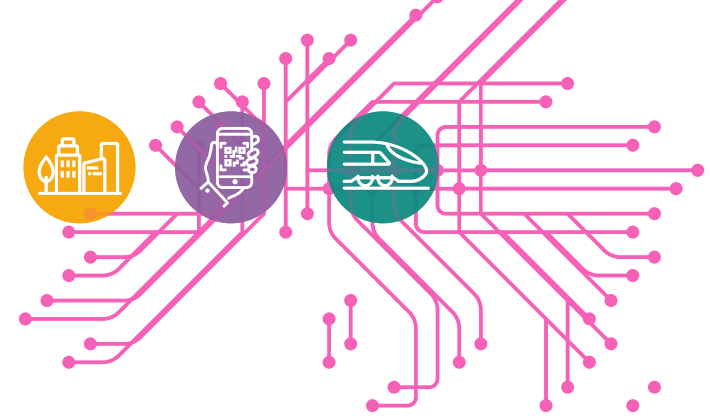


# EU policy framework for sustainable urban mobility



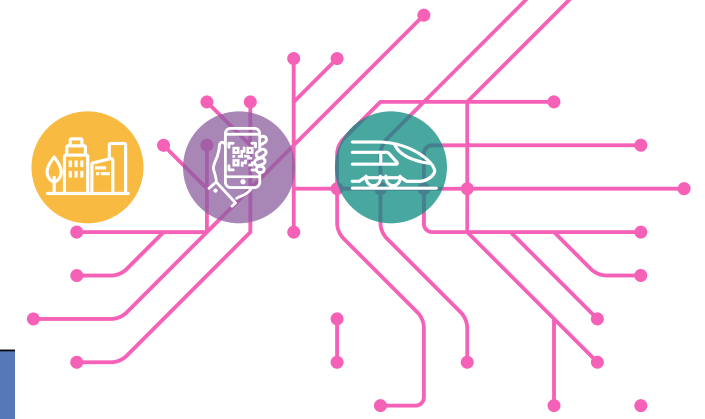
- EU Urban mobility Initiatives

# EU policy framework for sustainable urban mobility



- **Sustainable Urban Mobility Plans (SUMP)**s have become a central instrument within this framework, providing cities with a strategic and long-term approach to addressing mobility challenges while improving quality of life, reducing emissions, and enhancing accessibility for all users
- Since their introduction in the **2013 Urban Mobility Package**, SUMP>s have been progressively reinforced through key EU policy initiatives, including the **European Green Deal**, the **Sustainable and Smart Mobility Strategy**, the **New EU Urban Mobility Framework (2021)**
- EU policy framework for urban mobility has evolved from predominantly guidance-based instruments towards more structured and **increasingly binding requirements**. This shift is most clearly reflected in the revised **TEN-T Regulation (EU) 2024/1679**, which elevates the role of urban nodes as critical interfaces between local, national, and European transport systems.

# Transition towards a more binding framework: the role of TEN-T



Parameter description	Benchmark / Requirement	Deadline	Reference to TEN-T regulation
Existence of Sustainable Urban Mobility Plans (SUMP)	SUMP existing	2027	41.2.i
Existence of a national SUMP contact point	SUMP contact point existing	2025	41.4
Existence of a national SUMP support programme	SUMP national programme existing	2025	41.4
Existence of one multimodal freight terminal	≥ 1 multimodal freight terminal existing	2040	40.1.d
Existence of at least one multimodal passenger hub	≥ 1 multimodal passenger hub existing	2030	40.1.c.c
Availability of alternative fuels recharging and refuelling infrastructure (in accordance with Reg (EU) 2023/1804)	Yes/No	2030	41.1.a

24 March 2025



EUROPEAN  
COURT  
OF AUDITORS

**Special Report N°05/2026:**

# Sustainable commuting around urban areas

**Moving forward, with local action crucial to  
reach destination**

# 02 What did we look at?

## Objective of the audit

To assess the actions taken by the Commission and member states to support sustainable transport for commuters in large metropolitan areas

