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.

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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 low democratic participation of young citizens, people from diverse backgrounds and mobile European Union (EU) citizens. The project aims to bridge the gap by raising awareness of the importance of their voices in European politics.

Despite the high turnout in the recent EU elections, there are still many Europeans from diverse backgrounds and mobile citizens who are under-represented. Consequently, the project emerges as a response to this imbalance, emphasising its efforts of inclusion within the democratic processes.

Part of the priorities of the project is the concern of climate change. A global challenge that requires transnational and multinational cooperation to effectively address it, 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 that shape our policies and our world.

Building on the learnings 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***", which presented a comprehensive summary of research on EU positions and policies regarding climate and sustainability, and while also considering ALDA's role within the project and its activities on sustainable mobility. The present report highlights the significance of local issues and policies on the topic of sustainable mobility in France and at the European Level.

Sustainable mobility is defined as a mode of transport that minimises environmental impact while also promoting economic and social viability. Recognising that mobility is an important area 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 important to a more sustainable living, in line with 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, 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.

The overall purpose of this report encompasses three key objectives:

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- Firstly, to understand **sustainable mobility policies at the EU level** their effectiveness and their impact on European municipalities.
- Secondly, to shed light on the existing landscape of **sustainable mobility policies in France**, while acknowledging the limited information available. This research aims to provide insights into the national framework and identify potential areas for improvement.
- Finally, to examine the citizens' perspective by presenting the **results of the EU24 debate**. Through 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 the national and EU levels.

1. Sustainable Mobility Policies at the EU Level

The European Commission is committed to **Sustainable Mobility** as a way to shift towards zero-emission mobility as detailed in their proposal: "***Sustainable and Smart Mobility Strategy***", which was presented in 2021. As a matter of fact, the European Union has been at the forefront of discussions about sustainable transportation policies because of the need to tackle environmental issues and encourage sustainable actions.

The EU has recognised how important transport is for the environment, the economy and society as a whole, therefore the EU has outlined a scheme to lead member nations towards sustainable mobility solutions. This section explores the actions towards more green, smart and affordable mobility. This joint effort promotes a cleaner, healthier and more sustainable future through ten different areas for action. These flagships were identified to exemplify the EU's dedication to shaping a transportation ecosystem that prioritises environmental conservation and public well-being.

Flagship 1: Accelerating the Transition to Sustainable Transportation

This policy aims to speed up the shift to eco-friendly transportation by encouraging the use of vehicles emitting zero harmful substances. This includes the use of sustainable and low-carbon fuels. It also focuses on building the infrastructure to make these eco-friendly alternatives of common use.

Flagship 2: Developing Eco-Friendly Airports and Ports

It aims to reduce the environmental impact of aviation and maritime sectors. The focus is on making airports and ports more sustainable. This will be achieved through the adoption of zero-emission technologies. 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

It aims to improve both urban and interurban mobility to promote sustainability and public health. The goal is to develop accessible, integrated and health-oriented mobility options that meet the

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various demands of citizens, promoting a more sustainable and health-centric urban and regional transport system.

Flagship 4: Greening Freight Transportation

It 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, making the freight transport system 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 combining economic and environmental factors, this policy aims to encourage people to use more sustainable forms of transport.

The European Union is promoting the concept of **smart mobility as a way to improve transport systems**. This program uses new technology, data and AI to create better transport solutions. Smart Transport aims to change how people and things move, improving systems for everyone and the planet. The EU's main policies show how connectivity should be integrated into innovation and efficiency.

Flagship 6: Making Connected and Automated Multimodal Mobility a Reality

This area promotes a future where transport is more connected and automated. The European Commission aims to improve transport systems so that different forms of transport work together more efficiently. The priority of this area of work is to use technology to make transport safer, more efficient and more accessible.

Flagship 7: Innovation, Data, and Artificial Intelligence for Smarter Mobility.

