



**An Urban Agenda for the European Union:
Application of the City of Karlsruhe for participating in and coordinating
the Partnership „Urban Mobility“**

Current challenges for the future of urban mobility

Urban mobility is currently facing an environment of changing circumstances: Climate change, the search for alternatives to fossil fuels and other limited resources, the advancing urbanisation and the crisis of public budgets are examples for what will determine the development of transport and mobility in Europe. Using a wide range of interconnected measures and strategies, it is our challenge to both satisfy the increased demand for individual mobility and to develop a resilient mobility system that meets the challenges lying ahead. Urban mobility concepts have to take particularly account of connecting suburban areas, metropolitan areas and cross-border traffic. The cityscape, environmental and social compatibility are vital aspects which also need to be reflected.

The challenge of the future lies in achieving a broader understanding of urban mobility:

- Urban planning and mobility development must be seen as two sides of one coin as transport and mobility are variables dependent on settlement structures and land use.
- The strong connection between environmental quality and mobility must be complied as the only way an effective contribution can be made to reach the agreed limit values for climate and noise protection.
- Mobility has to be considered a technical as well as a social task with a focus on people's requirements concerning the mobility plan, taking into account their individual living conditions.
- Connecting the various modes of transport within an overall system and emphasising their respective strengths needs to be considered a principle.
- At European level the fragmentation of individual mobility concepts has to be overcome towards common standards.

Potential focal points of the partnership “Urban Mobility”

- Promoting sustainable and low-emission mobility with practical approaches to avoid urban traffic (i.e. car and bike sharing) considering the changing behavioural patterns of road users; raising consumer awareness.
- Further developing strategies across all transport modes for smart mobility, focusing on the eco-modes of transport (public transport network, cycling, pedestrians) by implementing new technologies and networked information in view of the digital transformation.
- Promoting modern, digitalised mobility including urban neighbourhoods.
- Strengthening the functional interconnection between cross-border regions of EU Member States.
- Strengthening a reliable European legal framework to guarantee comprehensive long-term investment in public transport infrastructure.

- Ensuring equality of all road users and equal access to transport modes.
- Developing future-oriented technologies (e.g. autonomous driving, e-mobility).
- Developing intermodal and multimodal mobility concepts for passengers and goods supported by an appropriate digital infrastructure.
- Road pricing and access restrictions schemes in cities (Europe-wide interoperability).
- EU funding for sustainable (cross-border) transport plans.

Karlsruhe's expertise in mobility and international project management

As coordinator of the partnership Karlsruhe will bring in its long-standing expertise in international transport projects. As border region in close vicinity to France and Switzerland, Karlsruhe's special strength lies in the development and coordination of cross-border transport projects. As pilot region in mobility Karlsruhe will also bring in its expertise in developing sustainable and low-emission transport strategies. In this respect, various projects and concrete measures which are currently implemented by Karlsruhe meet the objectives and strategic visions laid down i.a. in the Urban Mobility Package (2013) and the White Paper on Transport (2011). Some of its projects succeeded in obtaining EU funding (EFRE), and its success is based on the active involvement of expertise of all relevant stakeholders (politics, regional and local authorities, economy, science and research institutions). Karlsruhe considers this aspect as crucial for the success of the partnership and will therefore ensure an on-going professional exchange for the duration of the partnership.

Summarizing overview of Karlsruhe's mobility profile:

- Karlsruhe as a driving force for regional and cross-border mobility concepts (project "RegioMove", "Action Plan PAMINA Mobility"): development of an optimal range for individual, CO2 reduced and intermodal mobility for the Karlsruhe TechnologyRegion (TRK) and the Franco-German cross-border Eurodistrict PAMINA; close cooperation of research, businesses and public administration; development of a cross-border real-time traffic forecast system for the region.
- Karlsruhe as chair of the "Main Line for Europe" initiative (since 1990): Karlsruhe chairs the transnational railway alliance and supports attractive transport of passengers and goods through the TEN-T network. The initiative supports the effective link of local and long-distance traffic and promotes cross-border railway projects.
- Karlsruhe as profile region mobility & transport where worldwide renowned transport, mobility and logistics companies have their headquarters (e.g. INIT, PTV Group, LAWO Informationssysteme).
- Karlsruhe as "Profile Region Mobility Systems Karlsruhe" (research project since March 2016): Development and implementation of technologies for future-oriented, efficient, integrated, technologically and socio-technically optimal mobility solutions; determination of practical feasibility aiming at global application; close cooperation of specific research facilities (e.g. Karlsruhe Institute of Technology (KIT), University of Applied Sciences (HsKA), several Fraunhofer institutes).
- Karlsruhe as test area for automated and connected driving (since July 2016): testing future applications of automated shuttle and bus operation for the public transportation network, automated logistics and supply, automated car sharing and micro-mobility; implementation by a consortium of cities, businesses and research facilities.
- Karlsruhe as organiser of the trade fair IT-TRANS ("International Conference and Exhibition on IT Solutions for Public Transport"): worldwide leading platform for networking and professional exchange of all relevant stakeholders in close cooperation with UITP

(International Association of Public Transport)

- Karlsruhe as Germany's car sharing capital: With 2.15 shared cars per 1000 inhabitants Karlsruhe consolidated its top position in the 2015 German city ranking (over 650 vehicles form a tight network of 150 stations across the city); the program extends throughout the region and cooperates with local transport companies.
- Karlsruhe as Germany's second bicycle capital (since 2014): After a decision of principle to promote bicycle traffic and gradually implementing a 20-point program, the percentage of bicycle traffic was increased from 16 to 25% within ten years.
- Global recognition of Karlsruhe's invention of the TramTrain system (1992): Entirely new forms of municipal and federal cooperation enabled the first world-wide dual-mode vehicle to start operation in Karlsruhe; the TramTrain system's success accelerated the construction of more lines (588 km in 2015) and an increase of passenger numbers to 177 million in 2015.
- Karlsruhe's transport development plan (since 2012): Karlsruhe follows an ambitious and integrated transport development plan. With its goal to develop a sustainable and innovative mobility for the entire urban society, Karlsruhe is a pioneer. Through a continuous and extensive participation process a consensus for the concept was reached between the administration, society and businesses.

Work approach, personnel capacities and support

To provide cities with additional incentives for participation in the partnership cooperation between the partners should be free of barriers in terms of language, financing and organisation: Karlsruhe supports the idea that cities with relevant expertise but lower budgets receive financial support through the European Commission (e.g. payment of travel expenses); travel costs and travel times could be reduced by using modern means of communication (e.g. telephone or Skype conferences); key documents of the cooperation are to be translated into all the partner's languages.

Karlsruhe will actively support the involvement of national states in partnership's work in order to strengthen the multi-level approach. Close cooperation with CEMR and EUROCIITIES is a decisive factor to receive broad consent and support for the future action plan as it will ensure the involvement of expertise of urban players from all over Europe.

The City of Karlsruhe will provide the necessary personnel capacities for participating in and coordinating the partnership, involving the expertise of all relevant municipal offices and societies to support the development of the action plan. The City of Karlsruhe will be able to take over the role of coordinator as from January 2017 and is open for a co-lead function.

Karlsruhe's application is supported by the Council of European Municipalities and Regions (CEMR) as well as the Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB) and the Federal Ministry of Transport and Digital Infrastructure (BMVI). Karlsruhe is an active member of the European network of cities EUROCIITIES and CEMR's German section.

Dr Frank Mentrup
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