### We assessed :

- | The Commission's legislative, policy and support actions
- | The design, implementation and monitoring of the sustainable urban mobility plans (**SUMPs**) in six member states
- | The selection, implementation and results of 21 projects



# 03

## What did we find?

- **EU level:**
  - EU law strengthened to some extent, requiring sustainable urban mobility plans for 431 areas
- **Cities' mobility plans:**
  - gaps in monitoring and coverage of commuter flows
- **Projects:**
  - not all have significant effects in meeting commuting needs

# What do we recommend?

**We made four recommendations to the Commission:**

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1

Enhance the support provided to member state authorities

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2

Monitor modal share

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3

Promote proper geographical area coverage by SUMP's

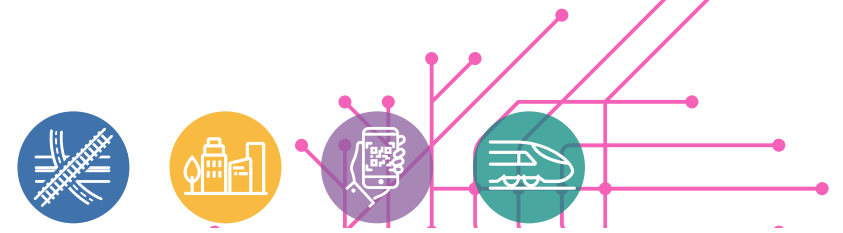
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4

Provide a robust methodology for measuring changes to greenhouse gas emissions

# Urban Mobility Indicators – Implementing Act

- In accordance with Article 57 of Regulation (EU) 2024/1679, Member States are to use the interactive geographical and technical information system for the trans-European transport network (TENtec) to report on the implementation of that Regulation
- Adoption by the Commission June-July
- Indicators in the area of **sustainability, safety, accessibility, horizontal** indicators



Brussels, XXX  
[...] (2025) XXX draft

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of XXX

laying down rules for the application of Regulation (EU) 2024/1679 of the European Parliament and of the Council as regards the collection and submission to the Commission of urban mobility data per urban node in the fields of sustainability, safety and accessibility

# EU Tourism Strategy



- Tourism accounts for 10% of the European Union's Gross Domestic Product, with over 600 million international visitors annually. This significant influx of tourists impacts on urban mobility ecosystems, particularly in cities that serve as primary destinations.
- 25 million visitors per year to major day attractions, most travelling is done by car and around 60% of domestic CO2 emissions of passenger mobility comes from recreational mobility (around 40% work-related)
- Sustainable Tourism and Urban Mobility Nexus -> a dedicated strategy to be adopted (likely in June 2026)
- **European Model for Tourism Management**  
*Equipping destinations with practical tools for data-driven solutions.*
- **A Toolbox to Address Key Challenges:**  
Sustainability • Crisis Preparedness • Uneven Visitor Flows
- Tourist mobility should be anchored in sustainable urban mobility plans (SUMP) in response to the EU Transition Pathway for Tourism of 2022
- **UVAR + Single ticketing as possible flagships initiatives under the Strategy**

# EU Urban Mobility Observatory



## Objectives

### Establish a Robust Observatory of Urban Mobility

- A **comprehensive and dynamic platform** to monitor and support urban mobility in the EU
- **Focus:** Generating **evidence-based, policy-relevant intelligence** at country and urban node levels

### Gather Country Intelligence

- Overview of existing and upcoming mobility infrastructure, solutions, and gaps in the EU
- Providing **structured and actionable insights** to meet evolving stakeholder needs

### Support the Implementation of the TEN-T Regulation

- Develop **SUMP reference documents**
- Translate **SUMP Guidelines**

# EU Urban Mobility Observatory



## Changes of topics in more detail

**Improved language and updated links!**

More focused on **action-oriented** input!