Smart Mobility aims to use innovation, data, and artificial intelligence to make transportation systems more intelligent, easy to adapt, responsive and environmentally friendly. The European Commission intends to develop a transport system that is both technologically advanced and sustainable in the long term.

The European Commission aims for a more inclusive Single European Transport Area, through **resilient mobility**. Its action plan aims to make the single market fairer, ensuring everyone can move around safely and securely. This initiative aims to c**reate a resilient and inclusive environment that promotes connectivity**. These policies make sure that it can face current challenges for a better, fairer and safer transport system for everyone.

Flagship 8: Supporting the Single Market

This area of action highlights the EU's dedication to improving the single market for the transportation industry. By simplifying rules and coordinating standards, the goal is to create a market that is easier to use and allows products and services to move around Europe more easily. This will benefit the Single European Transport Area.

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Flagship 9: Establishing Fair and Equitable Mobility for All

This area of action is committed to being inclusive and creating a fair and just transportation system. The EU addresses issues related to unequal access and opportunities to achieve equality for all. In this area, 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 are important for a safe and healthy Single European Transport Area. This top policy aims to make transport safer and more secure for individuals and goods. By creating a secure environment, the EU encourages trust in the transport network, building its resilience and keeping everyone safe.

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. In line with the Paris Agreement goals, the EU aims to reduce transport emissions globally and integrate sustainable practices into its actions. The EU intends to enhance transportation bonds with international actors. Transport is also a key element of EU enlargement programmes and neighbourhood policies, fostering connectivity and cooperation across territories. To meet its transport targets worldwide, the EU emphasizes the importance of a consistent strategy across member countries.

2. Sustainable Mobility Policies in France

In France, sustainable transport policies are rooted in the principles of **Avoid, Shift, and Improve (ASI)**. The government uses policies that encourage travel during non-peak hours to **mitigate car traffic** and reduce the environmental impact. Advanced traffic management tools help public policies encourage the use of transport infrastructure at certain times, improving the current services. This approach involves using reward and loyalty systems, along with positive incentives, to encourage communication between key stakeholders in the transportation industry and main traffic sources.

France has shifted its focus to **incorporating urban areas and mobility emphasising the importance of accessibility and efficient transportation** within communities. This means committing to intelligent urban development that is well-thought-out and creating stations that are easy to access either physically or digitally. French innovation uses technical and technological developments to make sure that everyone can get around easily and safely. Their transportation system integrates with the local areas and the wider region. France also considers environmental, energy, and digital technology to ensure that they can reduce the environmental impact of transportation.

France is focused on **improving existing transport systems to be more sustainable.** The country upgrades transport systems without disrupting service continuity. This includes transforming urban goods transport and logistics by using shared distribution tools, optimising

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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.

These initiatives receive support from schemes such as the Investments for the Future Programme, which supports the development of technical and technological advances to market and innovative transportation environment in the country.

Framework Law on Mobility

France 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 i**ncrease in investment in public transportation, prioritizing current networks and preferring the rail system over new infrastructure projects.** The second pillar focuses on **facilitating and promoting innovative solutions to ensure widespread access to transportation services for all citizens.** The third pillar regards the **shift towards cleaner mobility**, with a set of well-defined policies, programs, and targets.

The law establishes a clear pathway to achieve zero carbon emissions by 2050, in accordance with the French Climate Plan and the Paris Climate Agreement. This includes reducing CO2 emissions by 37.5% by 2030 and prohibiting the sale of fossil fuel ICE cars by 2040. There are also incentives like a **bonus for switching to electric vehicles and a plan to expand public charging stations**. Furthermore, there is a comprehensive **cycling scheme** that intends to increase the percentage of bike travel by three times. This includes 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. Local authorities can support this initiative by **subsidising car-pooling**, creating dedicated lanes near big cities and implementing 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 diverse approach shows France's dedication to creating a greener, more accessible, and sustainable way of mobility for its people.

