

## EVENT DESCRIPTION SHEET

*(To be filled in and uploaded as deliverable in the Portal Grant Management System, at the due date foreseen in the system.)*

**!** *Please provide one sheet per event (one event = one workpackage = one lump sum).*

PROJECT	
Participant:	[ASSOCIATION DES AGENCES DE LA DEMOCRATIE LOCALE] ([ALDA])
PIC number:	[963194384]
Project name and acronym:	[EU24-Engage for the Planet] – EU24-4THEPLANET

EVENT DESCRIPTION	
Event number:	3
Event name:	[CLIMATE DEBATE: Empowering underrepresented people's voices and boosting their commitment to green mobility]
Type:	[Debate]
In situ/online:	[in-situ] and [online]
Location:	[France], [Strasbourg]
Date(s):	[September 28th, 2023]
Website(s) (if any):	<a href="https://engage4theplanet.com/2023/09/12/climate-debate-empowering-underrepresented-peoples-voices-and-boosting-their-commitment-to-green-mobility/">https://engage4theplanet.com/2023/09/12/climate-debate-empowering-underrepresented-peoples-voices-and-boosting-their-commitment-to-green-mobility/</a>
Participants	
Female:	51
Male:	22
Non-binary:	2
Prefer not to say:	1
From country 1 [France]:	24
From country 2 [Italy]:	13
From country 3 [Portugal]:	6
From country 4 [Germany]:	5
From country 5 [Netherlands]:	3
From country 6 [Greece]:	2

From country 7 [Spain]:	2		
From country 8 [Denmark]:	2		
From country 9 [Cyprus]:	2		
From country 10 [Poland]:	1		
From country 11 [Czech Republic]:	1		
From country 12 [Sweden]:	1		
From country 13 [Lithuania]:	1		
From country 14 [Romania]:	1		
From country 15 [Hungary]:	1		
From country 16 [Iceland]	1		
From country 17 [UK]	1		
From country 18 [Georgia]:	2		
From country 19 [Ukraine]:	1		
From country [prefer not to say]	6		
Total number of participants:	76	From total number of countries:	16

### Description

*Provide a short description of the event and its activities.*

The event "CLIMATE DEBATE: Empowering underrepresented people's voices and boosting their commitment to green mobility" took place in Strasbourg, France on the 28th of September 2023. The event aimed to highlight the importance of diverse voices in addressing the global climate crisis. It encouraged people from different backgrounds, including young people, people from different cultural backgrounds and mobile citizens of the European Union, to come together and share their opinions and innovative ideas to combat climate change. A representative of ALDA introduced the event and moderated, while representatives of CRN presented the EU24-Engage for the planet project. The event started with a welcome speech by a representative of the Grand Est region on the actions taken by the region and the city on the issues of mobility and climate change. The structure of the event included keynote speeches on sustainable mobility.

Firstly, a representative of the Youth and Environment Europe organisation introduced herself and the organisation, while presenting its initiatives and its continuous effort as an independent European network of environmental youth organisations, emphasising the vital role that young people play in addressing environmental challenges and promoting sustainability. She highlighted the relevance of fostering environmental awareness, encouraging youth-led initiatives, and advocating for policies that prioritise the well-being of the planet.

Two representatives from the Strasbourg EuroMetropole Climate Agency gave a detailed presentation of the low carbon mobility consultancy and its activities at local level, highlighting the agency's initiatives to promote sustainable transport and reduce carbon emissions in the Strasbourg EuroMetropole. They emphasised the importance of promoting green mobility solutions such as the improvement of public transport, the development of cycling infrastructure and the integration of electric vehicles. The representatives also presented the positive results of their community engagement programmes, illustrating how they involve citizens in the transition to low-carbon mobility and contribute to the overall environmental well-being of the region.

After the keynote speeches, a Q&A session was held with the speakers, where the audience had the opportunity to deepen some specific aspects presented by the speakers and to better analyse the inclusion of youth and underrepresented voices in the European climate debate. This session included questions on the specific strategies of how the organisations involve youth, and it was a two-way feedback and call for attention to clarify how both groups can be part of this transition for climate change.

