

# How transport is important for achieving European cohesion and European Competitiveness?

Isabelle Vandoorne – 05/06/2025

# European competitiveness



# EU Agenda for cities

- Originates from the **Mission letter of Executive Vice President Designate Fitto**, responsible for Cohesion and Reforms

*“To harness the potential of cities as **innovation, growth and competitiveness engines**, you should put forward an **ambitious policy agenda for cities**. This agenda should provide a clear vision for the future of the cities, looking at issues such as housing, climate action, digitalisation, **mobility**, social inclusion and equality.”*



# Joint Declaration of Ministers responsible for Cohesion Policy, Territorial and Urban Matters

- calls upon the Commission and national governments to make sure that all EU and national policies are considering the territorial dimension
- recalls regions, cities and their functional areas are strategic partners in shaping and implementing EU policies
- underlining commitment to the policy's core principles of a place-based approach and multi-level governance

[https://ec.europa.eu/regional\\_policy/sources/communication/joint-declaration-ministers-cohesion-policy-2025.pdf](https://ec.europa.eu/regional_policy/sources/communication/joint-declaration-ministers-cohesion-policy-2025.pdf)



# EC Recommendation on transport poverty

C(2025) 3068 final 22.05.2025

## What is Transport Poverty?

Difficulty or inability to **afford or access** the transport needed to reach essential services like work, education, and healthcare.

## Who is affected?

- Rural, peri-urban & remote communities
- Older people and persons with disabilities
- People without private vehicles
- Low-income households
- Young people

## Key Dimensions



### Affordability

Can people pay for transport?



### Availability

Is transport physically present?



### Accessibility

Can it reach key destinations?



### Adequacy

Is it safe, reliable, inclusive?

# EC Recommendation on transport poverty

C(2025) 3068 final 22.05.2025

## Facts & Figures



In 12 Member States, **30%+ of low-income families** with children cannot afford a car



People in **peri-urban areas** often face the **highest transport costs**



The Social Climate Fund will mobilise **€86.7 billion** to support vulnerable groups

## EU response

- **Social Climate Fund** to support access to clean, affordable transport
- **Commission recommends Member States to:**
  - Integrate transport poverty into existing strategies
  - Cooperate with and empower regional and local actors
  - Target support to vulnerable groups

## Key actions for governments

**Plan strategically** –  
integrate transport equity into national planning

**Invest sustainably**  
– improve public transport, cycling, shared electric mobility

**Ensure fairness** –  
focus on vulnerable groups

# Urban transport authorities should play a crucial role in enabling economic growth and cohesion by

- prioritising sustainable and inclusive transport options
- Increasing access to health services, education and training centers
- Reducing commuting time and costs
- Enabling reliable transport systems
  - enabling businesses to transport goods and services, connect with customers, and access markets
  - helping revitalizing underdeveloped areas, making them more attractive to businesses, residents, and investors
  - ...