Best practices in France

France has made improvements to public transportation as well as it has introduced new ways of transportation, leading to innovation. These initiatives have been aligned with the societal goals of sustainability and the European values of equitable access to transportation. Integrated urban planning along with the efforts to promote telecommuting and flexible work arrangements have been introduced to reduce transportation demand. By combining infrastructure improvements and

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behavioural changes, various cities across France have been implementing comprehensive strategies for an efficient, sustainable and accessible transportation system as seen in the section below.

These examples have been selected for their diversity to represent the efforts made not only in terms of infrastructure, but also in terms of the design of urban areas, and the inclusion of instruments that facilitate citizens' mobility.

EMMA - Montpellier

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 includes 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 transport options for passengers.

EMMA's online platform lets users combine transportation modes seamlessly. It uses real-time service data to provide customized alerts and recommendations for monomodal or multimodal options 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 an 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 this solution. Digital tools have been relevant in this initiative, as the number of visits rose by 40% between 2013 and 2015. This trend is predicted to continue due to the introducing 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

In 2007, Nice put in its first tram line to make mobility 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 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 the 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.

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The project has also created more cycle paths and pedestrian spaces, with 40% of tram line 1 running through pedestrian zones. 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. 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

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..

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

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

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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

This section will explore the learnings gained from the EU24 debate, during which a diverse array of citizens discussed the challenges faced in mobility while also proposing practical solutions to navigate them towards sustainable mobility

The methodology used for this was "Articulate a Vision" which aimed at identifying the current challenges in mobility. After understanding our challenges, the objective was to envision the future and collaboratively think of alternative solutions that can bring that vision to reality, discarding unrealistic expectations, while also collecting policy recommendations elaborated in a group.

Among the participants, five groups were composed, including two individuals as moderators. These groups identified their current problems in mobility based on experience, as well as defining the landscape of sustainable mobility for the years 2030 and 2043. In the final phase of deliberation, each group reached an agreement on a policy recommendation tailored to needs initially identified, and aligned with their envisioned futures for 2030 and 2043. The findings are detailed as follows:

Challenges

During the EU24 debate, the groups identified and addressed several challenges that according to them could be an obstacle to the adoption of sustainable mobility policies. These challenges are:

- **Inadequate provisions for pedestrian pathways**: Urban settings are typically designed for vehicles, **lacking secure zones for pedestrians and people on foot**. These were highlighted as major issues, limiting mobility options, while also promoting less eco-friendly transportation methods and continuing a cycle that interferes with sustainable practices. To tackle this challenge, it is necessary to review urban planning thoroughly. There is a need to prioritise and include zones that are pedestrian-friendly in urban landscapes.
- **Insufficient public education on mobility and road safety.** 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 impedes people's understanding of the environmental

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impact of their transportation choices. Effective solutions should include educational programs to raise awareness of the decisions towards sustainable mobility.

- **Prevalence of air travel.** Air travel is often perceived 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.

To address these challenges, it is important that we take a holistic approach that includes looking at the big picture with urban planning revisions, making it a priority to integrate pedestrian-friendly zones into urban landscapes. This would include the implementation of educational programs to empower individuals to make sustainable mobility choices, and promoting a behavioural change towards commuting practices.

Visions for the future

By 2030

When asked to envision sustainable mobility by 2030, the participants emphasised a big shift towards environmentally-friendly choices. They envisioned hybrid and electric vehicles as the most common option for private vehicles, to decrease carbon emissions. In terms of urban planning, they envisioned city areas with more bike lanes and pedestrian areas. They also perceived more reliance on urban and rural public transport, connecting different areas of the territories, and also as an alternative to private transport. In terms of public transport, there are laws in place that differentiate the price based on income levels to make it easier for everyone to use these services, promoting not only equality but also encouraging people to take advantage of it.

