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## Sustainable Urban Mobility in the EU:

No substantial  
improvement is possible  
without Member States'  
commitment



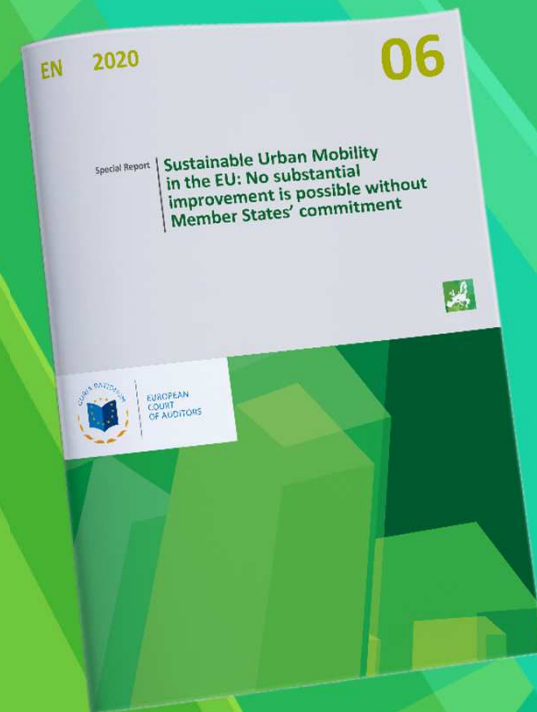
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■ Why did we do this audit?

■ What did we look at?

■ What did we find?

■ What do we recommend?





# Why did we do this audit?

## Main considerations

- Urban congestion causes considerable harm to the economy
- Urban mobility contributes to the EU citizens exposure to health-damaging pollution levels and to the increase in GHG
- Need for a Step-change towards more sustainable urban mobility



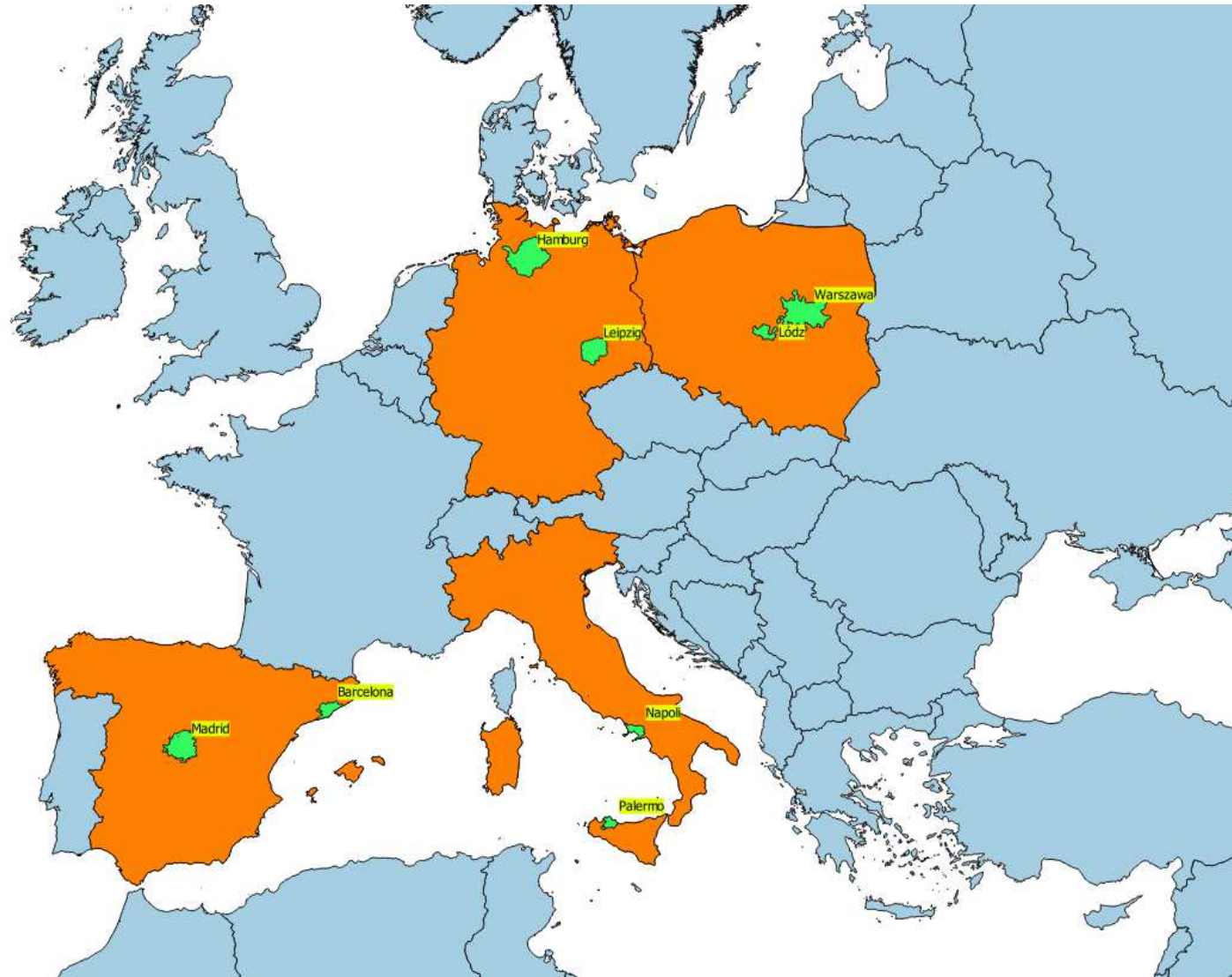
# What questions did we ask?