They are planners, public procurers, infrastructure managers, regulators

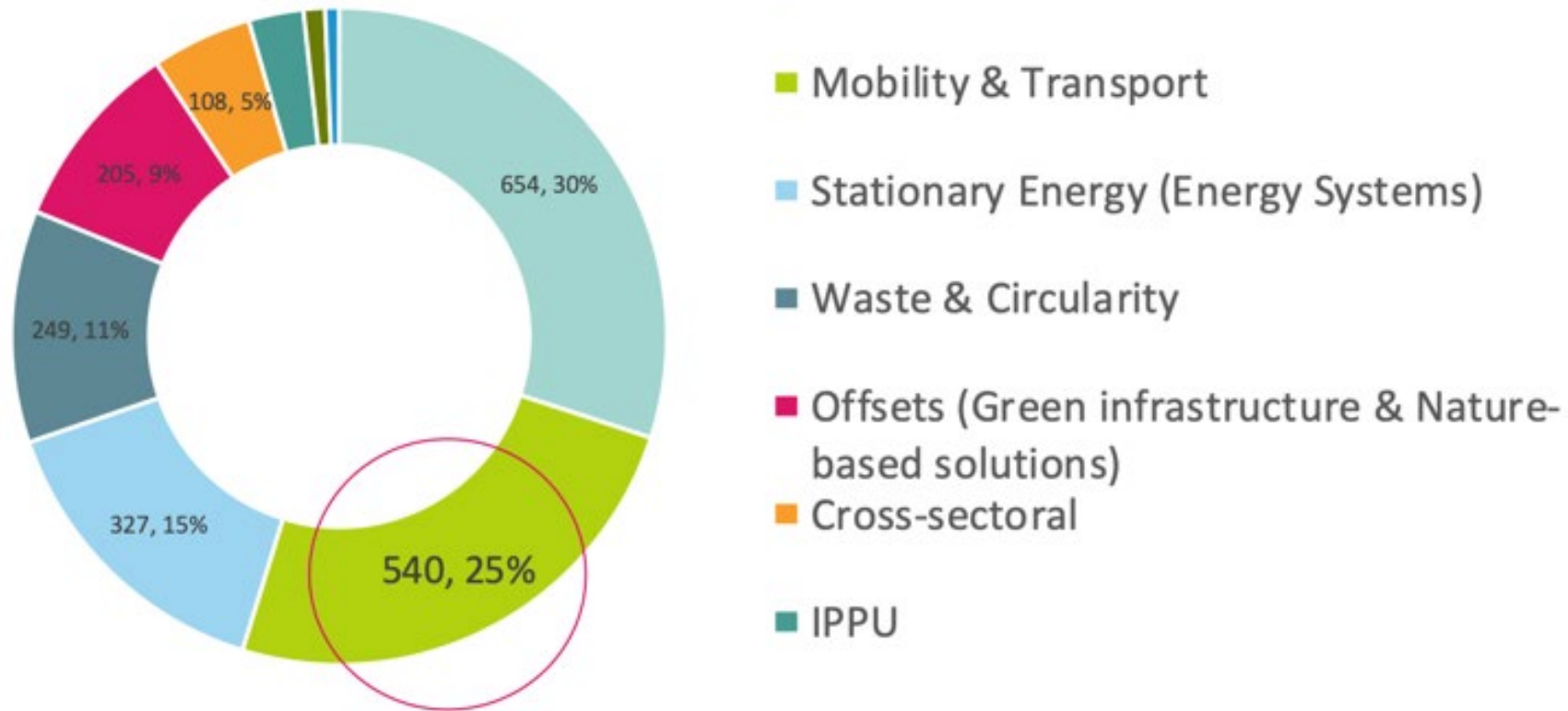




# They also play a crucial role in addressing GHG emissions



Distribution of CCC actions per **impacted GHG sector**



33 climate city contracts analysed





# To achieve these goals, urban transport authorities can employ various strategies

- Investing in sustainable public transport infrastructure and services
- Introducing new modes of transport
- Implementing intelligent transportation systems (ITS): Leveraging technology to optimize traffic flow, reduce congestion, and improve the overall efficiency of transportation systems.
- Encouraging walking, cycling, and other forms of active transport
- Working with stakeholders, including private sector companies, community groups to develop mobility projects
- etc