The Q&A session was followed by the core moment of the event, the group debates on mobility with the participants, which lasted around 75 minutes. The "Articulate a Vision" methodology was used to facilitate the discussion. The purpose of this debating method test is to identify the present challenges regarding the mobility, visualise the future and try to work out together how to reach that future without illusions, co-designing all together a policy recommendation. Five groups were formed; each one was run by two facilitators among the ALDA staff and other members of the EU24 - Engage for the Planet project consortium. The groups envisioned the future of sustainable mobility in 2030 and 2043. In the last phase of the discussion, each group agreed on a policy recommendation that addresses the challenges initially identified and is consistent with their visions for 2030 and 2043. The main results of the groups are summarised as follows:

In the present, the first group currently identifies challenges like limited pedestrian-friendly areas and insufficient civic education on mobility. In 2030, they envision a shift towards sustainability, promoting hybrid/electric vehicles and improved public transport. Looking 20 years ahead, the group aims for bolder changes, including free public transportation and reduced emissions. To achieve these goals, they recommend increased innovation, stricter car industry regulations, and multi-level implementation of accessible and affordable public transportation.

The second group currently identifies challenges such as a surplus of old cars, inefficient public transport and regional disparities. Their vision for 2030 calls for better public transport planning, legislation on bicycle safety and the use of new car technologies. Looking 20 years ahead, proposals include short-term car leasing, emphasising trains and reducing the urban-rural divide. Recommendations focus on showcasing positive examples, providing financial incentives and gradually reducing car dependency through free public transport and lower taxes.

The third group acknowledges present improvements in the train system while emphasising the need for tax solutions, extending public transport to isolated areas, and investing in sustainable mobility. Their 2030 vision involves increased car-sharing, a better transport network, and reduced costs. For 2043, they envision enhanced access to public transport for isolated individuals, heightened awareness through education, and improved overall accessibility. To achieve these goals, the group recommends increased funding for research and investments, awareness-raising initiatives, the implementation of environmental laws, educational promotion, inclusive policy-making, and the establishment of a youth council.

The fourth group confronts present challenges like insufficient buses, old cars, expensive public transport, and a lack of bike infrastructure. By 2030, their vision includes a transition to bicycles, enhanced public transport, pollution-free environments, and financial accessibility. In the long term, they envision a nature-friendly environment with reduced urban infrastructure, increased greenery, and advanced transportation. Recommendations focus on accessible public transport, more infrastructure for buses and metros, affordable tickets, discounts, green mobility in education, economic incentives, recycling old cars, better bicycle facilities, and city planning emphasising bike awareness.

In 2030, the fifth group emphasises priorities such as reducing public transport prices, educating people on sustainable practices, enhancing rural accessibility, ensuring night time travel security, offering financial aid for mobility options, creating more parks and walking areas, addressing low mobility, and improving transportation quality. Their recommendations to achieve these goals include introducing EU-wide monthly/yearly passes, providing sustainability training, offering subsidies for sustainable options, implementing bike-sharing programs, developing adapted mobility tools for the elderly, and increasing investment in maintenance.

The plenary brought all participants together, bringing together the agreements within the groups and the different insights of each member. The efforts of these groups underscore a comprehensive commitment to transforming transportation and mobility systems towards sustainability. Each group, from addressing the lack of pedestrian-friendly areas to envisioning a nature-centric environment, presents a roadmap for a greener and more accessible future. Their visions for 2030 and beyond demonstrate a shared aspiration for reduced environmental impact, enhanced public transportation, and increased awareness. The recommendations put forth, ranging from financial incentives to educational initiatives, showcase a holistic approach to creating a more sustainable, equitable, and eco-friendly mobility landscape. Through collaborative efforts and innovative solutions, these groups contribute to shaping a future where transportation aligns harmoniously with environmental well-being and societal needs.

The event in Strasbourg was also an occasion to exhibit the posters collected within the first round of the EU24 poster competition on mobility. On the day, the three posters in the competition were displayed: one from France, one from Germany and one from Italy. At the end of the event, the participants were asked to vote for the poster they preferred through an online google form. The winner of the poster competition on mobility, the Italian representative, was announced and the participants were asked to fill out a satisfaction survey on the event.

The results of the first part of the survey show that participants were generally satisfied with the event, with the majority rating it as good (40.5%) or excellent (37.8%), and only a small minority (8.5%) dissatisfied. Most people found out about the event by word of mouth (35.1%), while respondents also praised the organisation and logistics of the event, with 81% expressing a high level of satisfaction. The content and relevance of the sessions received positive feedback from 76% of attendees. Most found the event informative and engaging (45.9%) and 59.5% felt it effectively empowered underrepresented voices. Suggestions for improvement included more interactive elements, better promotion of the event, improved translation services, convenient timing and more pre-event resources. Despite some constructive feedback, 86.5% of participants would recommend the event to others, reflecting a generally positive experience.

In the second part of the survey results, participants overwhelmingly praised the "Articulate a Vision" methodology for the climate debate on green mobility, with some 78% giving a positive assessment. The majority found the introduction by the ALDA facilitator effective, the methodology clear and encouraging of collaborative problem solving, and the overall experience very positive. Suggestions for improvement included better time management and a full explanation of the methodology before the activity.

