



# Main barriers to implement mobility plans at universities



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## Index

<b>1. Introduction</b>	<b>2</b>
<b>2. Political barriers</b>	<b>2</b>
<b>3. Financial barriers</b>	<b>3</b>
<b>4. Conclusions</b>	<b>3</b>
<b>Annex 1. Analysis of legislation related to mobility plans</b>	<b>4</b>
<b>Scope</b>	<b>4</b>
<b>Reference rules</b>	<b>4</b>
<b>European law</b>	<b>5</b>
<b>Situation in Spain</b>	<b>5</b>
<b>Situation in Italy</b>	<b>9</b>
<b>Situation in The Netherlands</b>	<b>11</b>
<b>Situation in Poland</b>	<b>13</b>
<b>Conclusions</b>	<b>15</b>
<b>Annex 2. Analysis of sustainable mobility-related funds</b>	<b>16</b>
<b>Introduction</b>	<b>16</b>
<b>Scope</b>	<b>16</b>
<b>Current funds and financial aid related to sustainable mobility</b>	<b>16</b>
<b>Under the EU Cohesion Policy</b>	<b>17</b>
European Structural and Investment Funds (ESIF)	17
JASPERS programme	17
INTERREG Europe Programme	17
URBACT III programme	18
Innovative actions in sustainable urban development	19
<b>Under the European Investment Bank</b>	<b>19</b>
European Investment Bank (EIB) loans and guarantees	19
ELENA programme	20
JESSICA programme	20
<b>Other EU Funding Programmes</b>	<b>20</b>
LIFE programme	20
Connecting Europe Facility (CEF) funds for TEN-T projects	21
Horizon 2020 programme	21
European Fund for Strategic Investments (EFSI)	22
<b>Conclusions</b>	<b>22</b>
<b>Main general references</b>	<b>23</b>

## 1. Introduction

Universities are very interested in implementing mobility plans. They are aware of the great social and environmental impact of commuting by their personnel and students, and their role regarding the education of present and future generations.

According to the experience gathered by U·MOB when assisting the universities in its network, we can conclude that there are two major barriers for them to implement mobility plans, which can be classified into **political and financial barriers**.

This report aims to summarize the main results found throughout the U·MOB project regarding this issue. In addition, two studies conducted to support these results are attached to this report.

## 2. Political barriers

On one hand, the effective implementation of mobility plans in universities depends on the existence of **willingness of the management bodies**, influenced by the degree of acceptance of certain measures by the university community. The **actions to reduce the use of cars are unpopular** and, at least initially, are rejected by many people.

On the other hand, many mobility actions depend on city councils for their implementation. Depending on the municipal policy, the proposals to improve mobility provided by universities are welcomed more or less warmly according to the **council's commitment towards sustainability principles**. Many issues influencing mobility depend on the city council and its political awareness and willingness. In addition, the effective degree of cooperation between universities and municipalities sometimes depends on their respective political hue. In some cases, the relationship is flowing when the university governance has similar political convictions than the local authority, and is hindered otherwise.

Moreover, some local authorities have difficulties in understanding the **role of the university as an economic, social and regional development player**. Sometimes, authorities do not understand university-based mobility as an aspect of general interest, with major impact on our cities and towns. They consider universities to be like any other company, or even as a distortion element for urban mobility, and do not consider them when planning their mobility services.

To overcome these political barriers, we propose forcing both university management and local authorities to implement mobility actions by **developing European law**. Until now, the European Commission has developed papers, communications, studies, declarations, guidelines and different support tools. However, a Directive to regulate the obligations of the different players involved in mobility issues has not been prepared. Therefore, the deployment of European policy is voluntary for decision-makers. Accordingly, some university mobility managers express that this lack of regulations makes the implementation of mobility plans difficult.

A first step might consist of defining the **requirement of appointing a university mobility manager** with specific duties to manage mobility issues on campus and in relation to local stakeholders. This mobility manager should have suitable **training** to be able to perform these duties to the best of his/her performance.

Furthermore, the law must acknowledge the special role of the university in the urban space, and include the requirement of cooperation among all the decision-makers taking part on a local level.

### 3. Financial barriers

**Universities' human and financial resources** are often **limited**, and most universities do not have an officially appointed mobility manager with enough time to spend on mobility issues. In many cases, the person in charge of all environmental issues at the university or a full-time teacher must tackle mobility management together with the rest of his/her duties, which makes its permanent undertaking difficult.

University resources to fund the implementation of mobility actions within the campuses are usually limited. Beyond awareness campaigns, the implementation of measures such as the rebuilding of a parking area in a pedestrian zone, the implementation of IT systems to book parking spaces for high occupancy vehicles, the building of bike lanes and bike facilities (safe, locked parking facilities, workshops), the purchase of free bikes for the university community, the co-funding of public transport passes for students, etc. are really difficult to finance.

The main challenge regarding the education of present and future generations of students consists of modifying the university study programs to introduce sustainable development contents, specifically regarding mobility, in every university degree.

To overcome the financial barriers, **funding must be made available to universities** in order to implement the actions included in their mobility plans. Moreover funding is needed to obtain frequent data on the commuting by their communities in order to monitor mobility indicators, develop awareness campaigns and activities to take into account the ideas from youngsters, and even modify their study programs to introduce sustainable mobility concepts, etc. In addition, it would be extremely positive to have funding for the local decision-makers to implement joint actions as pilot projects to better connect the campus with the city by improving public transport.

### 4. Conclusions

Universities are large regional nodes, similar to small towns inside or near a city. They therefore play a powerful role regarding territory and mobility in urban areas.

Universities manage all administrative data from the whole university community and have, or can have, in-depth knowledge of their features and needs. In addition, they have direct contact with the university community, which allows for channels to be defined to raise awareness and foster participation in mobility issues.

Universities educate the people of the future, so they must instil responsibility and knowledge to change things. Youngsters around the world are asking decision-makers to take action; universities are a good forum to give a voice to youngsters' initiatives.

Universities find two major barriers to implementing mobility plans: political and financial barriers. On one hand, there are no European regulations that force universities to implement mobility plans, so this depends on the willingness of decision-makers. On the other hand, current European funds are unsuitable for the implementation of mobility plans in universities.

**To summarize, legislation and funding are required to boost the effective implementation of sustainable mobility at campuses, and universities should be specifically considered by the European Commission when developing policies and regulations and defining funding.**

## Annex 1. Analysis of legislation related to mobility plans

### Scope

The aim of this report is to describe the current situation regarding the law establishing the obligation, at both European and national level, to implement mobility plans at universities. In this report, Spain, Italy, Poland and The Netherlands have been selected as an example of Member States that have taken into account the importance of Urban Mobility Plans in their regions. The selection of these countries was motivated by the fact that they are U·MOB partner countries.

### Reference rules

The legislation, guidelines and other voluntary instruments used for the drafting of this report are as follows:

#### EUROPEAN UNION

- The Green Paper “Towards a new culture for urban mobility” (2007).
- Action Plan on urban mobility (2009).
- The White Paper “Roadmap to a Single European Transport Area” (2011).
- Urban Mobility Package (2013).

