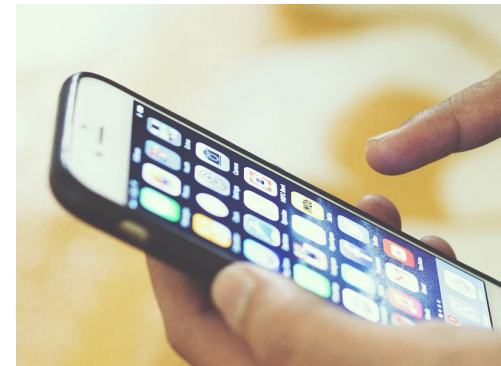


Hasselt and Leuven's Mobility Budgets (BE)



- These projects want to offer citizens a pre-defined budget to spend on various transport modes.
- This approach encourages the use of public and shared transport options, supporting the shift away from private vehicle dependence.
- The flexibility and inclusivity of mobility budgets can serve as a blueprint for other cities aiming to diversify transport usage and reduce transport poverty.

[Mobility budget Hasselt-Leuven \(tmleuven.be\)](https://tmleuven.be)





France: Solidarity pricing

At the present time, there are over 22 cities that have deployed a solidarity pricing scheme (as opposed to free fares) which is directly linked to the household income as establishes a wide range of pricings available to families based on a set family quotient.

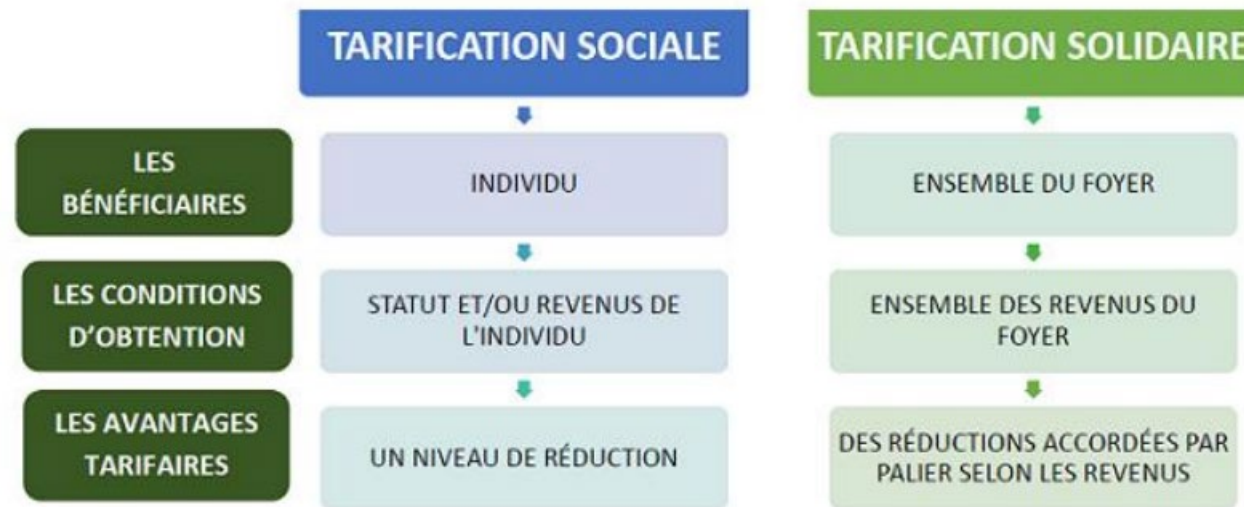


Figure 1. Tour de France GART-UTO, Optimizing the resources of the public transport¹⁴

Efficient & Green **MOBILITY**



Françoise GUASPARE, coleader of the EGUM subgroup

Thank you for your attention!