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BIL Sweden's position on the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: The New EU Urban Mobility Framework (COM(2021) 811)

Urban mobility can contribute to reaching the climate objectives of the EU and the recently published New EU Urban Mobility Framework¹ (UMF) intends to help cities meeting their objectives for sustainable mobility.

Mobility is a critical aspect of social inclusion, contributes to making EU more accessible and enables citizens to integrate into society and the labour market. However, mobility needs are not homogeneous, and thus a broad variety of mobility options are needed. All mobility options should be promoted as they all are needed and are complementary. Mobility needs to be efficient, integrated within a connected network, and a multimodal ecosystem that is convenient, affordable, and accessible for all citizens and customers.

New cleaner technologies as well as new types of shared mobility services provide clear benefits, including access to inclusive mobility with less emissions and significantly reduced traffic volumes. For example, bus rapid transit is a cost efficient and flexible solution for large scale public transport compared with subways and trams, which have longer lead time for construction. Geofencing is another technical solution that can increase road safety in urban areas.

Expectations regarding a decrease in traffic volumes must consider the need for public spaces for freight transports for heavy duty vehicles. Cost efficiency must also be considered for freight transports in urban areas. Therefore urban mobility must include more than first and last mile connections for freight and allow for heavy duty vehicles in urban planning. As urban mobility needs are different in different cities, conditions for the last mile distribution must be flexible and allow for alternative fuel vehicles.

A sufficiently dense charging and refueling infrastructure is also a pre-requisite for rolling out zero and low emission vehicles across Europe. Infrastructure is important throughout urban and rural areas, not only for last mile deliveries but also at centers and logistical hubs for delivery vehicles and long-haul trucks. Infrastructure must be designed for all different types of vehicles. On the way to net zero emissions alternative fuel infrastructure

and vehicles are needed and should be allowed to enter in environmental zones. As the vehicle fleet is shifting to electric the infrastructure must be built out with sufficient capacity and in good time as well as capacity for sufficient production of renewable fuels.

Sustainable mobility of people and transport of goods in urban areas can only be achieved if engagement of public and private stakeholders is ensured, through collaboration and constructive dialogue between society, local authorities, and industry. The initiatives proposed in the UMF are many and varied. They will be successful only if local, regional, national, and European authorities support dialogue and collaboration between all parties, including vehicle manufacturers for a competitive European vehicle sector.

BIL Sweden is the Swedish industry organization for manufacturers and importers of cars, trucks and buses and has been given the opportunity to submit comments on the proposal.

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BIL Sweden

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