More **user-friendly** content and **layout!**

New layout to **speed-up translations!**

### New

- Update of the **SUMP Principles** to align with the EC 2023 SUMP Concept
- Alignment with the **TEN-T** and requirement for urban nodes
  - NSSPs support, planning with long-haul transport stakeholders

### Update

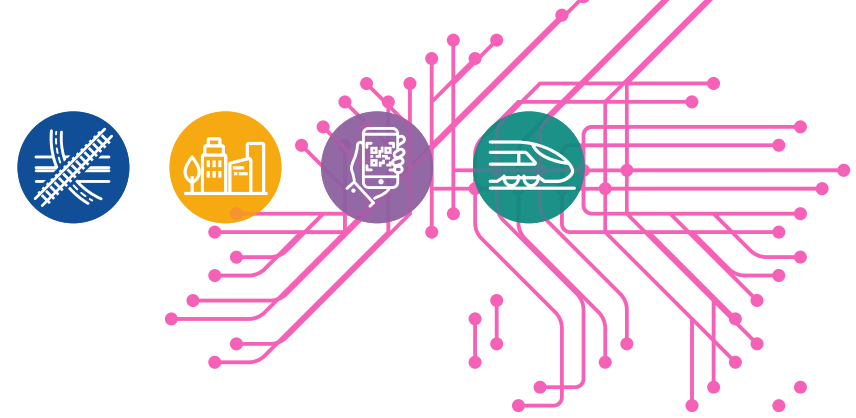
- Alignment with new **European policies** (climate, energy, green deal, ITS, etc.)
- Further integration of **data-based decision making** and planning
  - Transport modelling, data spaces, indicators, monitoring, evaluation

### Improvement

- **Planning beyond the city borders**
  - Further inclusion of peri-urban and rural planning, including specific solutions and cooperation and collaboration models
- Further emphasis on **urban freight and logistics**
  - Additional specifications and engagement with logistics stakeholders
- Further emphasis on **inclusion and transport poverty**

# UVAR Facts and figures

- Year 2025: > 500 Low Emission Zones (LEZ), > 50 Zero Emission Zone (ZEZ) across Europe.
- Internal desk research (2022) suggest that:
  - *-around 48 million EU residents are living in a city with LEZ/ZEZ -> represents 14% of total population living in urban areas.*
  - *-around 96 million EU residents were living in urban commuting distances and were potentially impacted by LEZs/ZEZs - > represents around 29% of the total population living in urban areas in the EU.*
- 92 out of the 431 urban nodes of the revised TEN-T regulation are impacted by LEZ/ZEZ.



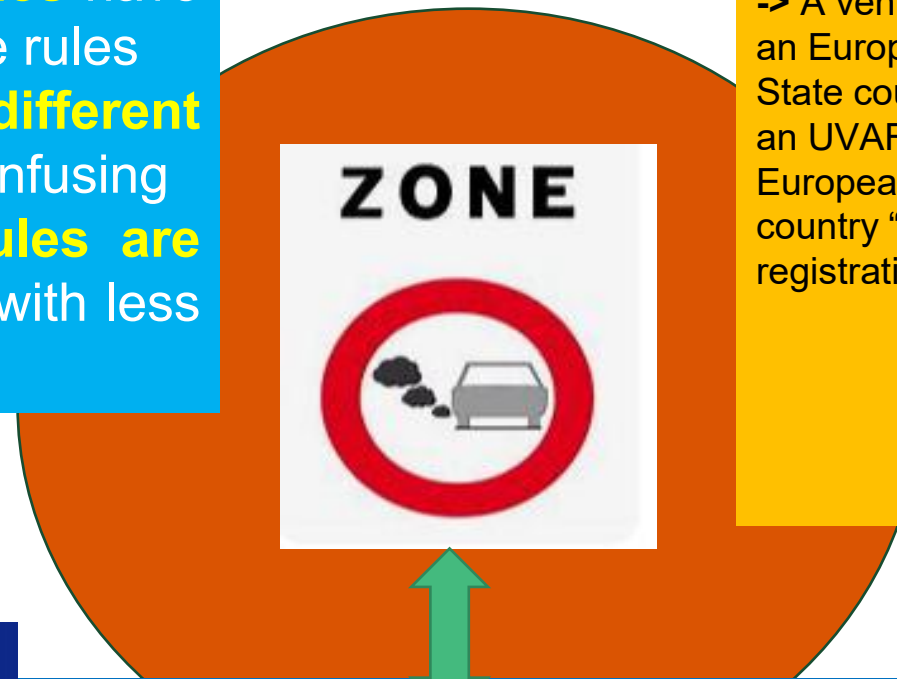
# The problem – in easy words...