**Sustainable urban mobility plan**




# Wider context of cohesion and EU competitiveness: Urban Nodes

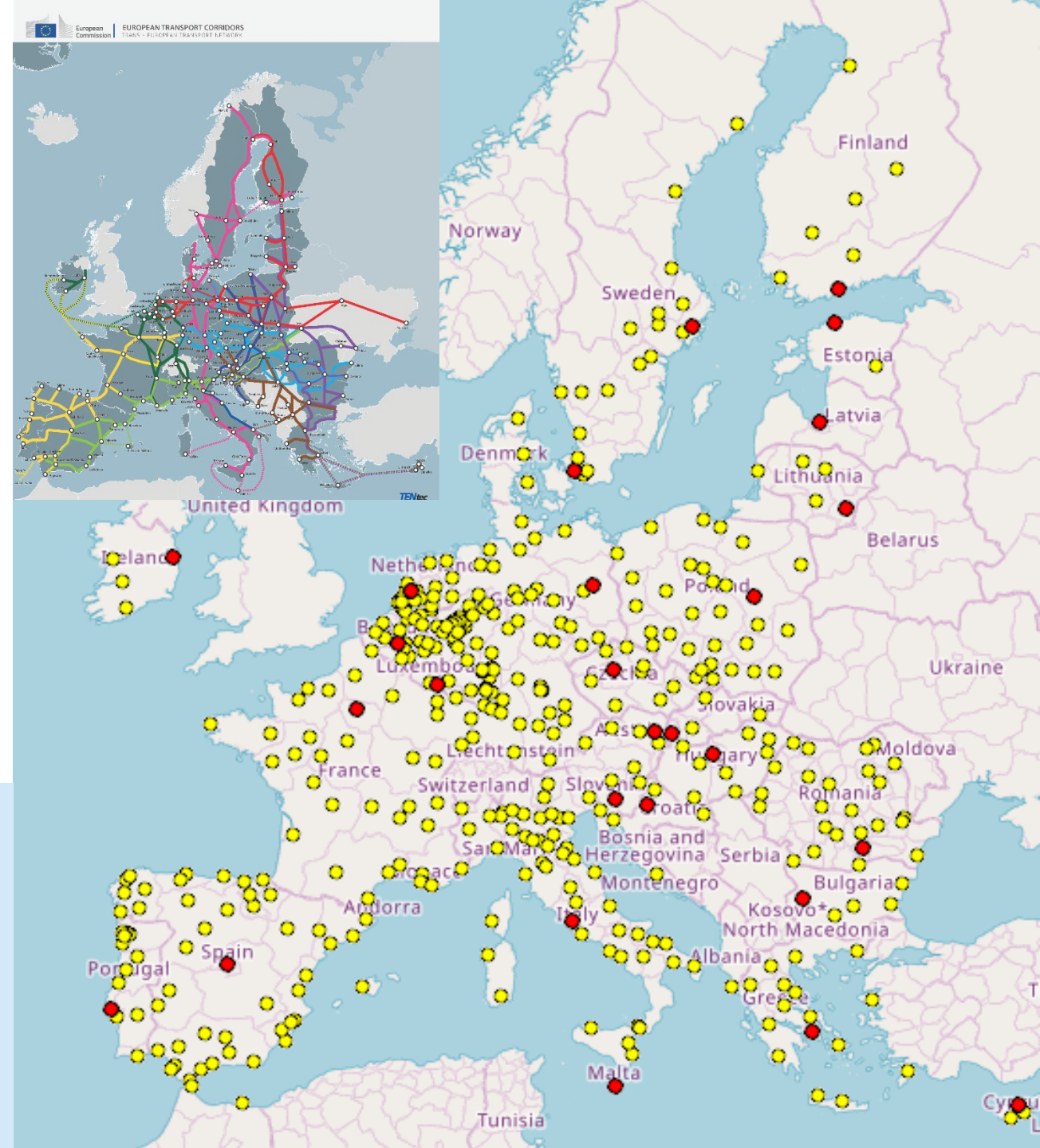
## Revised TEN-T Regulation 28 June 2024

**Overall vision:** to better integrate the urban dimension and last mile connectivity into the TEN-T network:

- Specific provisions / requirements for urban nodes
- Definition of a wider network of 431 urban nodes on the TEN-T:
  - population of 100.000 inhabitants or more, or
  - main node of a NUTS 2 region
- Annex II – list of urban nodes