#### SPAIN

- Ley 9/2003, de 13 de junio, de la movilidad de Cataluña.
- PMUS: Guía práctica para la elaboración e implantación de Planes de Movilidad Urbana Sostenible (2006).
- Ley 34/2007, de 15 de noviembre, de calidad del aire y protección de la atmósfera.
- LEY 2/2011, de 4 de marzo, de economía sostenible.
- Ley 6/2011, de 1 de abril, de movilidad de la Comunitat Valenciana.
- DECRETO 178/2015, de 22 de septiembre, sobre la sostenibilidad energética del sector público de la Comunidad Autónoma de Euskadi.
- LEY 4/2019, de 21 de febrero, de Sostenibilidad Energética de la Comunidad Autónoma Vasca.

#### ITALY

- Decreto Legislativo N. 285 del 30/04/1992. Codice della strada e successive modificazioni.
- Legge 340/2000. Disposizioni per la delegificazione di norme e per la semplificazione di procedimenti amministrativi - Legge di semplificazione 1999.
- Individuazione delle linee guida per i piani urbani di mobilità sostenibile, ai sensi dell'articolo 3, comma 7, del decreto legislativo 16 dicembre 2016, n. 257.
- Legge 28 dicembre 2015, n. 221 Disposizioni in materia ambientale per promuovere misure di green economy e per il contenimento dell'uso eccessivo di risorse naturali.
- Legge 17/07/2020 n. 77 (testo coordinato del DL 19 maggio 2020 n. 34 Misure urgenti in materia di salute, sostegno al lavoro e all'economia, nonché di politiche sociali connesse all'emergenza epidemiologica da COVID-19)

#### NETHERLANDS

- Structuurvisie Infrastructuur en Ruimte (SVIR).
- Planwet Verkeer en Vervoer.

## POLAND

- USTAWA . z dnia 16 grudnia 2010 r.o publicznym transporcie zbiorowym.
- Polityka Transportowa Państwa na lata 2006-2025.
- Strategia Rozwoju Transportu 2020.
- Krajowa Polityka Miejska 2023.

## European law

At present, **there is no European law regarding the obligation to implement Urban Mobility Plans in European countries and their universities**. There are only general policies and guidelines regarding the implementation of Urban Mobility Plans in a number of European policy papers, such as:

- *The Green Paper “Towards a new culture for urban mobility”* (2007), which established a new European agenda for urban mobility, while respecting the responsibilities of local, regional & national authorities in this field.
- *The Action Plan on urban mobility*, adopted by the European Commission on 30 September 2009, followed by consultation of the Green Paper, which proposed twenty measures to encourage and help local, regional and national authorities in achieving their goals for sustainable urban mobility.
- *The White Paper “Roadmap to a Single European Transport Area”* (2011), which presented a vision for a competitive and sustainable transport system, including clean urban transport and commuting.
- "Urban Mobility Package" (2013), which sets out the concept for Sustainable Urban Mobility Plans (SUMPs) and creates the SUMP guidelines, which have been the main reference across Europe since their publication.

At present, the European Commission is working closely with the Member States on encouraging the promotion of SUMPs at national and local levels, empowering towns and cities with regards to the implementation of their specific plans and ensuring that SUMP concept is adapted to the specific requirements and existing planning practices. However, the European Commission has not established any obligation to create mobility plans at universities, as it is the Member States, their regions, towns and cities, that are responsible for establishing these requirements.

## Situation in Spain

**Basic Spanish regulations regarding mobility plans is established** in its Sustainable Economy Act (*Ley 2/2011, de 4 de marzo, de Economía Sostenible*), Article 101.2 of which states that the scope of these plans may be supra municipal, regional or municipal, **but does not mention the obligation of their implementation**. This means that urban areas are free to develop their own work plans or adapt them according to their particular circumstances in each case.

Moreover, Urban Mobility Plans of municipalities or groups thereof with a population of more than 100,000 inhabitants might be considered “Sustainable mobility plans”. This condition can be only obtained if they are within the context of plans and programs for compliance with and improvement of the air quality goals planned in Article 16.4 of the Spanish Air Quality and Atmosphere Protection Act (*Ley 34/2007, de 15 de noviembre, de calidad del aire y protección de la atmósfera*).

In addition, Point 4 of the same article indicates the minimum content that must be added to the plans, in compliance with the principles set forth in this Act and with the planning instruments affecting them, especially those regarding infrastructure, transport, energy saving and efficiency, as well as the *Spanish Strategy for Sustainable Mobility*.

*Artículo 101. Los Planes de Movilidad Sostenible*

*1. Los Planes de Movilidad Sostenible son un conjunto de actuaciones que tienen como objetivo la implantación de formas de desplazamiento más sostenibles en el ámbito geográfico que corresponda, priorizando la reducción del transporte individual en beneficio de los sistemas colectivos y de otros modos no motorizados de transportes y desarrollando aquéllos que hagan compatibles crecimiento económico, cohesión social, seguridad vial y defensa del medio ambiente, garantizando, de esta forma, una mejor calidad de vida para los ciudadanos. Estos planes deberán dar cabida a soluciones e iniciativas novedosas, que reduzcan eficazmente el impacto medioambiental de la movilidad, al menor coste posible.*

*2. Los Planes de Movilidad pueden tener un ámbito territorial autonómico, supramunicipal o municipal. Se podrán adoptar Planes de Movilidad Sostenible de ámbito supramunicipal, cuando así lo acuerden los municipios que compartan un esquema de movilidad interdependiente.*

***A tal efecto, tienen esta condición los Planes de Movilidad Sostenible que hayan podido aprobar los municipios y agrupaciones de municipios con población superior a 100.000 habitantes, en el marco de los planes y programas para el cumplimiento y mejora de los objetivos de calidad del aire previstos en el artículo 16.4 de la Ley 34/2007, de 15 de noviembre, de calidad del aire y protección de la atmósfera.***

*3. Los Planes de Movilidad Sostenible autonómicos, supramunicipales o locales ajustarán su contenido a lo establecido en la normativa que resulte aplicable, así como a los principios recogidos en la presente Ley y a lo dispuesto en los instrumentos de planificación que les afecten y, en especial, a los relativos a infraestructuras, transportes, ahorro y eficiencia energética, así como a la Estrategia Española de Movilidad Sostenible.*

***4. El contenido de los Planes de Movilidad Sostenible incluirá, como mínimo, el diagnóstico de la situación, los objetivos a lograr, las medidas a adoptar, los mecanismos de financiación oportunos y los procedimientos para su seguimiento, evaluación y revisión y un análisis de los costes y beneficios económicos, sociales y ambientales. Lo expuesto será igualmente exigible al contenido de esos Planes en lo relativo a la seguridad vial.***

Alternatively, the Guidelines for the Preparation and Implementation of Sustainable Urban Mobility Plans (*Guía Práctica para la Elaboración e Implantación de Planes de Movilidad Urbana Sostenible*), implemented by the Institute for Diversification and Energy Savings (IDAE) in 2005, **recommends** its implementation by municipalities and cities with more than 50,000 inhabitants:

**3.3 PARA QUIÉN UN PMUS**

*Si bien en los municipios grandes (de más de 100.000 habitantes) se concentran y acentúan muchos de los impactos y problemas generados por la movilidad urbana, **también es preciso tener como ámbito principal para aplicar los preceptos de esta guía a los municipios de más de 50.000 habitantes, que tienen obligación de prestar servicios de transporte público, según la Ley 7/1985 Reguladora de las Bases de Régimen Local.***