The event concluded with a wrap-up, final conclusions and a cocktail dinner, fostering meaningful discussions and connections. The event was planned to be blended, but a low online participation was registered.

HISTORY OF CHANGES		
VERSION	PUBLICATION DATE	CHANGE
1.0	12.12.23	Initial version (new MFF).
1.1	12.12.23	Reviewed version
2.0	13.12.23	Reviewed version
2.1	15.12.23	Final version



# Local Issues & EU Policy Country Report 1: France

## Climate and sustainability - Sustainable Mobility Report

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## Disclaimer

The insights presented in this Local Issues & EU Policy Country Report 1: France are the result of comprehensive research on sustainable mobility policies at both the European and local levels, with additional input derived from group work exercises collecting individual opinions. The authors have diligently compiled this information to offer a nuanced understanding of sustainable mobility initiatives in France. It is essential to note that the authors do not claim ownership or endorsement of the viewpoints expressed, and they should not be attributed to the authors themselves. Given the evolving nature of opinions, the authors cannot guarantee the absolute accuracy, or completeness of the information presented. The report may be influenced by language nuances, potential translation or editing errors, and variations in information from external sources. Readers are strongly advised to independently verify and evaluate the information provided. The authors disclaim any responsibility for errors, misunderstandings, or misinterpretations that may arise and shall not be held liable for any consequences, losses, or damages resulting from the use or reliance upon the information in this report.



## Introduction

The EU 24 - Engage for the Planet project aims to organise gender-balanced mixed exchange events in five European countries - Sweden, Poland, Germany, the Netherlands and France - focusing on climate justice, climate change and sustainability. The 20-month project aims to address the pronounced democratic participation deficit of young citizens, people from diverse backgrounds and mobile EU citizens. Its overall aim is to bridge this gap by raising awareness of the importance of their voices in the European political arena.

Despite the commendable turnout observed in the recent EU elections, which has been described as the highest in a quarter of a century, it is evident that people from diverse backgrounds and mobile citizens of the Union continue to be under-represented among active EU voters and in the arenas of democratic engagement. Consequently, this initiative emerges as a deliberate response to this perceived imbalance, underlining the imperative of inclusivity within democratic processes.

Central to the thematic scope of the project is the critical concern of climate change - a global challenge recognised as the number one threat to humanity. Recognising the need for transnational and multinational cooperation to effectively address this challenge, the initiative aims to contribute significantly to the building of a resilient European political community. This envisioned community is characterised by its interactivity, diversity and capacity to shape and articulate opinions within the political discourse.

Building on the insights gained from the earlier report conducted within the framework of the EU24 - Engage For The Planet project, titled "*NAVIGATING CLIMATE AND SUSTAINABILITY IN EU POLITICS, A Guide for the European Election 2024*", which presented a comprehensive summary of research on EU and countries' parties positions regarding climate and sustainability. While also considering ALDA's role within the project and its activities on sustainable mobility. In continuation of this effort, the current report shifts its focus to underscore the significance of local issues and policies within the realm of sustainable mobility in France and at the European Level.

Sustainable mobility, broadly defined as a mode of transport that minimises environmental impact while promoting economic and social viability, is of paramount importance in today's social landscape. Recognising that mobility is an integral facet of modern life, sustainable mobility not only reduces the environmental footprint, but also promotes efficiency, accessibility and long-term societal well-being. Understanding and promoting sustainable mobility is therefore an integral part of the wider initiative, in line with the aim of fostering a more environmentally aware and resilient European community.

In September 2023, the blended international Event on Mobility - *CLIMATE DEBATE: Empowering underrepresented people's voices and boosting their commitment to green mobility - took place in Strasbourg (France)*. The event aimed to highlight the importance of diverse voices in addressing the global climate crisis. It encouraged people from different backgrounds, including young people, and mobile citizens of the European Union, to come together and share their opinions and innovative ideas to combat climate change.



The overall purpose of this report is threefold: firstly, to understand sustainable mobility policies at EU level, to identify their effectiveness and their impact on European municipalities. Secondly, the report seeks to illuminate the existing landscape of sustainable mobility policies in France, while recognising the limited information available. This research aims to provide insights into the national framework and identify potential areas for improvement. Finally, the report looks at the citizens' perspective by presenting the results of the EU24 debate. By synthesising and analysing the views expressed in these debates, the report aims to provide a comprehensive understanding of public opinion on sustainable mobility policies, thereby contributing valuable insights to the ongoing discourse at both national and EU level.