- It is still hard for the road users to find **information** about the rules
- Drivers **from other countries** have difficulties to comply with the rules
- **Different cities have different systems**, which makes it confusing
- Some people think the **rules are unfair**, especially for those with less money.



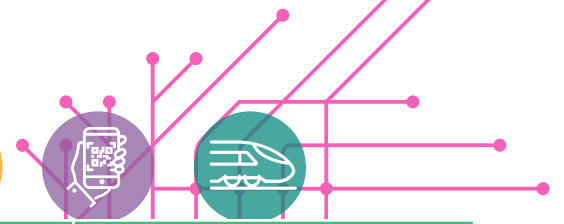
**Country A**  
-> A vehicle registered in an European Member State country “A” enters an UVAR in another European Member State country “B” and needs pre-registration because...

**Country B**  
...country “B” has no access to information from country “A” on vehicle characteristics relevant for UVAR compliance”.



**We want to support road users and cities aim towards seamless UVARs without pre-registration**

# What have we done so far? - Legal Point of view



Legal Base	Description	Comments
RRTI Delegated Regulation 2022/670	<b>UVAR data to be made accessible</b> at MS National Access Point level (NAP) when they exist	
ITS Directive 2023/2661	<b>obliges now MS to create UVAR data in a machine-readable DATEX II format.</b> For new access restrictions created or updated after 2026, such data needs to be availed without delay. For existing UVARs, no date has been set yet and will be subject to an implementing act to set the date. The initial focus lies on the 431 urban nodes of the TEN-T	have a catalytic function for improving road user information on UVARs
Regulation (EU) 2018/1724 on the Single Digital Gateway	includes amongst <b>others publication of traffic rules and procedures.</b> It requires <b>public authorities to provide information to road users through the portal “Your Europe” including UVARs.</b> Art 2 and Art 6 deal with MS obligations to notify on traffic rules (Art 2) and procedures (Art 6) - incl. UVARs	
CBE Directive 2024/3237	includes now road safety relevant areas such as school zones, bicycle and pedestrian zones, <b>but neither LEZ nor ZEZ</b>  The impact assessment for the <b>CBE did not conclude the road safety relevance of LEZs</b> which has become a matter of controversial discussions and different viewpoints during politically highly sensitive Trilogue negotiations.	<b>A Revision Clause in 2030 might offer a chance to build the case for LEZs/ZEZs to be included</b>
EETS Directive 2019/520	includes <b>“fee based” UVARs</b> based on pricing/tolling schemes. Some 20 UVAR fall presently under this scheme across Europe.	

# What have we done so far ? – Project point of view



## General

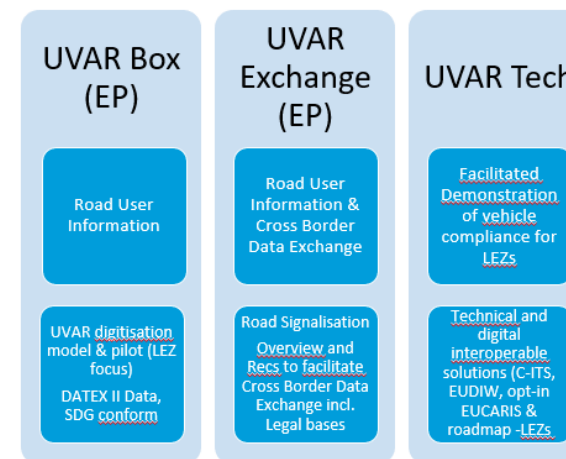


- Policy documents and guidance
- Make it easier to find information about UVAR rules online via EU Regulations
- Helping cities share information about cars using digital tools
- Testing ideas to make it easier for drivers to follow the rules and facilitating cross-border data exchange (between competent local authorities and national authorities).