## Has EU support been effective in improving urban mobility in a sustainable way?

1. Have EU cities made progress towards improving sustainable urban mobility since the 2013 Urban Mobility Package?
2. Have cities followed EU guidelines and targeted EU funding to achieve more sustainable urban mobility?
3. Were the projects examined based on sound strategies and proved effective?



# What did we look at?



# What did we find?

1

The step change in sustainable urban mobility has not materialised

There is **no evidence** of a clear trend towards **more sustainable modes of transport**

**Air quality has improved** in urban nodes, but **pollution still exceeds** safe levels

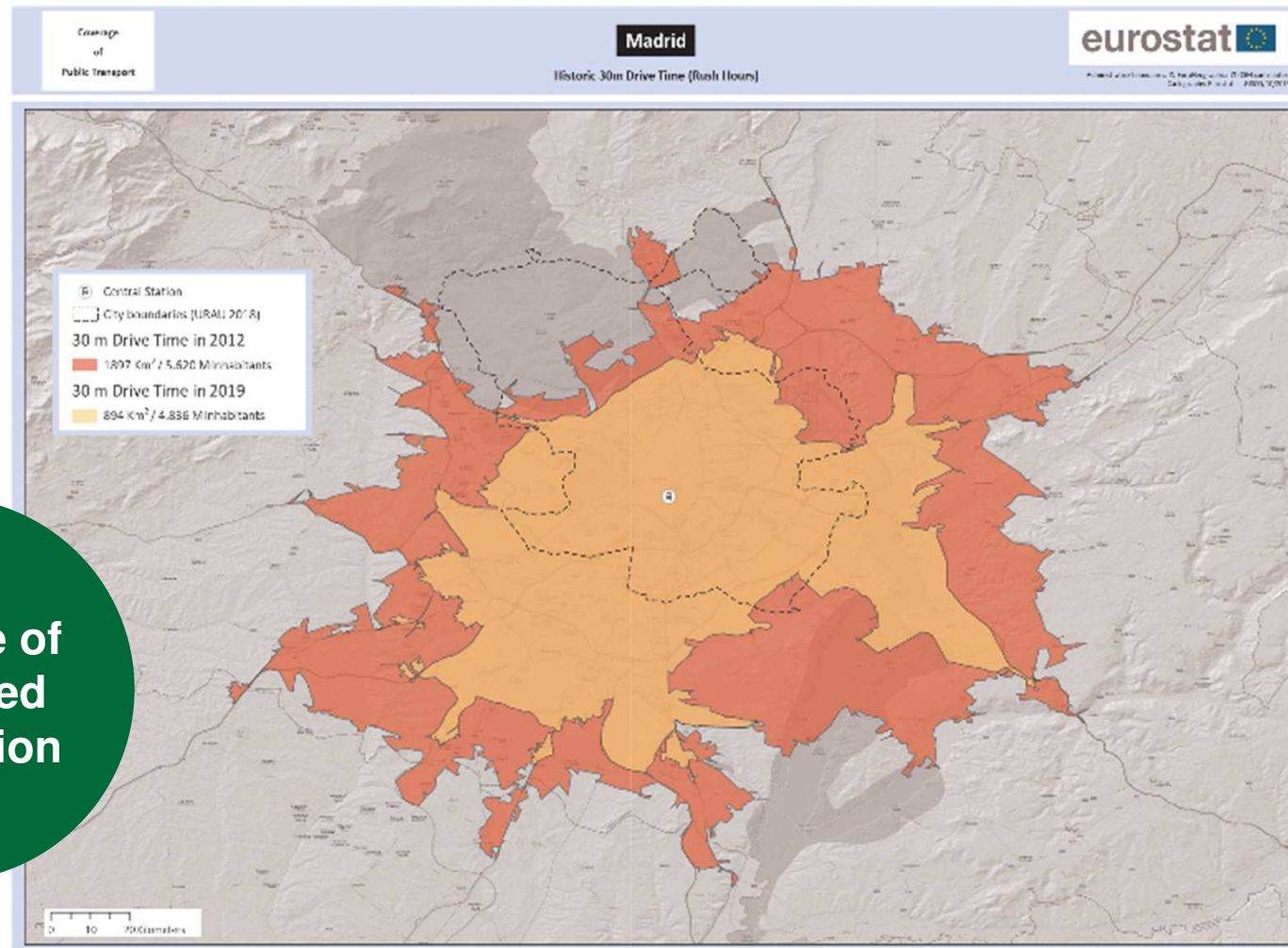
**Urban mobility is deteriorating** for road users due to congestion

Coverage and accessibility of **public transport** has been **improving**, but **private cars** are still more **time-efficient**

# What did we find?

1

The step change in sustainable urban mobility has not materialised



Example of increased congestion



## What did we find?

### 2

The Commission intensified its support but a range of factors limited progress towards sustainable urban mobility

The Commission **developed policies** and **issued guidelines** (e.g. SUMP), although these **have not been systematically followed** by Member States

**More EU funds were allocated to sustainable urban mobility**

in 2014-20, but a SUMP is not usually a condition for funding

Several factors **affect the effectiveness** of the Commission's support for **more sustainable urban mobility**

- Financing needs of urban transport
- Policy coherence



## What did we find?

3

Some projects we examined were not fully effective and some were not based on sound strategies

Some projects were **not as effective as intended**

- Lower usage than planned
- Shortcomings at planning and implementation

Projects **not based on sound urban mobility strategies**

- Lack of relevant and reliable data
- Lack of quantified targets and operational plans
- Insufficient coordination with other plans and the periphery



# What do we recommend?

## 1

### **Publish data on urban mobility**

- Propose legislation requiring Member States to collect and submit regularly relevant data on urban mobility and on the adoption of SUMPs
- Report regularly on the progress made by Member States and Urban Nodes in making urban mobility more sustainable

## 2

### **Link funding to SUMPs**

- For ERDF and CF, ensure that programmes make access to funds for urban mobility conditional on the existence of a SUMP and on the assurance about availability of sufficient funding for operations and maintenance
- When approving programmes, ensure that relevant Country Specific Recommendations are reflected in a meaningful way.

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