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## FEEDBACK

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### Written Stakeholder Consultation CoR/COTER: Challenges for Public Transport in Metropolitan Regions

#### **Which main challenges do you see for the future transport system, including smart and sustainable solutions for urban mobility?**

Congestion and traffic jams on road and rail as well as the issue of noise and air pollution are still daily challenges perceived by our citizens. We therefore need to work on new and new types of infrastructures for public transport (especially on rail), active mobility (biking and walking) and alternative fuels. Besides the high investment needs and the problem of lengthy granting and realisation procedures, it is also necessary to address the question of avoiding “unnecessary” transport, and of shifting transport for passengers and goods from road to rail (which did not take place so far). A close alignment of regional development, land use planning and mobility planning is therefore key. In FrankfurtRheinMain the development and implementation of an integrated multimodal Masterplan Mobility on the regional level is one of the tools to deliver on that goal. The digitalisation might also bring a lot of benefits in terms of mobility as a service, enhanced multimodality, coordinated and automated mobility, plus safer and more efficient transport management. Therefore, legal and safety questions, as well as the necessary 5G coverage have to be mastered.

#### **How can local and regional authorities and their public transport operators, who are at the forefront of procuring clean transport vehicles, add to the ambitious decarbonisation objectives of the EU Green Deal?**

With regard to public procurement, the new EU Clean Vehicles Directive already sets the course - which our local and regional authorities will follow with the necessary ambition to reverse the trend of growing CO<sub>2</sub> emissions in the transport sector. Although now being close to broad market uptake, e-mobility still has its limitations for heavy duty vehicles (buses and urban logistics alike) – which leads us to put some hope in fuel cell or hydrogen-powered vehicles in the longer run. We see a specific and more short-term potential for this technology on rail (in exchange for regional and local diesel trains). In this regard, our regional transport provider RMV will introduce over 20 new hydrogen trains within the next years. But also, the role of urban planning should not be underestimated, especially with regard to new innovative last mile logistic solutions and measures to make walking and biking more attractive. The FrankfurtRheinMain Regional Authority is also working on fast-track bicycle lanes and a regional network of mobility stations as multimodal hubs.

#### **Which measures should be taken regarding co-financing at European level?**

Unfortunately, a lot of the funding possibilities on EU level that were mentioned in the discussion paper are not available for highly developed regions like FrankfurtRheinMain. Nevertheless, the challenges mentioned before are especially severe in growing and economically booming metropolitan regions. The potentially

downsized CEF-T after 2021 (as the only possible source of EU funding for FrankfurtRheinMain besides innovative projects in Horizon 2020/Europe) is in this regard a very regrettable decision by the member states, that will hopefully be corrected in the final MFF decision.

#### **How could urban transport be better integrated into the long-distance transport network of the TEN-T**

By strengthening the role of urban nodes in the future TEN-T guidelines! The TEN-T will only be as efficient and green as the urban nodes in metropolitan regions allow, thus supporting urban nodes can be of the same EU-wide systemic relevance as cross-border projects. These urban nodes shouldn't be reduced to single administrative cities; instead, the functional urban areas need to be looked at. Only then the interdependencies between and within long-distance and regional transport structures and their better multimodal connection can be tackled adequately. Furthermore, rail transport should become a full part of the TEN-T picture by incorporating rail nodes in Article 41 and Annex II.2 in the TEN-T guidelines, thereby supporting the modal shift and clean commuting in metropolitan regions. Better links between the revised SUMP concept and TEN-T might be achieved by incorporating the support for sustainable and active mobility into the aims and functions for urban nodes as spelled out in Article 30 of the TEN-T guidelines.

#### **How can the challenges that the COVID-19 crisis had brought for public transport be best addressed and overcome?**

We first have to analyse the consequences of the crisis in some detail and try and assess future developments, possibly with a set of scenarios, to be able to develop strategies based on informed decisions. Clear is already: Public transport has a systemic relevance for providing accessible mobility for all and for securing inner-regional cohesion. It will play a relevant role in the economic recovery after the COVID-19 crisis and incarnates a more sustainable way of this recovery. This said, the EU-level should support the public transport sector by boosting investments in new infrastructures for the future. In this regard we hope for a strong transport and especially a rail element in the EU Recovery and Resilience Facility.