For this year, there is a common perception of more green spaces in the cities, and more green connections in trains not only for France but for Europe as well, with Euronight options throughout Europe. There is also an emphasis on Underground Solutions to help overcome transportation challenges in difficult terrains, making connectivity a priority. There is support from aid programmes to make eco-friendly vehicles more accessible in remote areas To fulfil this vision, a shared green mobility plan that covers various levels of governance, support to keep these efforts focused on a more sustainable future.

Furthermore, in the future, public transport will go beyond public infrastructure development. The system of transportation is modern and efficient with combiness well-planned services with practicality. This system includes trains, bicycles and buses, promoting convenience and flexibility for citizens. The support of the legislation is important to take action for cyclists to be safe, especially at night, and all commuters are secure during the night. The participants hope that by this year, mobility is more efficient including new technologies for cars, expanding car-sharing programs and strengthening transport networks, reducing costs, and decreasing public transport prices.

Education in sustainable mobility becomes a key factor to be disseminated from a young age. encouraging its commitment to green mobility. By 2030, sustainable mobility will be part of a bigger

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scheme that involves eco-friendly and interlink transport arrangements, focusing on environmentally friendly substitutes.

By 2043

During the discussion, the participants described their cities as an eco-conscious utopia 20 years from now. One of its main characteristics is that most people use free public transport in their conscious effort to reduce the number of cars on the roads and encourage people to share transportation. Governments will support this transition by implementing car taxation policies and investing actively in electric and hybrid vehicles, which will help us move towards a greener future for cars. These actions will encourage a reduction in car production so that people will use short-term leasing giving them flexibility and unnecessary ownership of a car.

By this year, the idea of integration is attractive to all citizens as different forms of transport are being combined in new commuting solutions. As part of this initial idea, accessibility becomes the main focus, in which there is a greater emphasis on providing transportation options that cater to people with disabilities as well. Additionally, there is a major concern by governments to reduce air travel within Europe, which will cut emissions and help to make the continent more sustainable. This vision aligns with the priorities of cities and villages to ensure a balance between subsidies and tax incentives to benefit remote areas, contributing to bridging the urban-rural divide.

In this vision, there is an emphasis on reducing the noise of traffic and replacing it with green areas sounds. The participants highlighted an atmosphere where people can embrace walking and cycling. There is a priority to include nature-integrated designs with norms such as vertical farming creating a harmonious coexistence between urban life and the natural environment. Educational activities to raise awareness of climate issues are the norm in schools. This is so that everyone has access to information on sustainable mobility options, and embraces the values of a sustainable future.

Policy recommendations

To make sustainable transportation a reality by 2030 and beyond, participants emphasised a multi-faceted approach, focusing on policy recommendations from the local to the international level.

First and foremost there is a call for increased innovation, urging stakeholders to embrace technologies and ideas that will revolutionise transport. In light of the need for regulation, individuals suggest more strict rules for the car industry to encourage eco-friendly practices. **The emphasis is on implementing these regulations at various levels, from local municipalities to larger EU policies**.

Secondly, the emphasis is on improving the **availability and affordability of public transportation**. Participants propose innovative solutions to increase the efficiency and

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convenience of public transport, with a greater emphasis on the adoption of these solutions. For the citizens, it is important to show how successful demonstrations can be promoted and rewarded financially to support long-term 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.

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 greater goal of creating a more sustainable and interconnected mobility ecosystem.

Thirdly, the attendees highlight the importance of **raising awareness and enforcing eco laws to emphasise the critical nature of sustainable travel**. Education is seen as a key tool, participants emphasise inclusive policy-making. Some suggestions include the establishment of a youth council and the integration of green mobility concepts into educational curricula.

Conclusions

In conclusion, the study of sustainable mobility policies in France and at the European level shows that this is a **complex and dynamic area**. Based on the EU24 - Engage for the Planet project's main aim to tackle democratic participation shortcomings and promote inclusivity, this report shows how **sustainable mobility is important for developing a strong European political union**. Additionally, 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, through the involvement of innovative solutions in one platform, the implementation of a tram that joins different areas of the city, the establishment of car-pooling stations and the renovation of districts within a city. These actions have considered the participation and involvement of citizens in the decision-making process.

