

## Measure 69: Support for pioneering towns and cities (CIVITAS initiative)

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<p><i>Policy package:</i> <b>6:</b> Urban transport package</p>
<p><i>Measure 69:</i> Support (using Community funds) for pioneering towns and cities, with each Member States remaining responsible for coming up with national plans</p>
<p><i>What is the problem being addressed ?</i> In the 5<sup>th</sup> FP, two of the Thematic Programmes funded by the EU Commission regarded Competitive and Sustainable Growth (GROWTH) and Energy, Environment and Sustainable Development (EESD). A very significant example of the projects funded by the Commission within the 5<sup>th</sup> FP was the CIVITAS Initiative: it was a combination of the Key Actions 'Economic and Efficient Energy for a Competitive Europe' of the Energy Sub-Programme and "Sustainable Mobility and Intermodality" of the GROWTH Programme. It was launched by the European Commission in the year 2000 and supported ambitious cities in introducing and testing bold and innovative measures to radically improve urban transport. The aim is to achieve a significant change in the modal split towards sustainable transport modes, and to increase the use of clean vehicles and alternative fuels. In the 6<sup>th</sup> FP, in the Thematic Area "Sustainable development, global change and ecosystems", two of the sub-priorities are: 1) Sustainable energy systems; 2) Sustainable surface transport. Following the success of CIVITAS, the European Commission has decided to launch CIVITAS II as a follow-up. It is a combination of "Sustainable energy systems" and of "alternative motor fuels". This is coherent with the 6<sup>th</sup> Community Environment Action Programme, ensuring that climate change be a major theme of Community policy for research and technological development and for national research programmes.</p>
<p><i>Measure's costs and/or benefits:</i> A budget of 371 million € has been attributed to the Key Action "Sustainable Mobility and Intermodality" of the GROWTH Programme (whose € 50 million only for the CIVITAS Initiative). The budget for the 6<sup>th</sup> FP Thematic Area "Sustainable development, global change and ecosystems" is as follows: <ul style="list-style-type: none"><li>• Sustainable energy systems (€ 810 million);</li><li>• Sustainable surface transport (€ 700 million).</li></ul>The Commission has decided to earmark a total EU contribution of up to € 50 million for CIVITAS II.</p>
<p><i>Legislative implementation at EU level:</i> Decision No 182/1999/EC of the European Parliament and of the Council of 22<sup>nd</sup> December 1998 concerning the fifth framework programme of the European Community for research, technological development and demonstration activities (1998 to 2002) Decision No 1513/2002/EC of the European Parliament and of the Council of 27<sup>th</sup> June 2002 concerning the sixth framework programme of the European Community for research, technological development and demonstration activities, contributing to the creation of the European Research Area and to innovation (2002 to 2006)</p>
<p><i>What are the objectives ?</i> The <b>CIVITAS</b> project (including 19 cities) is composed of four projects (VIVALDI, TELLUS TRENDSETTER, MIRACLES). The achievement of objectives will be evaluated at the end of the projects by the cities themselves (2006), with a European cross-site evaluation undertaken by an accompanying measure project (METEOR). However, it is possible to identify from these projects examples of targets that might be generalised to follower cities. The most interesting examples are provided by the VIVALDI and TELLUS projects:</p>

VIVALDI project key targets:

- Reduce energy use and CO2 by 8% in demonstration area
- Reduce car traffic in managed area by 10%
- Increase employment opportunities by 5%
- Reduce parking space in area by 10%
- Reduce mode share for cars by 5%
- Increase patronage on key corridors by 20%
- Reduce transit time from peri-urban areas to centre by 15%
- Reduce lorry movements by 5%
- Reduce lorry loading and access times by 10%
- Increase cycle trips by 30%
- Increase walking trips by 10%
- Decrease road accidents by 20%
- Increase number accessing PT information by 50%

TELLUS project key targets:

- Reduce NOx emissions from heavy traffic by 5%
- Reduce traffic related CO2 emissions and energy use by 5%
- Increase the modal share in favour of public transport by about 3%
- Increase public transport use by 5%
- Increase bicycle kilometres by 15%
- Reduce car kilometres by 3%
- Reduce congestion by 5%
- Reduction of road casualties and injured persons by 10%

The above examples can be generalised, promoting the systematic usage of these indicators by city authorities throughout Europe. In this sense, it is important to consider also the recent Commission proposal of actions to be undertaken by cities with more than 100.000 inhabitants in the context of the (still evolving) Thematic Strategy on Urban Environment. One proposed action concerns the adoptions of sustainable transport plans, which could adopt the kind of indicators illustrated above.

*Interactions with other WP measures:*

- Measure 70: Increased use of clean vehicles and of forms of public transport accessible to all users, including people with reduced mobility (especially those with disabilities and the elderly)
- Measure 71: Identification and dissemination of best urban transport system practice, including urban and regional rail services, and best practice in management of the relevant infrastructure

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*Output indicators:*

Output indicators shall focus on the key results supplied by the projects funded by the Commission in the cities of interest. These indicators might be then generalised at the Member States level making assumptions about a more widespread diffusion of the successful measures adopted in the pioneering cities to follower cities, although transferability of results cannot be always ensured and, as a consequence, their generalisation may be difficult.

No results are available until now for the CIVITAS project. However, according to the accompanying measure project, METEOR, the most important indicators on which the European cross-site evaluation of the CIVITAS project will be based are:

- Vehicle fuel efficiency;
- Fuel mix;
- Emissions;

- Awareness level;
- Perception of PT accessibility;
- Perception of PT security;
- Accuracy of PT timekeeping;
- Quality of PT service;
- Average modal split-vehicles;

*Outcome indicators: intermediate impacts on transport markets*

The measure aim to demonstrate best practices to be adopted in the urban transport market. The adoption of these good practices in the cities shall be monitored with a number of key urban transport indicators such as:

- PT modal share
- Walking and cycling share
- Car ownership levels
- Number of car trips per person per year
- Average journey length by car
- Presence of and revenue from road charging schemes (parking charges, congestion pricing etc.)

*Outcome indicators: final impacts on transport users and non users*

Possible internal and external impacts of the transfer of good practices experimented in the pioneering cities of CIVITAS to other cities will include:

- Increased PT accessibility in the city area
- Reduction of congestion
- Time savings for urban transport users
- Increased “out-of-pocket” cost of private car use in the urban area (e.g. through parking charges, congestion pricing)
- Increased urban transport energy efficiency
- Reduction of traffic related emissions
- Reduction of accidents on urban roads