Basque law defines the obligation of developing Urban Mobility Plans of **municipalities with a population of more than 5,000 inhabitants**. Article 24 of its Energy Sustainability Act (*LEY 4/2019, de 21 de febrero, de Sostenibilidad Energética de la Comunidad Autónoma Vasca*):

*Artículo 24. Planes de movilidad.*

*1. En el plazo de dos años a partir de la entrada en vigor de la presente ley, los municipios con más de 5.000 habitantes deberán contar con un plan de movilidad urbana.*

*2. Los planes de movilidad urbana constarán de:*

*a) Parte 1. Diagnóstico, que abarcará los siguientes puntos:*

- La incidencia del modelo territorial y urbanístico sobre la movilidad y, en general, en el transporte.*
- Los distintos modos de transporte existentes en el municipio y su incidencia en el uso de la energía. Este diagnóstico deberá indicar, entre otras cuestiones: vías de transporte, aforos, rutas estratégicas para la movilidad no motorizada, lugares de estacionamiento para los distintos tipos de vehículos, sistemas públicos de recarga de combustibles y centros de actividad económica, laboral o de servicios con afluencia pública relevante.*

*b) Parte 2. Medidas, que incluirá los siguientes aspectos:*

- Instalación de puntos de recarga y repostaje de combustibles alternativos accesibles al público.*
- Incentivación del transporte público.*
- Fomento de vehículos de uso compartido (car-sharing).*
- Alternativas para la reducción progresiva del transporte privado.*
- Mejora de la logística para la distribución de mercancías.*
- Fomento del uso de bicicletas y, en general, de los desplazamientos no motorizados.*
- Establecimiento de nuevas zonas de uso exclusivo de peatones.*
- Fomento del uso de vehículos que utilicen combustibles alternativos.*

Meanwhile, in Spanish law, the obligation to implement mobility plans at universities is not mentioned and there is no regulation on the subject in its regions, with the exception of the region of Valencia. Article 15 of Valencia mobility Act (*LEY 6/2011, de la Generalitat, de Movilidad de la Comunidad Valenciana*) states **the obligation to dispose of mobility plans in secondary schools or universities with more than 500 students**, and is optional where this number is not reached:

*Artículo 15. Planes de movilidad de centros de formación*

*1. Los centros de formación secundaria o universitaria de más de 500 estudiantes dispondrán de un plan de movilidad en relación tanto con los desplazamientos de dichos estudiantes, como del personal docente y no docente. La existencia de dicho plan será facultativa en los centros que no alcancen la cifra antes señalada, y para su elaboración se seguirán las especificaciones contempladas en los artículos anteriores en relación con los planes de instalaciones productivas.*

*2. Los mencionados planes de movilidad promoverán especialmente el acceso a pie, en bicicleta y en transporte público. Contemplarán en tal sentido tanto las infraestructuras necesarias en relación con estacionamiento de bicicletas, accesos peatonales-ciclistas, conexiones y paradas para el transporte público etc., como las acciones formativas y divulgativas destinadas a promover el uso de los modos no motorizados y del transporte público, tanto en sus desplazamientos de acceso al centro como en general.*



In addition, the article 21 of Basque energy sustainability Decree (*DECRETO 178/2015, de 22 de septiembre, sobre la sostenibilidad energética del sector público de la Comunidad Autónoma de Euskadi*) states **the obligation to dispose of transport plans for work centres with more than 100 employees providing public services:**

*Artículo 21. Planes de movilidad.*

1. Los centros de trabajo que cuenten con un mínimo de cien personas al servicio del sector público de la Comunidad Autónoma deben disponer de un plan de transporte a dichos centros que debe aprobarse en el plazo máximo de 2 años desde la entrada en vigor de este decreto.
2. El plan puede contener previsiones únicas para todos ellos debiéndose, en todo caso, especificar las medidas aplicables a cada centro.
3. El plan ha de contener, como mínimo:
  - a) el diagnóstico de la situación,
  - b) los objetivos a lograr,
  - c) las medidas a adoptar,
  - d) los mecanismos de financiación oportunos,
  - e) los procedimientos para su seguimiento, evaluación y revisión,
  - f) un análisis de los costes y beneficios económicos, sociales y ambientales.

On the other hand, in Catalonia, Article 5 of its mobility Act (*Ley 9/2003, de 13 de junio, de la movilidad*) indicates that planning instruments allowing for closer proximity between housing, work and additional services, such as educational facilities, have a special and specific consideration, but does not establish any obligation to that end:

*Artículo 5. Instrumentos de planificación*

1. Los instrumentos de planificación deben concretar, para el ámbito territorial que en cada caso les corresponda, la aplicación de los objetivos de movilidad de la presente Ley mediante el establecimiento de directrices, objetivos temporales, propuestas operativas e indicadores de control.
2. Se establecen los instrumentos de planificación siguientes:
  - a) Las directrices nacionales de movilidad.
  - b) Los planes directores de movilidad.
  - c) Los planes específicos.
  - d) Los planes de movilidad urbana.
3. En las determinaciones de los diversos instrumentos de planificación, debe tenerse presente el transporte adaptado a personas con movilidad reducida y, en concreto, se debe velar por el cumplimiento de la Ley 20/1991, de 25 de noviembre, de promoción de accesibilidad y supresión de barreras arquitectónicas.
4. **Tienen una consideración especial y específica los instrumentos de planificación que permiten la aproximación entre la vivienda, el trabajo y los servicios complementarios, como los equipamientos educativos, sanitarios o culturales, y que evitan y reducen los costes sociales vinculados a la movilidad obligatoria.**

## Situation in Italy

Urban mobility planning in Italy is based on two main plans:

- “*Piano Urbano del Traffico*” introduced in 1986 and made mandatory by Articles 36.1 and 36.2 of its Highway Code (*Decreto Legislativo N. 285 del 30/04/1992. Codice della strada*) for municipalities with over 30,000 inhabitants, or affected municipalities with a residential population of less than 30,000 inhabitants with specific tourist levels, affected by high commuting phenomena or that, in any case, are committed by other specific reasons to the solving of significant problems arising from road traffic congestion.