## 1. Sustainable mobility policies at EU Level

In recent times, the need to tackle environmental issues and encourage sustainable actions has moved the European Union to the centre of conversations about sustainable transportation policies. Acknowledging the significant impact that transportation has on the environment, economy, and society, the EU has outlined a complete scheme to lead member nations towards sustainable mobility solutions. This introduction explores sustainable transportation policies in the European Union, focusing on the rules put in place to protect the environment. It examines initiatives, laws, and strategies that shape the course of eco-friendly transportation in Europe.

In the face of growing environmental concerns and the need for a paradigm shift in transport, the European Union is committed to **Sustainable Mobility** as an irreversible shift towards zero-emission mobility. This joint effort represents a commitment to promote a cleaner, healthier and more sustainable future through a comprehensive set of policies covering different facets of the mobility landscape. The following flagship policies exemplify the EU's unwavering dedication to shaping a transportation ecosystem that prioritises environmental conservation and public well-being [8].

### Flagship 1: Accelerating the Transition to Sustainable Transportation

This key policy aims to speed up the shift to eco-friendly transportation by encouraging the widespread use of vehicles emitting zero harmful substances. This includes the use of sustainable and low-carbon fuels. There is a strong focus on building the required infrastructure to bring these eco-friendly alternatives into common use.

### Flagship 2: Developing Eco-Friendly Airports and Ports:

This policy aims to reduce the environmental impact of aviation and maritime sectors. The focus is on transforming airports and ports into hubs of sustainable activity. This will be achieved through the adoption of zero-emission technologies in these vital transport nodes. By creating more environmentally friendly air and sea travel, the EU aims to reduce emissions.

### Flagship 3: Promoting Sustainable and Healthy Interurban and Urban Mobility:

This policy aims to improve both urban and interurban mobility to boost sustainability and public health. The goal is to develop accessible, integrated and health-oriented mobility options that meet the various demands of citizens, promoting a more sustainable and health-centric urban and regional transport system.

#### Flagship 4: Greening Freight Transportation.

Recognising the serious environmental effects of moving goods, this policy focuses on making freight operations more environmentally friendly. By using sustainable methods and technologies, the EU intends to decrease the carbon footprint of transporting goods, resulting in a freight transport system that is more efficient and eco-friendly.

#### Flagship 5: Carbon Pricing and Improved Incentives for Users:

This policy implements ways to include the environmental expense of transportation by pricing carbon. At the same time, it encourages a change to sustainable transportation modes by providing incentives to users. By merging economic aspects with environmental impact, this flagship aims to steer users towards sustainable options, developing a comprehensive approach to carbon-neutral mobility.

To achieve a transport system that is seamless, safe and efficient, the European Union is promoting the concept of **smart mobility as a key driver for transformative change**. This program emphasises using advanced technologies, data-driven methods, and artificial intelligence to create an era of intelligent transport solutions. Smart Transport is ready to change how people and things move, optimising systems to benefit everyone and the planet. The EU's main policies demonstrate our dedication to developing a future in which connectivity is not just enhanced but also integrated into a system of innovation and efficiency.

#### Flagship 6: Making Connected and Automated Multimodal Mobility a Reality:

This main policy aims for a future where connectivity and automation combine to achieve a united, effortless, and synchronised multimodal mobility experience. Through accepting innovative technologies, the EU intends to improve transportation systems, guaranteeing that assorted modes of mobility function together efficiently and cohesively. The priority is to make use of connectivity for the enhancement of safety, efficiency, and accessibility in transportation.

#### Flagship 7: Innovation, Data, and Artificial Intelligence for Smarter Mobility [7]

In Smart Mobility, it is important to use innovation, data, and artificial intelligence to develop transportation systems that are more intelligent and responsive. This policy uses advanced technologies to make mobility smarter, easier to adapt, and more environmentally friendly. The EU intends to develop a transport system that is both technologically advanced and sustainable in the long run by utilising data-driven decision-making and artificial intelligence.

Resilient Mobility is a crucial part of the European Union's plan for a stronger and more inclusive Single European Transport Area. Its policies aim to strengthen the single market, ensure fairness and justice in mobility, and improve transport safety and security. Ultimately, this initiative aims to **create a resilient and inclusive environment that promotes connectivity**. These policies, grouped under **Resilient Mobility**, support the EU's commitment to strengthening the basis of the European transport system. They make sure that it is not only equipped to face challenges but also just and safeguarded. The succeeding flagship policies showcase the EU's drive to establish a more robust, equitable, and secure transportation network for everyone.

### Flagship 8: Supporting the Single Market:

This main policy highlights the EU's dedication to improving the single market within the transportation industry. By simplifying rules and coordinating standards, the goal is to build a united and linked market that fosters economic advancement and secures the unrestricted flow of products and services, benefiting the fortitude of the Single European Transport Area.