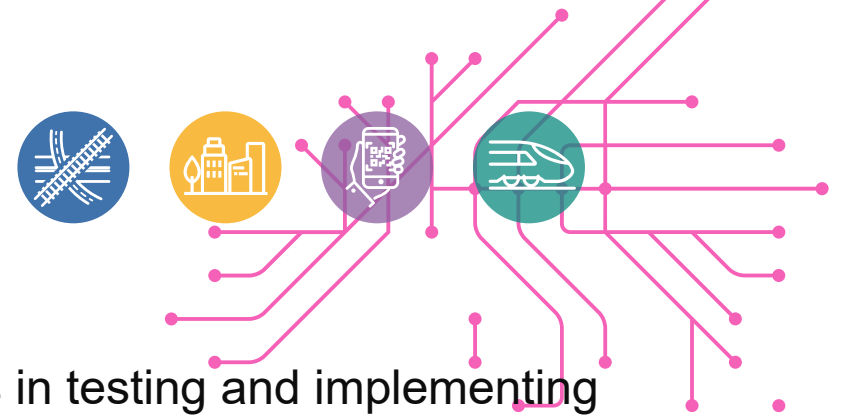


## Specific

- **Stimulation of information provision** to road users including via website “my Europe” (SDG) and signage – UVARBox (2020-2022) & UVARExchange studies (2021-2023)
- **Stimulating data provision** via ITS National Access Points (NAP) in accordance with the RTTI Delegated Regulation (UVAR digitisation) – UVARBox study (2020-2022)
- **Understanding the cross-border data exchange hurdles** of vehicle/owner data and searching a potential legal base – UVARExchange Study (2021-2023)
- **Studying technical/digital solutions for facilitating vehicle compliance demonstration** without the need for pre-registration – UVARTech study (2023-2024).

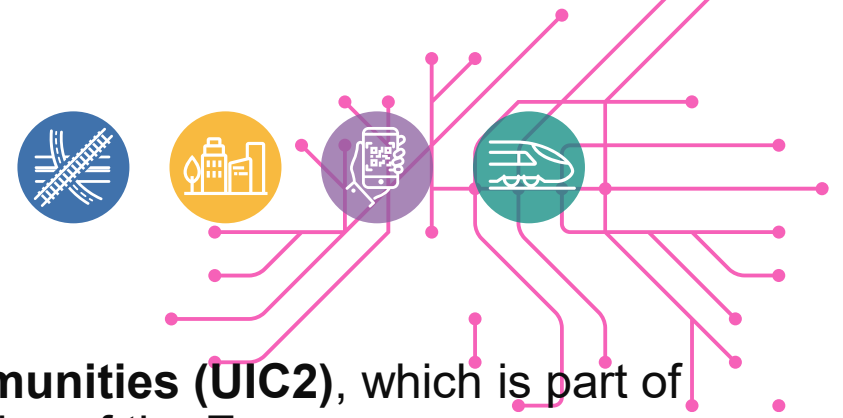


# Support to innovative sustainable mobility



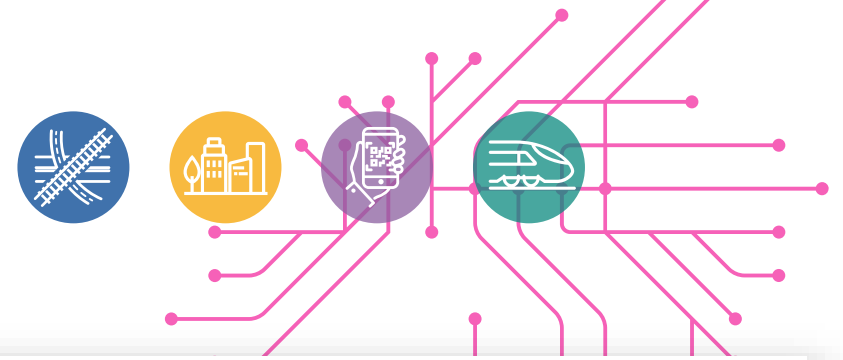
- **CIVITAS** is an EU initiative launched in 2002 that supports cities in testing and implementing innovative, sustainable urban mobility measures—such as clean public transport, cycling infrastructure, and integrated mobility planning—through pilot projects and knowledge exchange
- **EU Missions: Climate-Neutral and Smart Cities** is a flagship EU program under Horizon Europe, supporting 112 cities. It provides funding, expertise, and a platform for innovation, helping cities develop Climate City Contracts and act as hubs for broader urban transformation across Europe.
- **CCAM Partnership** is a Horizon Europe partnership that coordinates research and innovation on connected, cooperative, and automated mobility systems across Europe, aiming to deploy safe and scalable automated transport solutions
- The Commission recognizes drones as a game-changing technology. In cities, they can be an alternative for decarbonised urban logistics (especially for last-mile deliveries) and emergency services. Drones are expected to play a significant role in reducing road congestion, lowering emissions, and improving delivery efficiency in cities. The **EU Drone Strategy 2.0** and related actions aim to create a large-scale European drone market, supporting the safe and secure integration of drones into urban airspace. This includes logistics applications such as parcel delivery, medical supplies, and infrastructure inspection.