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*". Firstly, the main challenges identified are poor pedestrian pathways, lack of public education on mobility, and the dominance of air travel. On the other hand, when asked to reflect on the future, for both 2030 and 20 years ahead, participants envisioned sustainable transportation, the use of technology, better accessibility, and the implementation of eco-friendly alternatives to make this possible.

This approach is also evident in the policy suggestions that emerged at the end of the debate. These suggestions include a diverse strategy, more innovation, stricter regulations for the car industry, and an emphasis on making public transport more available and accessible. The role of education is seen as fundamental, with recommendations for policy-making and the integration of environmentally friendly mobility ideas into educational programmes. The main incentives refer to

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lower taxes and funding for ecological innovation research to 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 summary, achieving sustainable mobility by 2030 and beyond requires a **multifaceted approach**. This includes prioritising innovation, enforcing regulations, improving public transportation availability and affordability, raising awareness, integrating green mobility concepts into education, and advocating for accessible and affordable transport options. Through **collaborative efforts** across various sectors and governance levels, we can create a future where sustainable transportation is an essential part of European society.

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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:	1. [ASSOCIATION DES AGENCES DE LA DEMOCRATIE LOCALE] ([ALDA]) 2. [Comparative Research Network e.V. ([CRN])
PIC number:	1. [963194384] 2. [949534359]
Project name and acronym:	[EU24-Engage for the Planet] — EU24-4THEPLANET

EVENT DESCRIPTION	
Event number:	4.1 and 4.2
Event name:	1. [CLIMATE DEBATE: Empowering underrepresented people's voices and boosting their commitment to green mobility] 2. [Mobility Maze]
Type:	1. [Debate] 2. [Debate]
In situ/online:	1. *[*in-situ*] and [*online*]* 2. *[*in-situ*]*
Location:	1. [France], [Strasbourg] 2. [Germany], [Berlin]
Date(s):	1. [September 28th, 2023] 2. [June 28th, 2024]
Website(s) (if any):	1. https://engage4theplanet.com/2023/09/12/climate-debate-empowering-underrepresented-peoples-voices-and-boosting-their-commitment-to-green-mobility/ 2. https://engagefortheplanet.comparative.space/mobility-maze-at-himmelbeet/
Participants	
Female:	57
Male:	26
Non-binary:	3
Prefer not to say:	1
From country 1 [France]:	32
From country 2 [Italy]:	15

From country 3 [Germany]:	14		
From country 4 [Portugal]:	6		
From country 5 [Netherlands]:	3		
From country 6 [Denmark]:	3		
From country 7 [Cyprus]:	3		
From country 8 [Greece]:	2		
From country 9 [Spain]:	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 [Bulgaria]:	1		
Total number of participants:	87	From total number of countries:	16

Description

Provide a short description of the event and its activities.

1. CLIMATE DEBATE: Empowering underrepresented people's voices and boosting their commitment to green mobility

As part of the planning activities of the event, the focus was given to generating interest and anticipation through the distribution of promotional materials including official flyers and the agenda on prominent social media channels, not only of the project but also ALDA's social media (Linkedin, Twitter, Instagram and Facebook), dedicated email invitations to more than 300 organizations that are members of ALDA as well as the website invitation of the poster competition in mobility for the event. Posts and announcements were articulated to bring together citizens belonging to diverse backgrounds with an interest in environmental issues. The diversity of participants allows us to have enriched discussions and innovative solutions.

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 and focused on the topic of sustainable mobility. The event was designed to encourage 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 ideas to combat climate change. The participants were identified as mostly young, between 16 and 25 years old, younger citizens between 26 and 30 years old, and a slight minority of over 35 years old. Most of these participants were identified as citizens with migrant backgrounds or mobile union citizens. The event also had the presence of representatives of local authorities from Lousada and Strasbourg who are interested in the topics of sustainability and mobility and could provide a different perspective to the discussion. The event was characterized not only by its high-quality of speakers but also by high-quality participants, who were relevant to the target of the project and interested in the topic.