### Flagship 9: Establishing Fair and Equitable Mobility for All.

Committed to being inclusive, this policy aims to create a fair and just transportation system. The EU addresses issues related to unequal access and opportunities to achieve equality for all. Marginalised communities are also considered, and accessibility and justice are improved across the mobility ecosystem.

### Flagship 10: Improving Safety and Security of Transportation.

Transport safety and security is key to achieving Resilient Mobility. This top policy aims to enhance safety and security across individuals and goods in transit. By creating a secure environment, the EU encourages trust in the transport network, building its resilience and keeping everyone in the Single European Transport Area safe and healthy.

The EU is working to strengthen its **global connectivity** in response to changing geopolitical situations. To guarantee impartial competition in international transport, measures are under review to tackle the distorting impact of overseas subsidies, which may require a dedicated tool. Possible actions include scrutinising foreign investments in European transport for security purposes and promoting European benchmarks worldwide. In line with the Paris Agreement goals, the EU aims to reduce transport emissions globally and integrate sustainable practices into its external actions. The EU intends to enhance transportation bonds with key associates, establish new liaisons, and discuss air transport pacts with non-EU nations. Transport is also a vital aspect of EU enlargement programmes and neighbourhood policies, focused on advancing connectivity and cooperation across significant territories. To meet its transport targets worldwide, the EU emphasises the importance of a consistent and well-organised strategy across its institutions and member countries.

## 2. Sustainable mobility policies in France

In France, sustainable transport policies are designed based on the **Avoid, Shift, and Improve (ASI)** principles. To **avoid car traffic** and reduce the environmental impact, the government uses policies that encourage travel during non-peak times. By utilising advanced traffic management tools, public policies are specifically tailored to incentivize the utilisation of transport infrastructure during particular times, therefore optimising current services. This way involves using reward and loyalty systems, along with positive tools, to encourage continuous communication between important individuals in the transportation industry and main traffic sources [6].

France has changed its focus to **improving and seamlessly incorporating urban areas and mobility by placing importance on accessibility and efficient transportation** within various communities. This involves committing to intelligent, well-planned urban development, creating

high-quality stations that can be accessed both physically and digitally. French innovation uses technical and technological developments to ensure high-quality transportation for all users. Their multimodal approach seamlessly integrates with the surrounding neighbourhoods and territories. They consider environmental, energy-related, and digital factors to minimise the environmental impact of transportation from design to construction and management.

France is focused on **improving existing infrastructures for sustainable mobility**. Through their advanced expertise, the country upgrades transportation infrastructures without disrupting service continuity. This includes transforming urban goods transport and logistics by embracing shared distribution tools, optimising third-party locations, and sharing capacity between different modes and infrastructures. Furthermore, France is leading the way in producing eco-friendly, self-driving, and linked automobiles that correspond with developments in vehicle engine construction and connected vehicle technologies.

These all-encompassing endeavours receive support from schemes such as the Investments for the Future Programme, which aids the development of novel technical and technological advances and stimulates a more sustainable and innovative transportation environment in the nation.

### Framework Law on Mobility [1]

France has created a Framework Law on Mobility in 2019 to shape its local policies for sustainable mobility. The law, which is currently effective, has three main pillars aimed at transforming its transportation landscape. The first pillar involves a **big increase in investment in public transportation, prioritising current networks and preferring the rail system over new infrastructure projects**. The second pillar focuses on facilitating and promoting innovative solutions [9] to ensure widespread access to transportation services for all citizens. The third pillar is dedicated to initiating a shift towards cleaner mobility, with a set of well-defined policies, programs, and targets.

To achieve zero carbon emissions for road travel by 2050, in accordance with the French Climate Plan and the Paris Climate Agreement, the law sets out a clear pathway that includes reducing CO2 emissions by 37.5% by 2030 and prohibiting the sale of fossil fuel ICE cars by 2040. This pledge is boosted by enticements like a **conversion bonus and a scheme to enhance public electric vehicle charging facilities**, aimed at increasing them fivefold by 2022. Furthermore, a thorough **cycling scheme** intends to increase the percentage of bike travel by three times by including a bike fund of €350 million, measures to prevent theft, the introduction of an eco-friendly transport package, and bicycle education in schools.