*Art. 36. Piani urbani del traffico e piani del traffico per la viabilità extraurbana*

*1. Ai comuni, con popolazione residente superiore a trentamila abitanti, e' fatto obbligo dell'adozione del piano urbano del traffico.*

*2. All'obbligo di cui al comma 1 sono tenuti ad adempiere i comuni con popolazione residente inferiore a trentamila abitanti i quali registrino, anche in periodi dell'anno, una particolare affluenza turistica, risultino interessati da elevati fenomeni di pendolarismo o siano, comunque, impegnati per altre particolari ragioni alla soluzione di rilevanti problematiche derivanti da congestione della circolazione stradale. L'elenco de comuni interessati viene predisposto dalla regione e pubblicato, a cura del ((Ministero delle infrastrutture e dei trasporti)), nella Gazzetta Ufficiale della Repubblica italiana.*

- “*Piano Urbano della Mobilità*”, introduced by its Provisions for the delegation of standards and for the simplification of administrative procedures Act (*Legge 340/2000. Disposizioni per la delegificazione di norme e per la semplificazione di procedimenti amministrativi - Legge di semplificazione 1999*), **which is not mandatory, but consistent with the SUMP concept and identified as a fundamental prerequisite for all municipalities or conurbations with populations of over 100,000 inhabitants in order to receive national funds**, as indicated in its Article 22.2:

*Art. 22. Piani urbani di mobilità:*

*1. Al fine di soddisfare i fabbisogni di mobilità della popolazione, assicurare l'abbattimento dei livelli di inquinamento atmosferico ed acustico, la riduzione dei consumi energetici, l'aumento dei livelli di sicurezza del trasporto e della circolazione stradale, la minimizzazione dell'uso individuale dell'automobile privata e la moderazione del traffico, l'incremento della capacità di trasporto, l'aumento della percentuale di cittadini trasportati dai sistemi collettivi anche con soluzioni di car pooling e car sharing e la riduzione dei fenomeni di congestione nelle aree urbane, sono istituiti appositi piani urbani di mobilità (PUM) intesi come progetti del sistema della mobilità comprendenti l'insieme organico degli interventi sulle infrastrutture di trasporto pubblico e stradali, sui parcheggi di interscambio, sulle tecnologie, sul parco veicoli, sul governo della domanda di trasporto attraverso la struttura dei mobility manager, i sistemi di controllo e regolazione del traffico, l'informazione all'utenza, la logistica e le tecnologie destinate alla riorganizzazione della distribuzione delle merci nelle città. Le autorizzazioni legislative di spesa, da individuare con il regolamento di cui al comma 4, recanti limiti di impegno decorrenti dall'anno 2002, concernenti fondi finalizzati, da leggi settoriali in vigore, alla costruzione e sviluppo di singole modalità di trasporto e mobilità, a decorrere dall'anno finanziario medesimo sono iscritte in apposito fondo dello stato di previsione del Ministero dei trasporti e della navigazione.*

**2. Sono abilitati a presentare richiesta di cofinanziamento allo Stato in misura non superiore al 60 per cento dei costi complessivi di investimento, per l'attuazione degli interventi previsti dal PUM, i singoli comuni o aggregazioni di comuni limitrofi con popolazione superiore a 100.000 abitanti, le province aggreganti i comuni limitrofi con popolazione complessiva superiore a 100.000 abitanti, d'intesa con i comuni interessati, e le regioni, nel caso delle aree metropolitane di tipo policentrico e diffuso, d'intesa con i comuni interessati.**

On the other hand, Italian law encouraging sustainable mobility is the Act on environmental provisions to promote green economy measures and limit the excessive use of natural resources (*LEGGE 28 dicembre 2015, n. 221. Disposizioni in materia ambientale per promuovere misure di green economy e per il contenimento dell'uso eccessivo di risorse naturali*). Its Article 5.1 states that part of the financial resources under the responsibility of the Ministry of the Environment and of the Protection of Land and Sea is primarily intended for the national experimental program for sustainable home-school and home-work mobility. The aim of these resources is to fund projects prepared by one or more local authorities that refer to an area of the territory with a population of over 100,000 inhabitants:

Art. 5. Disposizioni per incentivare la mobilita' sostenibile

**1. Nell'ambito dei progetti finanziati ai sensi dell'articolo 19, comma 6, del decreto legislativo 13 marzo 2013, n. 30, la quota di risorse di competenza del Ministero dell'ambiente e della tutela del territorio e del mare e' destinata prioritariamente, nel limite di 35 milioni di euro, al programma sperimentale nazionale di mobilita' sostenibile casa-scuola e casa-lavoro, di cui al comma 2 del presente articolo, per il finanziamento di progetti, predisposti da uno o piu' enti locali e riferiti a un ambito territoriale con popolazione superiore a 100.000 abitanti, diretti a incentivare iniziative di mobilita' sostenibile, incluse iniziative di piedibus, di car-pooling, di car-sharing, di bike-pooling e di bike-sharing, la realizzazione di percorsi protetti per gli spostamenti, anche collettivi e guidati, tra casa e scuola, a piedi o in bicicletta, di laboratori e uscite didattiche con mezzi sostenibili, di programmi di educazione e sicurezza stradale, di riduzione del traffico, dell'inquinamento e della sosta degli autoveicoli in prossimita' degli istituti scolastici o delle sedi di lavoro, anche al fine di contrastare problemi derivanti dalla vita sedentaria. Tali programmi possono comprendere la cessione a titolo gratuito di «buoni mobilita'» ai lavoratori che usano mezzi di trasporto sostenibili.**

*Nel sito web del Ministero dell'ambiente e della tutela del territorio e del mare e 'predisposta una sezione denominata «Mobilita' sostenibile», nella quale sono inseriti e tracciati i finanziamenti erogati per il programma di mobilita' sostenibile, ai fini della trasparenza e della maggiore fruibilita' dei progetti.*

In addition, this Act stands out due to the **creation of the figure of the “school mobility manager”** (*mobility manager scolastico*) indicated in Article 5.6, which lays down specific **guidelines to encourage the establishing of mobility managers at universities** and schools of all levels, within their administrative and organizational autonomy, who are chosen voluntarily. Furthermore, this article states the responsibilities of this figure, which include:

- Organizing and coordinating the home-school-home movements of school staff and students;
- Maintaining connections with municipal structures and transport companies;
- Coordinating with other schools in the same municipality;

- Verifying solutions, with the support of companies that manage local transport services, by road and rail, to improve and integrate services;
- Guaranteeing intermodality and interchange;
- Encouraging the use of bicycles and rental services involving electric or low environmental impact vehicles
- Reporting any problems related to the transport of disabled people to the regional school offices.

*Art 5. 6. Al fine di assicurare l'abbattimento dei livelli di inquinamento atmosferico ed acustico, la riduzione dei consumi energetici, l'aumento dei livelli di sicurezza del trasporto e della circolazione stradale, la riduzione al minimo dell'uso individuale dell'automobile privata e il contenimento del traffico, nel rispetto della normativa vigente e fatte salve l'autonomia didattica e la liberta' di scelta dei docenti, il Ministro dell'istruzione, dell'universita' e della ricerca adotta, entro sessanta giorni dalla data di entrata in vigore della presente legge, sentiti per i profili di competenza i Ministri delle infrastrutture e dei trasporti e dell'ambiente e della tutela del territorio e del mare, specifiche linee guida per favorire l'istituzione in tutti gli istituti scolastici di ogni ordine e grado, nell'ambito della loro autonomi amministrativa ed organizzativa, della figura del mobility manager scolastico, scelto su base volontaria e senza riduzione del carico didattico, in coerenza con il piano dell'offerta formativa, con l'ordinamento scolastico e tenuto conto dell'organizzazione didattica esistente.*

*Il mobility manager scolastico ha il compito di organizzare e coordinare gli spostamenti casa-scuola-casa del personale scolastico e degli alunni:*

- mantenere i collegamenti con le strutture comunali e le aziende di trasporto; coordinarsi con gli altri istituti scolastici presenti nel medesimo comune;
- verificare soluzioni, con il supporto delle aziende che gestiscono i servizi di trasporto locale, su gomma e su ferro, per il miglioramento dei servizi e l'integrazione degli stessi;
- garantire l'intermodalita' e l'interscambio;
- favorire l'utilizzo della bicicletta e di servizi di noleggio di veicoli elettrici o a basso impatto ambientale;
- segnalare all'ufficio scolastico regionale eventuali problemi legati al trasporto dei disabili.