The structure of the event commenced with a representative of ALDA introducing the event and moderating between speakers and participants. Representatives of CRN presented more in-depth the objectives of the EU24- Engage for the Planet project. A representative of the Grand Est region provided a welcome speech on the actions taken by the region and the city on the issues and importance 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 organization introduced herself and the organization, while presenting its initiatives and its continuous effort as an independent European network of environmental youth organizations, emphasizing 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 prioritize 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 the 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 two-way feedback and a 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. The debate lasted around 75 minutes and the "Articulate a Vision" methodology was used. The purpose of this debating method test is to identify the present challenges regarding 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 an excess 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 emphasizing 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 faces 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 emphasizing bike awareness.

In 2030, the fifth group emphasizes priorities such as reducing public transport prices, educating people on sustainable practices, enhancing rural accessibility, ensuring nighttime 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 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. Word of mouth was the main source of awareness of the event (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, conclusions and a cocktail dinner, fostering meaningful discussions and further connections. The event was planned to be blended and four people registered to attend the event online, therefore an online connection was guaranteed at all times. However, only one participant connected for the short first part so it is not considered in our data. The final number of participants in situ were 72 people and 0 online. Despite the efforts of ALDA and the member organisations, not only in the involvement of ALDA's network but also in guaranteeing an accessible place to make the event as inclusive as possible for all the different groups, the event did not reach the number of participants foreseen, however, the quality of participation of the attendees was remarkable. This may be a result of other events happening at the same time, such as the Placemaking Week Europe 2023, the events organized by the University of Strasbourg in arts and sciences, or external events organized by the Geodetic Society. Even though the final number was not reached, the goal of the project to bring together a diverse group of citizens to discuss climate matters was clearly achieved, due to their valuable contributions and the continuity of their discussions.This is reflected in the positive evaluation results of the event provided by the participants.

2. Mobility Maze

The Event:
The event was organised by Comparative Research Network and took place on the 28th of June 2024. It took place in Himmelbeet's garden (Gartenstrasse/Ecke, Grenzstrasse, 13355 Berlin, Germany) from 14:00 pm to 17:00 pm.

Across the shared garden, a "Mobility Maze" was settled. Four stops were consciously put at different sides of the garden, and at each stop, participants were asked questions about their relationship with mobility. There were open questions to initiate debate between participants and make them share their experiences, but also polls to collect data on the participants' habits.

The four themes were:
1. Local Mobility
2. Work-Related Mobility
3. Leisure Mobility
4. Future Mobility

Through the mobility maze, participants were invited to reflect on these four different mobility-related topics. They had time to discuss and analyse their mobility-related habits by answering opinion polls or simply exchanging experiences and thoughts with others.
The project was both in German and English, because of the variety of participants' nationalities including different EU countries and Syria, Palestine and Algeria.

Evaluation:
The topic of mobility is broad, therefore in this event we focused on residents of a large city and their mobility habits. Therefore, we gathered crossed data to get a better understanding of Berliners' way of moving within their city.
We used colour coded stickers to analyse the differences in mobility between born Berliners / long-term residents, compared to people who recently moved to the city. One of the interesting results was that, even if people have been living in Berlin for years, they are still moving all around the city and not concentrating their activities solely within their neighbourhood.

From the survey, we learnt that city residents nowadays are using a lot of different means of transport.
They were invited to share their opinions about the infrastructures they enjoy the least and the most, and it was also a way to reflect on their transportive behaviours and lead a path to a greener mobility.
For the participants, soft mobility and public transport should be at the core of transportation, for example, using trains and buses to travel. According to them, one should have to ask themselves before taking the plane, if the destination is worth the level of CO2 emissions from the aircraft. They also underlined the fact that traveling far for short periods of time by plane can be very tiring while they can find that sought-after feeling of change of scenery just by staying in their home country or at least close to it.