The law also promotes car-pooling as an everyday solution, allowing local authorities to **subsidise car-pooling**, create dedicated lanes near conurbations and implement a sustainable mobility package. To improve air quality, the legislation introduces areas with low emissions, allowing local authorities to limit traffic to less polluting vehicles. It is worth mentioning that 23 municipalities, with over 17 million residents, are actively involved in this process. The law requires the most polluting transport methods to finance sustainable transport by reducing the Domestic Tax on Energy Products for lorries and introducing an ecotax on the aviation industry. This multifaceted method

shows France's dedication to creating a greener, more accessible, and sustainable way of mobility for its people.

### Best practices in France

#### EMMA - Montpellier [2]

The EMMA travel card is an innovative effort in sustainable transport. Serving as an "all-in-one" transport card, it offers users the convenience of accessing different modes of transport with a single subscription. This comprises trams, buses, central parking lots, tramway parking lots, Vélomagg bicycles, and car-sharing facilities. The card is a payment method and includes a travel planner and real-time timetable calculator covering all modes of transportation. This provides a holistic and unparalleled transportation service in the country. Additionally, EMMA is tailored to promote ecologically sound transport options for passengers.

EMMA's online platform lets users combine transportation modes seamlessly. It uses real-time service data to provide customised alerts and recommendations for unimodal or multimodal options that are tailored to individual travel needs. Physical stations also provide mobility advice. A revolutionary "Open Sesame" mobility agreement makes it easier for users to access various modes of transportation without having to buy separate tickets from different operators offering public transport, bike sharing, car sharing, and parking services. Instead, people can use just one ticket connected to EMMA card to access all services.

The results of this initiative have been remarkable, with increased ridership across alternative transportation modes. Commercial goals were exceeded, evidenced by nearly 10,000 mobility contract subscriptions for active users within just two years. Notably, 46% of active clients opted for the multimodal solution. Digital tools have been crucial, as the number of visits rose by 40% between 2013 and 2015. This trend is predicted to continue due to the introduction of a commercial web platform, new apps and interactive terminals in 2016. The EMMA mobility card is a significant move towards promoting sustainable transport options and enhancing users' mobility experience in France.

#### Line 1 of the NICE Urban Area Tramway - Nice [3]

In 2007, Nice put in their first tram line to make getting around the city easier for people who live in the northern and eastern areas. The tram line is 8.6 km long and has 22 stops at key places like the university, railway station, Place Garibaldi and Place Masséna. The company Artelia was in charge of the whole transport system, apart from building the maintenance centre. Artelia's contribution was important for making sure everything worked properly. The tram now transports almost 105,000 passengers each day, forming an essential part of the public transport system in the city.

While designing the tramway, locals took part in decision-making, voting for station names along T1 line. This sustainable initiative has resulted in significant effects. The tram system has made travel smoother and reduced private car use, leading to a decrease in greenhouse gas emissions. The project has also created more cycle paths and pedestrian spaces, with 40% of tram line 1 running through pedestrianised areas. The changes made during construction have not only

improved transportation but have also positively influenced the city's image while enhancing living standards for both residents and tourists. Famous squares have been improved and transformed into appealing social and relaxation spaces, wrested from vehicular traffic and beautifying the urban landscape. This initiative in Nice exemplifies the integration of sustainable mobility with urban planning to create a more vibrant and eco-friendly living environment.

#### Danube Eco-District - Strasbourg [4]

The Strasbourg Eurometropolis started a new city development plan in 2009 called the "ZAC Danube " eco neighbourhood. It's located on the old Strasbourg gas factory site and covers 250 hectares of dockside and unused land connecting the Heyritz area with Kehl, Germany. The goal of the project is to create a unique and eco-friendly part of the city in an area that needs renovating, while keeping sustainable development principles in mind.

Despite obstacles like the river Rhine and a busy road, the Danube eco-district triumphed in renovating a location with numerous limitations into a key district near the centre of Strasbourg. The venture placed eco-mobility as a crucial factor, with an emphasis on public transport situated nearby, to balance speed, cost, convenience, and the environment.

The building of the eco-district happened in three stages. In the initial planning stages, residents had the chance to take part and present co-housing plans with the support of an association and the city council. The outcome presents eco-mobility in the Danube district as a triumphant agreement between individual and communal interests, boosting environmental sustainability and human health.

The eco-district is not just new, but also helps blend with the Neudorf area of Strasbourg through links via the river garden, banks, and bridges. This balance promotes social harmony and strengthens the eco-district's importance in the whole city. Given its accomplishments, the Danube project was picked in the "mobility" group of the "Eco-district" invitation for projects made by the French Ministry of Environment, Energy, Sustainable Development, and the Sea in 2009. In 2013, the French government committed to achieving eco-district status for the housing development.