Recently, in July 2020, Legge 17/07/2020 n. 77 (testo coordinato del DL 19 maggio 2020 n. 34 Misure urgenti in materia di salute, sostegno al lavoro e all'economia, nonché di politiche sociali connesse all'emergenza epidemiologica da COVID-19) has introduced new requirements.

With the aim of facilitating the decongestion of traffic in urban areas by reducing the use of individual private means of transport, **companies and public administrations with individual local units with more than 100 employees** located in a regional capital, metropolitan city, provincial capital or municipality with a population greater than 50,000 inhabitants are required to adopt, by 31 December of each year, **a plan for their employees' home-work trips**.

To this end, companies (and public administrations) shall **appoint a mobility manager** with functions of continuous professional **support for the decision-making, planning, programming, management and promotion** of optimal sustainable mobility solutions for their staff. Furthermore, the Mobility Manager shall promote, in addition to the adoption of the homework travel plan, the implementation of organization and management interventions of the demand for staff mobility, in order to allow the structural and permanent reduction of the environmental impact deriving from vehicular traffic in urban and metropolitan areas.

*Capo VII Misure per l'ambiente art. 229 comma 4*

4. Al fine di favorire il decongestionamento del traffico nelle aree urbane mediante la riduzione dell'uso del mezzo di trasporto privato individuale, le imprese e le pubbliche amministrazioni di cui all'articolo 1, comma 2, del decreto legislativo 30 marzo 2001, n.165, con singole unità locali con più di 100 dipendenti ubicate in un capoluogo di Regione, in una Città metropolitana, in un capoluogo di Provincia ovvero in un Comune con popolazione superiore a 50.000 abitanti sono tenute ad adottare, entro il 31 dicembre di ogni anno, un **piano degli spostamenti casa-lavoro del proprio personale** dipendente finalizzato alla riduzione dell'uso del mezzo di trasporto privato individuale **nominando, a tal fine, un mobility manager con funzioni di supporto professionale continuativo alle attività di decisione, pianificazione, programmazione, gestione e promozione di soluzioni ottimali di mobilità sostenibile.**

Il Mobility Manager promuove, anche collaborando all'adozione del piano di mobilità sostenibile, la realizzazione di interventi di organizzazione e gestione della domanda di mobilità, delle persone, al fine di consentire la riduzione strutturale e permanente dell'impatto ambientale derivante dal traffico veicolare nelle aree urbane e metropolitane, tramite l'attuazione di interventi di mobilità sostenibile. Per le pubbliche amministrazioni tale figura è scelta tra il personale in ruolo. Con uno o più decreti di natura non regolamentare del Ministro dell'ambiente e della tutela del territorio e del mare, di concerto con il Ministro delle infrastrutture e dei trasporti, sono definite le modalità attuative delle disposizioni di cui al presente comma. Le amministrazioni pubbliche provvedono all'attuazione del presente comma con le risorse umane, strumentali e finanziarie disponibili a legislazione vigente sui propri bilanci, e comunque senza nuovi o maggiori oneri a carico della finanza pubblica.

## Situation in The Netherlands

The Dutch government established two Acts that defined its mobility and spatial planning: the Territorial Planning Policy (*Nota Ruimte*) and the Mobility Policy (*Nota Mobiliteit*) based on the Traffic and Transport Planning Act (*Planwet Verkeer en Vervoer*) and replaced by the Structural Vision for Infrastructure and Space (*Structuurvisie Infrastructuur en Ruimte (SVIR)*), but which maintains certain articles not repealed from the Mobility Policy in Appendix 6. The SVIR mentions infrastructure and space requirements, non-infrastructure aspects of accessibility, and provides a view of the environment and quality of life.

Nevertheless, there is **no mention of the obligation to implement urban mobility plans at universities** in all these rules. Only Articles 5 and 8 of the traffic and transport plan Act (*Planwet Verkeer en Vervoer*) establish that provinces, as well as municipalities, must transfer national policies to their transport policies, taking into account the minimum content indicated:

**Artikel 5. Provinciale staten stellen een of meer provinciale verkeers- en vervoersplannen vast, die richting geven aan de door provinciale staten en gedeputeerde staten te nemen beslissingen inzake verkeer en vervoer. Provinciale staten nemen hierbij de essentiële onderdelen van het nationale verkeers- en vervoersplan in acht.**

2. Het plan bevat de hoofdzaken van het door de provincie te voeren verkeers- en vervoerbeleid.

3. Het plan bevat in ieder geval:

- a) de uitwerking van de essentiële onderdelen van het nationale verkeers- en vervoersplan;
- b) de afstemming met andere beleidsterreinen, zoals ruimtelijke ordening, economie en milieu;
- c) de fasering, de prioriteitsstelling en een indicatie van de bekostiging van de uitvoering en van de voor gemeenten beschikbare middelen;
- d) de termijn waarvoor het plan geldt;
- e) de termijn waarbinnen het gemeentelijk beleid in overeenstemming moet zijn gebracht met het plan.

4. Voor afloop van de in het derde lid, onder d, bedoelde termijn stellen provinciale staten een nieuw provinciaal verkeers- en vervoersplan vast.

5. In het plan geven provinciale staten in ieder geval aan, in hoeverre het voorgenomen beleid leidt tot aanpassing van het provinciale ruimtelijke beleid of het provinciale milieubeleid en in hoeverre en binnen welke termijn zij voornemens zijn een of meer geldende structuurvisies als bedoeld in artikel 2.2 van de Wet ruimtelijke ordening, het geldende provinciale milieubeleidsplan, bedoeld in artikel 4.9, eerste lid, van de Wet milieubeheer, of het geldende regionale waterplan, bedoeld in artikel 4.4 van de Waterwet, te herzien.

**Artikel 8. De gemeenteraad onderscheidenlijk het college van burgemeester en wethouders dragen zorg voor het – zichtbaar – voeren van een samenhangend en uitvoeringsgericht verkeers- en vervoerbeleid, dat richting geeft aan de door de raad en het college te nemen beslissingen inzake verkeer en vervoer.** De gemeenteraad onderscheidenlijk het college van burgemeester en wethouders neemt hierbij de essentiële onderdelen van het nationale verkeers- en vervoersplan en van het provinciale verkeers- en vervoersplan in acht en houdt rekening met het beleid van naburige gemeenten.

## Situation in Poland

In Poland, the main policy and basis for promoting sustainable urban mobility is the National Transport Policy for 2006-2025 (Polityka Transportowa Państwa na lata 2006-2025), implemented by the Ministry of Infrastructure and adapted by the Polish Government in June 2005. It focuses on urban quality improvements through the increase in the competitiveness of public transport versus individual transport, as well as the improvement of the pedestrian and cycling conditions, with special attention on disabled people.

