

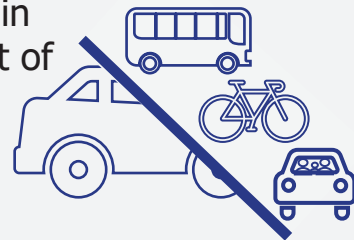


3/ Smart urban mobility

Our proposal

Complete the urban transport revolution

Pursuing the development of dedicated public transport solutions, in synergy with the bicycle, encouraging carpooling, the development of express bus networks in semi-urban areas, limiting urban sprawl. The goal: to halve the use of private vehicles in and around cities/towns.



The stakes for the climate

The modernization of urban transport systems should lead to the **halving** of the sector's annual greenhouse gas emissions, in other words a reduction of around **170 million tonnes of CO2 equivalent** by 2050, i.e. **almost 6% of the total emission reductions required to meet our "carbon budget"*responsibilities.**

Other reasons to adopt this solution

Job creation

Although there may be potential job losses in the car industry, additional transport sector jobs may be generated in the area of sustainable transport infrastructures, including the construction, maintenance and operation of public transport systems and bicycle-related services.

Economic activity

Return carsharing service providers and public transport operators will benefit. A significant reduction in urban mobility will inevitably lead to a decrease in sales volumes in the car industry.

Environment, health & well-being

Rapid and very significant improvement in the health and quality of life of city dwellers and those living in semi-urban areas.

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Why ?

Urban transport is responsible for a significant proportion of total emissions in the transport sector: within the European Union, around **40% of road transport greenhouse gas emissions** come from urban mobility.

Urban road network congestion also has a significant economic cost: around **€100 billion** annually, i.e. **1% of GDP** in the European Union.

How ?

- **Increase alternative transport options** to replace private cars, particularly for home-workplace journeys, in order to create a substitution potential that competes economically with individual cars:
 - develop the Bus Rapid Transport network and dedicated public transport networks in general to meet users' requirements
 - encourage "return" carsharing
 - carpooling for short journeys and home-workplace mobility
 - develop a "bicycle system" (infrastructures, services and vehicles)
- **Car use reassignment and redistribution measures** will be crucial to the success of the alternative transport provision which, on its own, is never enough to encourage a significant shift in mode:
 - reassign the space allocated to private cars according to quality of life and effectiveness criteria
 - reassign parking spaces
- **Prevent urban sprawl, and promote urban densification**

How much does it cost?

The estimated cost of the proposed measures is between **€750 billion** and **€1050 billion**.

Who pays?

- The total investment will be shared between various European funds, national funds, private players (car manufacturers, major industrial groups, property-sector players, etc.) and users.
- Additional revenue generated by increased road and/or parking charges could be invested in better public transport services.

* Our "carbon budget": target greenhouse gas emission ceiling for 2050, corresponding to a four-fold reduction in European Union Member State emissions compared to 1990 levels.