#### COVOIT'ICI, the car is the new public transport - Ile-de-France [5]

In 2016, the ecov company, LVMT Laboratory, and four Ile-de-France local authorities launched the COVOIT'ICI carpooling stations network in the French Vexin area. The implementation of COVOIT'ICI includes ecov managing the installation, upkeep, and customer support of stations. The stations are built with flexible components that can be easily installed or relocated within a day. Station locations are selected after conducting preliminary studies of local mobility needs and road network configurations. The community is actively involved in the process through surveys and on-the-ground presence.

Ecov enhances community engagement by managing the community of drivers and passengers through modern web tools, social networks, and local events. The company also provides a mobile application, which offers smartphone owners additional features to ensure a seamless and secure carpooling experience.

In rural towns like Chars, where residents have difficulty accessing destinations not easily available via public transport, COVOIT'ICI's results demonstrate a notable increase in mobility. This scheme provides a faster and more effective option. COVOIT'ICI additionally assists in streamlining the transport system by linking drivers with vacant seats to users with certain mobility requirements, providing inexpensive and adaptable modes of transport. This collaborative carpooling network stands as a practical solution, bridging mobility gaps in rural areas while promoting sustainable and community-centric transportation.

### 3. Citizens perspective: the contribution of the EU24 debate

#### Challenges

During the EU24 debate, the groups identified the current challenges of sustainable mobility. The major challenge is attributed to inadequate provisions for pedestrian pathways. Similarly, city settings, typically designed with a bias towards vehicles, lack secure zones for people on foot. This drawback not only narrows individuals' mobility, but also encourages the use of less eco-friendly means of transportation, continuing a cycle that hampers sustainable practices. To tackle this challenge, it is necessary to review urban planning thoroughly. There is a need and urge to prioritise and integrate zones that are pedestrian-friendly into urban landscapes.

Additionally, it has been identified that an inadequately educated public on mobility and road safety poses a significant obstacle to sustainable mobility. Unfortunately, there is a lack of extensive educational initiatives to inform the public about alternative transportation options that are sustainable along with measures for safety. This lack of knowledge not only endangers the safety of commuters but also hinders people's understanding of the environmental effects of their transportation choices. Effective solutions should include educational programs to enable people to make sustainable mobility decisions.

Another important challenge refers to the prevalence of air travel, which presents a significant obstacle to sustainable commuting practices. Air travel is often seen as more convenient due to the ease with which flights connect cities. This presents a challenge for sustainable transportation alternatives as it is deeply ingrained in existing norms and infrastructure, making it difficult to shift public perception. Addressing this requires a holistic approach that includes incentivizing eco-friendly travel alternatives, improving public transport infrastructure, and fostering a cultural shift towards more sustainable commuting practices.

#### Visions for the future

##### *By 2030*

The participants' vision by 2030 involves a sustainable mobility that leads to a huge transformation for environmentally friendly choices. Hybrid and electric vehicles are becoming more common and signify a motivation for decreasing carbon emissions. The streets would be decked with bike lanes

and pedestrian areas. This would create a more inclusive and conscious environment. People can no longer rely only on urban public transport- it has now reached rural areas offering a practical alternative to private transport.

The urban fabric undergoes a green revolution, with cities showing more green spaces and efficient green connections such as enhanced train services and Euronight options throughout Europe. Underground solutions address transportation challenges in difficult terrains, ensuring connectivity. Aspiring for inclusivity, aid programs facilitate the acquisition of eco-friendly vehicles for those in remote areas. Differentiated pricing based on income levels makes it easier for everyone to use public transport, promoting equality and encouraging more people to take advantage of it. A shared green mobility plan, spanning various levels of governance, helps to keep efforts focused on a more sustainable future.

Furthermore, public transport goes beyond mere infrastructure improvements. It stands for modernity and efficiency, with well-planned services making it both cool and practical. Multimodal transport systems smoothly mix trains, bicycles and buses, promoting convenience and flexibility. Legislative actions make sure cyclists are safe, especially at night, and all commuters are secure during the night. The vision is comprehensive, embracing new technologies for cars, expanding car-sharing programs, fortifying transport networks, reducing costs, and decreasing public transport prices. Education becomes a cornerstone, as sustainable practices are instilled from a young age, creating a society with a deep understanding and commitment to green mobility. The outcome is an all-encompassing, eco-friendly, and interlinked transport arrangement by 2030. Imagining sustainable mobility in 2030 brings into view a revolutionary change towards environmentally friendly substitutes. Hybrid and electric cars become the standard, demonstrating a pledge to lessening carbon discharges. Roads are embellished with cycle paths and walking districts, cultivating a more comprehensive and environmentally conscious town vista. Public transport is no longer confined to urban hubs; its reach extends to rural areas, providing a viable alternative to private vehicles.