# Urban Air Mobility (UAM) support



- The Commission supports the **Urban Air Initiative Cities Communities (UIC2)**, which is part of CIVITAS. UIC2 is a city/region-centric community making the voice of the European urban/regional communities heard in the emerging sector of urban air mobility. The aim is to foster the exchange of best practises on common challenges they face.
- To facilitate better sharing of information among all relevant stakeholders on different levels the Commission is supporting EASA in setting up the **Innovative Air Mobility Hub** platform. This hub, which is another key element of the Drone Strategy 2.0, has been online now for more than 3 years and is fully operational. It provides a “one-stop-shop” for connecting stakeholders, providing guidelines and regulatory information, and sharing information on benefits and impacts among many other capabilities. The Hub has been well received and I believe it will become key source of information for those planning to establish new services or operations.
- The Commission, together with EUROCONTROL, EASA the EDA and SESAR JU jointly runs the **European Network of U-space stakeholders**. This collaborative European platform is driving the integration of drones into airspace through the U-space framework. It unites drone operators, regulators, industry, and technology partners with the aim to share best practices, shape policy, foster innovation support SMEs and promote standardization and harmonization of UAM traffic management.

# Major upcoming events



## European Mobility Week

- **Theme 2025: Mobility for Everyone**, responding to the challenge of **transport poverty**, was popular and will be repeated in 2026.

“**Mobility for Everyone** is about making sure all people can access sustainable transport, no matter their income, location, gender or abilities.”

- Sub-theme: **intergenerational aspects**, to link with DG EAC's [Strategy on intergenerational fairness](#), looking at sustainable mobility from the viewpoint of different generations.
- Boosting an active lifestyle across the generations, opportunities for socialising, and cities that are safe and accessible for all.

## Connecting Europe Days



Join us for **Connecting Europe Days 2026**, Europe's mobility flagship event, taking place from **28 September to 1 October 2026** in Brussels, Belgium.

**Connecting Europe Days** will bring together politicians, financial institutions, industry representatives, transport stakeholders and the European Commission to discuss concrete measures and exchange good practices on creating a competitive, resilient, safe and sustainable transport sector in Europe.

Exploring how Europe's transport system underpins **competitiveness, resilience and global connectivity** will be a central part of the conference, as will the future of infrastructure **funding and financing**.

In an increasingly unstable geopolitical environment, conference sessions will examine how transport and connectivity policies contribute to competitiveness, strategic **autonomy** and **resilience** of essential supply chains, enable **military mobility**, and strengthen Europe's ability to act with partners beyond its borders.

Participants will see state-of-the-art innovations first-hand at an **exhibition** of EU-funded projects.

## CIVITAS FORUM 2026 (15–17 September, Thessaloniki)

**[Registration](#) now open! [Call for Speakers](#) now open!**

This year, the theme of the CIVITAS Forum is, '**Roots & Routes: Moving Forward to Competitive, Connected and Resilient Urban Mobility!**'.

The programme will be structured around three umbrella topics (competitive, connected and resilient mobility) reflecting key priorities for sustainable urban mobility in Europe.