Local mobility:
The first question was: Do you think that public transportation in Berlin is appropriate for people with reduced mobility? Most people were really satisfied with Berlin's transportation infrastructure especially its access for disabled people.

To the second question “Is your city well equipped to circulate by soft mobility (biking, walking)?”, the answers were more mixed. Coexistence between all means of transport is sometimes more complex depending on neighbourhoods. It was also underlined that pedestrians and bikers sometimes feel less safe surrounded by buses and cars.

A question that also led to discussions was the last question of the first theme: “How much should the use of public transport cost? Should it be free of charge?”
A lot of different opinions were expressed. For some people, indeed, public transport should be free of charge, for reasons of equity, ecology, and accessibility. For others, it should be free of charge but only for the citizens of the city/department. Some participants think that tourists should pay their part to keep those transports running smoothly. For others, if it’s not too expensive, then it’s fair that everyone pays a bit so that the system can work well.

Work-related mobility:
At the second stop, the discussion was about work-related mobility.
The first question was: “What means of transport do you use to go to work?”
The participants mainly answered that they did not use any cars, they would rather use public transportation.
The second question: “Do you go on a lot of business trips or are they rather replaced by online meetings? Have your working habits changed since the COVID-19 pandemic?”
Many participants answered that they mostly did not have a lot of business trips, due to the type of job e.g. working at the hospital or being unemployed. Finally, to the question: “Have you ever had to move for a job? If not, is this something you might consider and how far would you be willing to move away from your current home?”
The collected answers showed mixed results mostly depending on the age and family situation of the participants because they had different wishes towards future lives and career aspirations. What was interesting is that the ones ready to move did not have any distance preferences as to how far they were willing to relocate.

Leisure mobility:
At the third stop, leisure mobility was debated.
The questions included: “How do you plan your trips? A long time ahead or at the last minute? Far away or in your region? For short trips or longer journeys?” “What role does climate change play in planning your holidays?”

The answers were similar for each age group of respondents. The people who were between 35 to 45 years old responded that even if they know that planes are very polluting, they still use them more than trains for vacation trips. Indeed, they started to travel when plane tickets were relatively cheap, and they were then used to fly just for one weekend to European capitals easily. Their problem is that, even if now, for ecological reasons, they would like to take trains or buses, they have children, and these ways of traveling are too tiring for them and their kids. They will continue travelling by plane in the future.

On the other hand, the young adult respondents (between 20 to 30 years old) are trying to put more effort into travelling softer and greener. The biggest problem they encounter is that, for some popular European destinations, it is still cheaper to go there by plane than by train. One explored solution that would encourage people to take the trains more would be the kerosene-taxing which would make plane tickets more expensive. People would then travel more with trains and buses, and it might regulate the market: the price of these means of transport would decrease because the demand would increase.

Mobility of the future:
The last stop consisted of a future vision through drawing, participants replied on a large paper sheet to the question: “What should the mobility of the future look like?”
Finishing the mobility maze with a creative activity was a conscious choice because it opened a broader discussion. Drawing with participants was a way of socialising between participants and moderators and gathering more mobility ideas and inputs. The drawing styles were all different, but the messages were similar: the future will have new forms of means of transport according to them and most of them will be flying ones for faster travels.

Summary:
Residents generally find Berlin's public transport satisfactory, but safety and accessibility issues for cyclists and pedestrians need improvement. There is strong support for using trains and buses more, with suggestions to make public transport either free or more affordable. Younger adults are more willing to choose greener travel options, while older generations still prefer flying despite its environmental impact. Taxing kerosene could incentivize greener travel choices. Participants envision future transportation as more innovative.

Each person who completed the four stops was gifted a plant of their choice to plant in their raised beds, garden or balconies.

HISTORY OF CHANGES		
VERSION	PUBLICATION DATE	CHANGE
1.0	01.04.2022	Initial version (new MFF).