### *In 20 years*

For the participants, in 20 years from now on, the landscape transforms into an eco-conscious utopia. A key feature is the widespread adoption of free public transportation, a revolutionary step towards reducing individual car ownership and promoting communal mobility. Governments play an important role by implementing innovative car taxation policies and actively financing the production of electric and hybrid vehicles, steering society towards a greener automotive future. The reduction in car production aligns with a shift towards short-term leasing, offering flexibility and discouraging unnecessary ownership.

Integration becomes the buzzword as transportation modes seamlessly combine, envisioning a future where trains and bikes work in harmony to provide efficient and eco-friendly commuting solutions. Accessibility takes centre stage, with a focus on creating transportation options that cater to people with disabilities. A concerted effort is made to reduce air travel within Europe, curbing emissions and fostering sustainability. This vision unfolds as cities and villages strike a balance, ensuring subsidies and tax incentives benefit remote areas, erasing the urban-rural divide. Participants foresee a landscape transformed by the sounds of nature and human activity,



replacing the disruptive noise of traffic. They envision a harmonious coexistence between urban life and the natural environment through the prevalence of vertical farming and nature-integrated designs, fostering a simpler and more sustainable lifestyle. The rise of educational initiatives leads to heightened awareness, ensuring that access to sustainable mobility becomes a universal right, enabling people across countries and backgrounds to embrace a future of interconnected, eco-friendly, and harmonious transportation.

### Policy recommendations

To make sustainable transportation a reality by 2030 and beyond, participants emphasise a multi-faceted approach, focusing on policy recommendations from the local to the international level. First and foremost is a call for increased innovation, urging stakeholders to embrace cutting-edge technologies and ideas that will revolutionise transport. In light of the necessity for regulation, individuals suggest more rigid rules for the car industry to encourage eco-friendly practices. The focus is on executing these regulations at various levels, from local municipalities to larger EU policies.

Significantly, the emphasis is on improving the availability and affordability of public transportation. Thus, participants propose innovative solutions to increase the efficiency and convenience of public transport to encourage its adoption. Emphasising successful demonstrations through promotions and financial rewards is vital in altering long-standing practices. The plan to restrict the use of cars proposes a move towards sustainable options, especially favouring free public transport, lower taxes, and additional financing for research and investment in green innovations.

The attendees highlight the significance of raising awareness and enforcing eco laws to emphasise the critical nature of sustainable travel. Education emerges as a key tool, with calls for inclusive policy-making, the establishment of a youth council, and integration of green mobility concepts into educational curricula. Additionally, participants advocate for accessible and affordable public transport options, with suggestions such as cheaper tickets, student discounts, and the introduction of monthly/yearly passes valid across the EU. Economic incentives for public transport, recycling old cars, and improved infrastructure for bicycles align with the overarching goal of creating a more sustainable and interconnected mobility ecosystem.

### Conclusions

In conclusion, the comprehensive study of sustainable mobility policies in France and at the European level reveals a complex and dynamic landscape. Based on the EU24 - Engage for the Planet project's main aim to tackle democratic participation shortcomings and promoting inclusivity, the report highlights the central influence of sustainable mobility in developing a robust European political union.

Expanding on the previous report's findings, which analysed EU approaches towards sustainability and climate change, this report examines local policies in France with a focus on sustainable mobility. The document explores the Framework Law on Mobility and showcases examples of good practices, including the EMMA travel card in Montpellier, the NICE Urban Area Tramway in Nice,

and the Danube Eco-District in Strasbourg. These examples demonstrate France's dedication to creating modern and ecological transport solutions.

The report explores the citizens' perspective and provides valuable insights from the EU24 event: *"CLIMATE DEBATE: Empowering underrepresented people's voices and boosting their commitment to green mobility"*. It identifies challenges, including inadequate pedestrian pathways, insufficient public education on mobility, and the prevailing dominance of air travel. The future visions, for both 2030 and 20 years ahead, portray sustainable transportation deeply rooted in the European society's foundation. The use of advanced technology, better accessibility, and the widespread implementation of eco-friendly alternatives will make this transformation possible.

Policy suggestions made by those involved include a diverse strategy, urging more innovation, stricter regulations for the car industry, and an emphasis on making public transport more available and economical. Education is fundamental, with recommendations for comprehensive policy-making and the integration of environmentally friendly mobility ideas into educational programmes. Lower taxes and funding for ecological innovation research are examples of economic incentives that support the main objective of developing a more sustainable and connected mobility ecosystem.

This report provides a detailed comprehension of sustainable mobility policies and presents a guide for stakeholders to tackle current challenges and explore prospects in creating a future where sustainable transportation is an essential part of European society.

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