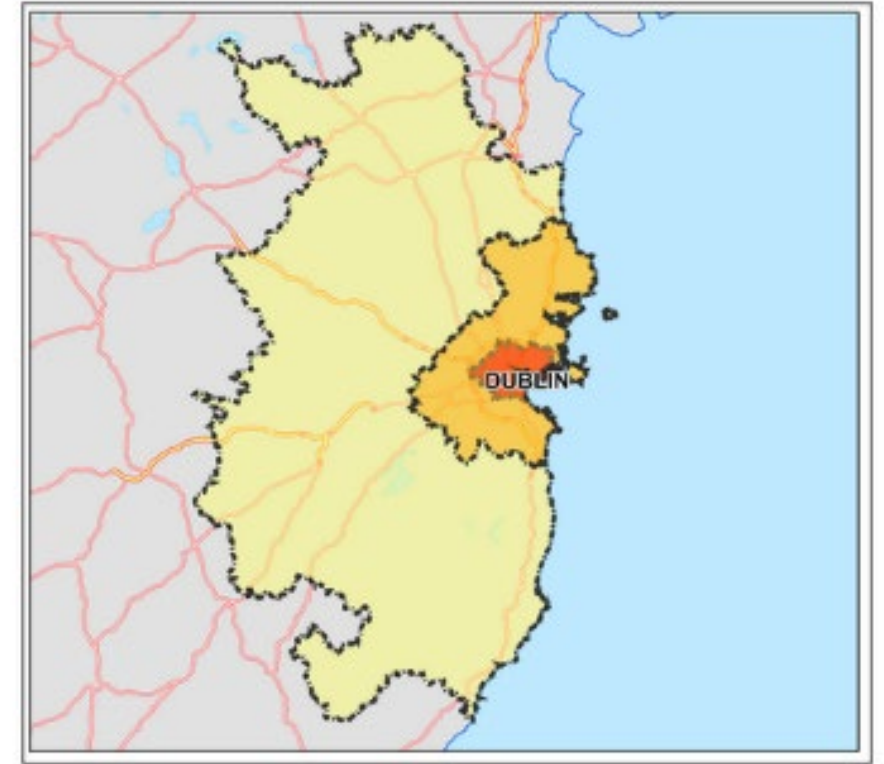
**Urban node** is an urban area where elements of the transport infrastructure of the trans-European transport network for passengers and freight, such as ports, including passenger terminals, airports, railway stations, bus terminals and multimodal freight terminals, located in and around the urban area are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic, including infrastructure for active modes.



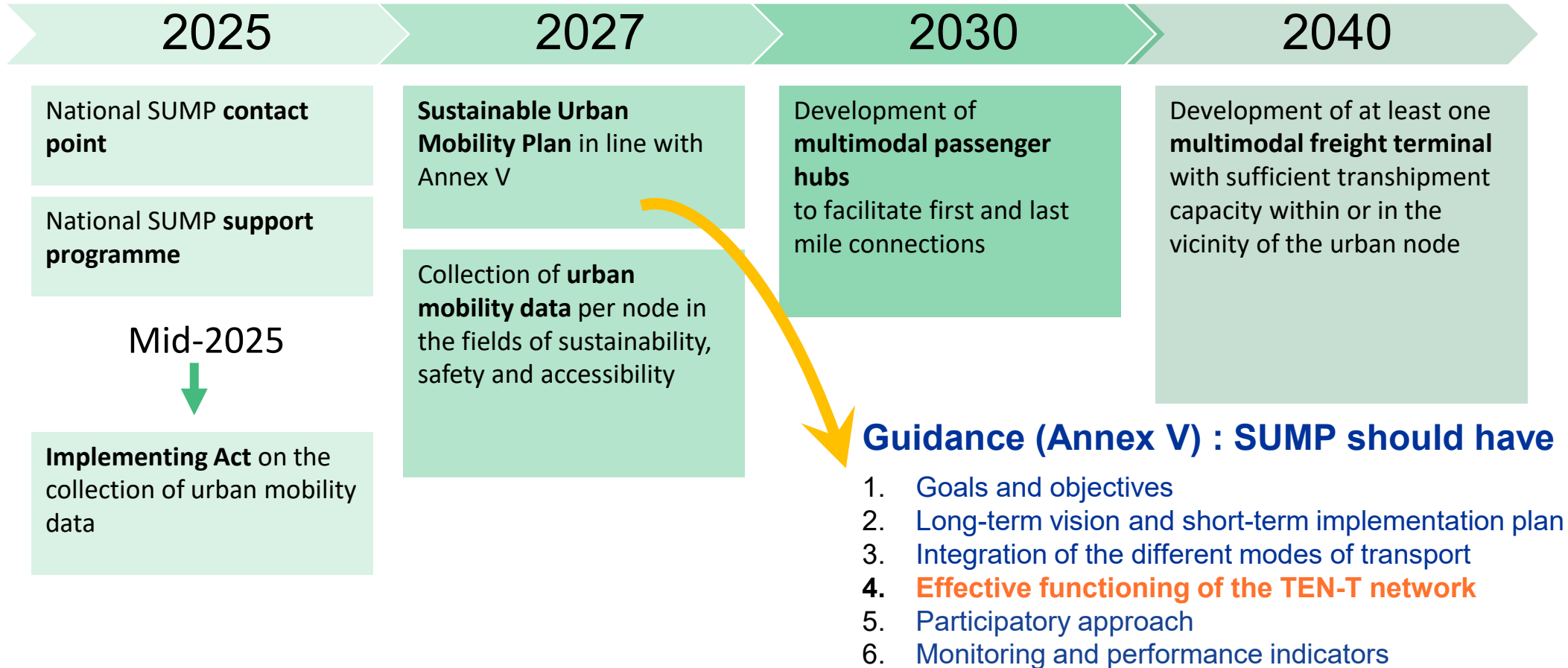
# Focus on ... SUMP definition in the revised TEN-T Regulation