Another key legislative document approved by the Polish government is the National Transport Development Strategy 2020 (Strategia Rozwoju Transportu 2020) with a perspective for 2030. The main goals are to increase access to transport and to improve safety and efficiency of the road transport sector by creating a consistent, sustainable and user-friendly transport system on a national level.

On the other hand, in October 2015, the 2023 National Urban Policy (Krajowa Polityka Miejska 2023) was adopted. This document sets out the planned actions of the government administration in terms of urban policy, considering the goals and the instructions specified in the national development strategy and the national strategy of regional development.

Nevertheless, **none of these policies establishes or mentions the obligation to implement sustainable mobility plans at universities.**

Finally, the detailed rules for the organization of public transport are contained in the Public Collective/Mass Transport Act (*USTAWA z dnia 16 grudnia 2010 r. o publicznym transporcie zbiorowym*), Article 9 of which establishes the requirements to prepare Plans for Sustainable Public Transport (called Transport Plans). These plans must take into account the number of inhabitants and other matters, but neither mention this obligation for universities:

*Art. 9. Plan zrównoważonego rozwoju publicznego transportu zbiorowego*

**1. Plan zrównoważonego rozwoju publicznego transportu zbiorowego, zwany dalej "planem transportowym", w przypadku planowanego organizowania przewozów o charakterze użyteczności publicznej, opracowuje:**

1) *gmina:*

- a) licząca co najmniej 50 000 mieszkańców - w zakresie linii komunikacyjnej albo sieci komunikacyjnej w gminnych przewozach pasażerskich,
- b) której powierzono zadanie organizacji publicznego transportu zbiorowego na mocy porozumienia między gminami, których obszar liczy łącznie co najmniej 80 000 mieszkańców - w zakresie linii komunikacyjnej albo sieci komunikacyjnej na danym obszarze;

2) *związek międzygminny obejmujący obszar liczący co najmniej 80 000 mieszkańców - w zakresie linii komunikacyjnej albo sieci komunikacyjnej na obszarze gmin tworzących związek międzygminny;*

3) *powiat:*

- a) **liczący co najmniej 80 000 mieszkańców** - w zakresie linii komunikacyjnej albo sieci komunikacyjnej w powiatowych przewozach pasażerskich,
- b) któremu powierzono zadanie organizacji publicznego transportu zbiorowego na mocy porozumienia między powiatami, których obszar liczy łącznie co najmniej 120 000 mieszkańców - w zakresie linii komunikacyjnej albo sieci komunikacyjnej na danym obszarze;

4) **związek powiatów obejmujący obszar liczący co najmniej 120 000 mieszkańców** - w zakresie linii komunikacyjnej albo sieci komunikacyjnej na obszarze powiatów tworzących związek powiatów;

4a) **związek powiatowo-gminny obejmujący obszar liczący co najmniej 80 000 mieszkańców** – w zakresie linii komunikacyjnej albo sieci komunikacyjnej na obszarze gmin lub powiatów tworzących związek powiatowo-gminny;

4b) *związek metropolitalny:*

- a) w zakresie linii komunikacyjnej albo sieci komunikacyjnej w metropolitalnych przewozach pasażerskich,
- b) któremu powierzono zadanie organizacji publicznego transportu zbiorowego na mocy porozumienia z jednostką samorządu terytorialnego – w zakresie linii komunikacyjnej albo sieci komunikacyjnej na danym obszarze,
- c) w zakresie linii komunikacyjnej albo sieci komunikacyjnej na obszarze gmin wchodzących w skład związku metropolitalnego;

5) *województwo:*

- a) w zakresie linii komunikacyjnej albo sieci komunikacyjnej w wojewódzkich przewozach pasażerskich,
- b) któremu powierzono zadanie organizacji publicznego transportu zbiorowego na mocy porozumienia między województwami właściwymi ze względu na planowany przebieg linii

*komunikacyjnej albo sieci komunikacyjnej - w zakresie linii komunikacyjnej albo sieci komunikacyjnej na danym obszarze;*

*6) minister właściwy do spraw transportu - w zakresie linii komunikacyjnej albo sieci komunikacyjnej w międzywojewódzkich i międzynarodowych przewozach pasażerskich w transporcie kolejowym.*

- 1. Plan transportowy opracowywany przez ministra właściwego do spraw transportu obejmuje także wyznaczone w uzgodnieniu z województwami linie komunikacyjne w wojewódzkich przewozach pasażerskich w transporcie kolejowym zapewniające połączenie komunikacyjne między sąsiednimi województwami, które mają szczególne znaczenie dla dostępności sieci komunikacyjnej i spójności połączeń komunikacyjnych na terenie Rzeczypospolitej Polskiej. Minister właściwy do spraw transportu nie jest organizatorem publicznego transportu zbiorowego na liniach komunikacyjnych, o których mowa w zdaniu pierwszym.*
- 2. Plan transportowy może być opracowany przez właściwego organizatora na obszarze liczącym mniejszą liczbę mieszkańców niż określona w ust. 1 pkt 1-4.*
- 3. Plan transportowy uchwalony przez właściwe organy jednostek samorządu terytorialnego stanowi akt prawa miejscowego.*

## Conclusions

Currently, only **Spain and Italy** establish a **legal requirement to encourage sustainable mobility at universities**.

In the Region of Valencia in Spain, it is mandatory to prepare a mobility plan at universities and secondary schools with more than 500 students, this being optional if they do not reach the aforementioned amount. In Basque region, it is mandatory to prepare mobility plans in every work centre with more than 100 employees providing public services, so public university is included in this obligation.

In Italy, the establishing of the “school **mobility manager**” is encouraged at universities and schools of all levels, within their administrative and organizational autonomy; in addition, those companies and public administrations with local units with more than **100 employees** located in areas greater than 50,000 inhabitants, are required to adopt a **plan for their employees’ home-work trips and appoint a mobility manager**.

On the other hand, Poland and The Netherlands merely establish the obligation to prepare mobility or transport plans in their regions and municipalities (taking national policies into account), and this is not compulsory or mentioned at universities.

Finally, it is important to highlight the fact that most of the Member States are committed to the importance of implementing Sustainable Urban Mobility Plans to reduce the emissions produced by vehicles and to solve traffic problems, despite this not being mandatory by European law.



## Annex 2. Analysis of sustainable mobility-related funds

### Introduction

The resources of universities to fund the implementation of mobility actions within campuses are usually limited. Beyond awareness campaigns, the implementation of some technical and organizational measures, such as the rebuilding of a parking area in a pedestrian zone, the creation or adaptation of bike lanes, or the co-funding of public transport passes for students, are in many cases difficult to finance.

To overcome these financial barriers, lines of funding or other financial aids must be made available to universities in order to implement the actions included in their mobility plans.

### Scope

The aim of this report is to describe **the current situation in the EU with regard to funding, financial aids and other financial mechanisms** addressed to help with the implementation of **sustainable mobility** measures in universities.

### Current funds and financial aid related to sustainable mobility

An **analysis of currently available economic and financial aid** existing in the European Union to support the implementation of sustainable mobility measures has been performed. **The main results** obtained are shown below, structured according to the policy or organization under which they are developed:

#### Funds and programs under the EU Cohesion Policy

- European Structural and Investment Funds (ESIF)
- INTERREG Europe programme
- URBACT III programme
- Innovative actions in sustainable urban development

#### Funds and financial aid under the European Investment Bank (EIB)

- EIB Loans and guarantees
- ELENA programme
- JESSICA programme

#### Other economic and financial mechanisms

- LIFE programme
- Connecting Europe Facility funds
- Horizon 2020 projects
- European Fund for Strategic Investments

## Under the EU Cohesion Policy

### European Structural and Investment Funds (ESIF)

Urban mobility can be supported by ESI funds in accordance with the following objectives and articles:

- Thematic Objective "Transport and energy networks"
- Thematic Objective "Low-carbon economy" aims at supporting a shift towards a low-carbon economy by promoting low-carbon strategies, incl. sustainable urban mobility;
- Article 7 of the EBRD (\*) regulation also foresees support to sustainable urban development through strategies for integrated action.

The EU institutions and the Member States are currently negotiating the wording of regulations for the period 2021-2027, as well as the budget allocated to each of the funds under the EU's new Multiannual Financial Framework.

ESI funds are managed in a decentralized manner: the Commission and the Member States develop Partnership Agreements on a national level and Operational Programmes on a regional level. Therefore, the funds are then managed by each Member State, with specific programmes per country.

(\*) European Bank for Reconstruction and Development

For more information: <https://cohesiondata.ec.europa.eu/>

Technical assistance tools, such as JASPERS, can be used for applicable projects funded by ESIF:

#### JASPERS programme

The JASPERS programme gives technical assistance to prepare major high-quality projects to be funded by European Structural and Investment Funds (ESIF) in the new Member States (Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Greece, Latvia, Lithuania, Hungary, Malta, Poland, Romania, Slovenia and Slovakia).

Assistance by JASPERS may cover project preparation, independent quality review of the project, capacity building including a Competence Centre, and implementation of the projects.

These top-quality projects are to be implemented in cities and regions but not in universities.

For more information: <https://jaspers.eib.org/>

### INTERREG Europe Programme

INTERREG Europe supports interregional cooperation. It co-funds projects where public authorities from different regions work together for 3 to 5 years on a shared policy issue. Calls are launched regularly.

It also co-funds thematic platforms where public authorities can find information to help implement their policies in the four themes of the programme, including low-carbon and resource-efficiency.

Any actions developed with financial support from INTERREG Europe must fall into one of the following four categories:

- Research and innovation
- SME competitiveness
- Low-carbon economy
- Environment and resource efficiency

**Sustainable mobility topics can be included** in these two last categories.

- Interreg Europe exists to assist three types of beneficiary based in Europe:
- Public authorities – local, regional and national
- Managing authorities/intermediate bodies - in charge of the Investment for Growth and Jobs programmes or European Territorial Cooperation

Agencies, research institutes, thematic and non-profit organisations – although not our main target group, these types of organization can also work with Interreg Europe by first engaging with their local policymakers in order to identify options for collaboration with Interreg Europe.

This programme supports international cooperation and helps regional and local governments across Europe to develop and deliver better policy; however, although universities can be considered within the possible beneficiaries of the programme, the project does not directly address the implementation of sustainable mobility plans in universities.

For more information: <https://www.interregeurope.eu/>

### URBACT III programme

URBACT III supports interregional cooperation. It co-funds the creation of networks of cities to develop integrated solutions to common urban challenges, by learning from one another.

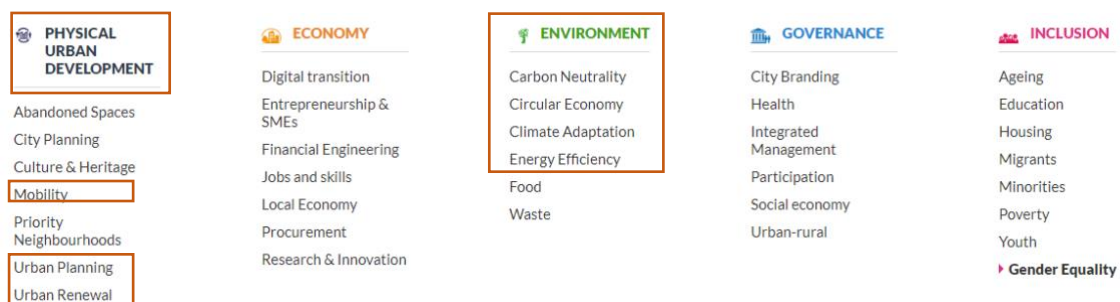
The URBACT programme is mainly financed by EU funds, with additional national and local contributions.

It is currently working on the URBACT III (2014-2020) programme, the main aims of which are to promote sustainable integrated urban development.

The **main beneficiaries** are cities from 28 EU Member States, Norway & Switzerland. When talking about cities, URBACT currently includes cities, municipalities, towns (with no size limit), infra-municipal tiers of government, metropolitan authorities, and organized agglomerations.

Other beneficiaries include local agencies, provincial, regional and national authorities, universities, and research centres. All beneficiaries shall be public or public-equivalent bodies.

The URBACT programme helps its beneficiaries develop pragmatic solutions that are new and sustainable and that integrate economic, social and environmental urban topics:



Therefore, topics related to sustainable urban development and mobility are included in the main themes of this programme, covering a variety of topics such as climate adaptation actions or city transport plans.

Moreover, although the main beneficiaries are cities, public universities can also participate in this programme.

For more information: <http://www.urbact.eu>

### Innovative actions in sustainable urban development

This programme tests new approaches, through pilot projects, to the challenges faced by cities.

*Urban Innovative Actions* is an Initiative of the European Union promoting pilot projects in the field of sustainable urban development.

The **beneficiaries** are **urban authorities**. However, given the complexity of the urban challenges, they cannot act alone and other key stakeholders can participate as *Delivery partners*. Universities may fit as stakeholders to cooperate with urban authorities.

In any case, the funds related to these programmes address **innovative solutions** for sustainable urban development, meaning that they have not yet been implemented anywhere else in Europe.

For more information: <https://www.uia-initiative.eu/en>

### Under the European Investment Bank

#### European Investment Bank (EIB) loans and guarantees

The EIB offers direct loans and guarantees for large-scale projects (> 25 million Euros) or **intermediated loans and guarantees for small and medium-scale projects**, in this case through national and regional intermediary banks.

Beneficiaries are **local authorities and public sector entities** or private promoters of any size, in projects **promoting at least one of the EIB's priorities**, which include:



In both areas, *Climate & Environmental* and *Infrastructure*, **projects related to sustainable mobility may be applicable**. Universities as **public sector entities** may be also eligible for these financial aids.

For more information: <https://www.eib.org/en/projects/index.htm>

## ELENA programme

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The ELENA (European Local Energy Assistance) programme covers up to 90% of the technical cost to prepare large energy efficiency and renewable projects. This can help obtain funding especially from private investors.

ELENA is a joint initiative by the EIB and the European Commission under the Horizon 2020 programme. It provides grants for technical assistance for energy efficiency and renewable energy investments **targeting** buildings and **innovative urban transport programmes**.

The grant can be used to finance costs related to feasibility and market studies, programme structuring, business plans, energy audits and financial structuring, as well as the preparation of tendering procedures, contractual arrangements and project implementation units.