‘sustainable urban mobility plan’ or ‘SUMP’ means

- a document for strategic mobility planning,
- aiming at improving,
- in a sustainable way,
- accessibility to and mobility within the functional urban area,
- including commuting zones in that urban area or in its vicinity,
- for people, businesses and goods
- in view in particular of a better quality of life.



# Urban nodes requirements overview and timeline



# Conclusions

Transport is key for achieving European cohesion and European Competitiveness

.....And we have tools to do this



# Thank you



© European Union 2025

Unless otherwise noted the reuse of this presentation is authorised under the [CC BY 4.0](https://creativecommons.org/licenses/by/4.0/) license. For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders.

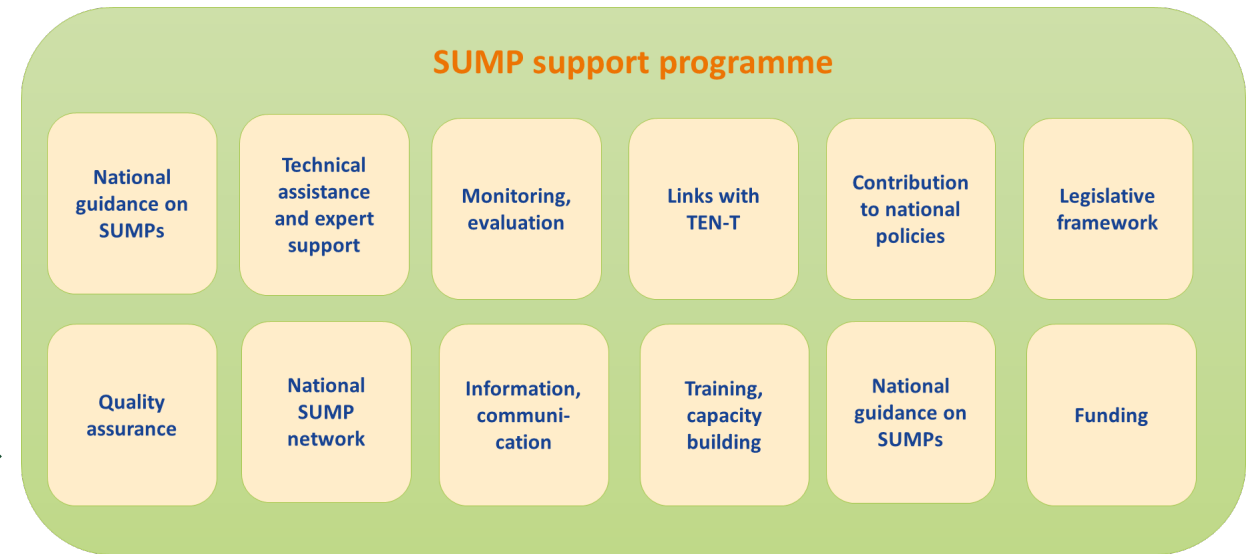


# Multi-level governance

## National SUMP Support Programmes

Challenge: “How best to support cities in SUMP development & implementation & making good quality SUMP a reality?”

- By establishing **national programmes in EU Member States** to support sustainable urban mobility planning and implementation, managed by a **dedicated office**
- With the help of a **national SUMP expert group**: ministries, regions, cities, rural areas, academia and other relevant urban mobility stakeholders
- Member States to inform the Commission **annually of actions taken**
- Links closely to the work of the **national SUMP contact points** for urban nodes on the Trans-European Transport Network (TEN-T)



**EU Support:**  
**€ 11m support under CEF to EU MS**  
+  
**€ 1m for coordination architecture/technical secretariat**