Although ELENA supports projects in urban transport/mobility and universities may be eligible, the programme focuses on giving technical assistance to **large scale and high-budget projects** that may exceed the needs of universities for implementing mobility actions.

For more information: <https://www.eib.org/en/products/advising/elena/index.htm>

## JESSICA programme

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The JESSICA (Joint European Support for sustainable Investment in City Areas) programme **supports sustainable urban development through financial engineering mechanisms**.

Under new procedures, Member States are being given the option of using some of their EU grant funding, their so-called EU Structural Funds, to make repayable investments in projects forming part of an integrated plan for sustainable urban development. These **investments**, which may take the form of equity, loans and/or guarantees, are **delivered to projects via Urban Development Funds (UDFs)** and, if required, Holding Funds; they **must be line with Structural Funds operational programmes** agreed for the current programming period.

However, the main problem regarding this **tool is that is for the Member States to decide on its use, not directly for cities**.

For more information: <https://www.eib.org/en/products/blending/jessica/index.htm>

## OTHER EU FUNDING PROGRAMMES

### LIFE programme

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The LIFE programme is the **EU's funding instrument for the environment and climate action** created in 1992. The current funding period 2014-2020 has a budget of €3.4 billion.

The programme offers funding opportunities for projects related to these areas, within which sustainable mobility topics can be included:

- **Environmental** sub-programme: Funds for nature conservation and biodiversity, environment and resource efficiency, environmental governance and information.
- **Climate action** sub-programme: Funds for climate change mitigation, climate change adaptation, climate, governance and information.

**Any entity registered in the EU can make a proposal for LIFE** traditional, integrated, preparatory, and technical assistance **projects** under the sub-programmes for environment and climate action. This includes public bodies operating under a national

government's authority, e.g. local authority, state administration etc., private commercial organisations, and private non-commercial organisations (NGOs etc.).

Therefore, in principle, universities themselves or in partnership with other universities or other organisations are eligible to apply for this funding programme for the implementation of mobility plans.

Although the current funding period finishes by the end of 2020, a new edition of the LIFE programme is foreseen for the coming period 2021-2027. During this period, LIFE will also help Europe deliver on environment, climate and energy priorities by contributing to:

- The shift towards a **circular, energy-efficient, renewable energy-based, climate-neutral and resilient economy;**
- The protection and **improvement of the quality of the environment;**
- Halting and reversing biodiversity loss and tackling the degradation of ecosystems.

For more information: <https://ec.europa.eu/easme/en/life>

### Connecting Europe Facility (CEF) funds for TEN-T projects

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The **Connecting Europe Facility (CEF) for Transport** is the funding instrument to implement European transport infrastructure policy. It aims at supporting investments to build new transport infrastructure in Europe or refurbish and upgrade the existing one.

CEF Transport focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and on the Comprehensive Network (link), as well as for horizontal priorities such as traffic management systems.

CEF Transport also **supports innovation in the transport system** in order to improve the use of infrastructure, **reduce the environmental impact of transport**, enhance energy efficiency and increase safety.

The TEN-T forms the backbone of the European transport system with nine corridors across the EU. There is **specific financing for the "urban nodes"** i.e. the **cities** on the core network.

For more information: <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport>

### Horizon 2020 programme

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INEA (Innovation and networks executive agency) is running parts of **Horizon 2020 programme**, the EU's research and innovation programme for 2014-2020, in the **areas of transport and energy, and "Smart Cities & Communities"**.

Funding for Horizon 2020 energy and transport areas includes projects related to these themes:

- *"Smart, green and integrated transport"*: "Mobility for Growth", "Green Vehicle" and "Automated Road Transport" projects for the transport area.
- *"Secure, Clean and Efficient Energy"*: "Competitive Low Carbon Energy" and "Batteries" projects for energy area.
- *"Smart Cities and Communities"* area: projects related to new, efficient, and user-friendly technologies and services, in particular in the areas of energy, transport and ICT (under part of the "Secure, clean and efficient energy" budget).

This programme is running only until the end of 2020. However, the Commission is working on a proposal for the framework programme that will succeed Horizon 2020. This will be done within the context of the EU's proposal for the next 7-year EU budget, the Multi-Annual Financial Framework (MFF).

For more information: <https://ec.europa.eu/inea/en/horizon-2020>

### European Fund for Strategic Investments (EFSI)

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EFSI is a **guarantee from the EU budget**, supplemented by an allocation of the EIB's capital.

Cities should partner and group their projects to be more attractive in terms of scale. Cities and project promoters should engage with the EIB and the National Promotional Banks to benefit from the EFSI.

With EFSI support, the EIB Group provides funding for financially viable projects, especially for projects with a higher risk profile than is usually taken on by the Bank. It will focus on sectors of key importance for the European economy, including strategic **infrastructure including digital, transport and energy**.

These loans and investments are **addressed at cities** or groups of cities **for strategic, large-scale and high-budget projects**. Therefore, their scope may exceed the needs of universities for implementing their mobility plans.

For more information: <https://www.eib.org/en/efsi/index.htm>

### Conclusions

There are several types of **financial aid** and **funding instrument** offered within the European Union (funds by participation in EU programmes, grants, loans, etc.) that can help implement sustainable mobility projects, as this topic can be included in improvements related to low-carbon economy, environmental and climate change actions, sustainable transport and energy networks, or sustainable urban development.

However, there is currently **no EU funding specifically addressed at encouraging sustainable mobility in European universities** (or through the implementation of University Mobility Plans or other mobility tools or actions).

**Most** EU funds or financial instruments available related to promote sustainable mobility **focus on urban mobility**. Therefore, they mainly address cities, towns or even their associations. This means that universities can benefit from this aid to improve mobility in municipalities in which they are located but in many cases not individually, as the major commuting poles they represent.

Moreover, although there are some **European funding programmes** for which universities **may be eligible**, certain **barriers** have been identified.

On one hand, some of these **available programmes** for which universities can be beneficiaries of funds or financial aid are **designed for strategic, large-scale and high-budget projects**.

Applying for these types of programme usually involves a large amount of time and resources, and may discourage universities from applying for them. It might be interesting to place funds available for specific actions or plans, which does not require participation in projects of such

magnitude and complexity. The scope of financial aid should be more accurate in specifying measures, so that universities can apply directly.

On the other hand, **some of the European programmes** currently running mean that the beneficiary's **projects must be innovative and creative** (even involving “bold” and experimental solutions). Most of the proposals included in university mobility plans can be defined as innovative, but are really required to succeed in the implementation of sustainable mobility on campuses (for example, bike lanes and bike facilities, building or improving pedestrian areas, financial aid for the use of transport public, etc.). Therefore, in these cases, universities can hardly apply for the financial aid offered by these programmes.

**University campuses are large territorial nodes** (sometimes even larger than towns), so they play a **powerful role in territory and mobility**. They have specific requirements in terms of sustainable mobility and **they need specific aid** to promote and implement their own mobility plans.

### Main general references

- CIVITAS: *Cleaner and better transport in cities* (<https://civitas.eu/>)
- ELTIS: *The Urban Mobility Observatory* (<https://www.eltis.org>)



**REPORT**  
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