



THE 'FUNCHAL' STATEMENT

We, the city members of the CIVITAS Forum Network hereby submit the 'Funchal Statement' to the European Commission representative of the Directorate-General for Mobility and Transport on the occasion of the CIVITAS Forum Conference 2011, 17-19 October 2011, Funchal, Portugal, underlining: a) the benefits we derive from CIVITAS; and b) some of the challenges and opportunities ahead for European cities which are at various stages of realizing sustainable urban mobility.

1. We note the EC's 2007 [Green Paper on Urban Mobility](#), its 2009 [Action Plan on Urban Mobility](#), the 2011 [White Paper](#) on Urban Transport, the [Eighth Framework Programme for Research and Technological Development](#) (RTD) and also Horizon 2020 - the Framework Programme for Research and Innovation as the chief policy and funding instruments guiding and supporting city-based approaches over the coming years in the realization of innovative measures dedicated to achieving sustainable urban mobility and more generally improving the quality of life.

2. However, we remain challenged in:

- a) Achieving EU air quality standards (as defined by [EC Directive 2008/50 on ambient air quality and cleaner air for Europe](#)), in decreasing CO₂ Emissions (owing to exceedances which urban transport contributes 70% of pollutants and European road transport 40% of all CO₂ emissions¹), addressing standards for noise (e.g. [EC Directive on Environmental Noise 2002/49](#), [EC regulation 661/209](#) and [1222/2009](#) on tyres which will enter into force in 2012) and meeting those standards in the field of energy and climate change such as [EC Directive 2009/28 on the use of energy from renewable sources](#) (including the so-called '20-20-20' target);
- b) Fulfilling the ambitious targets defined by the EC's new White Paper. Namely freeing cities of conventionally fuelled cars by 2050 and achieving CO₂-free movement of goods by 2030, increasing the use of intelligent transport systems, halving road casualties by 2020 and supporting a 50 percent shift of intercity passenger and freight journeys from road to rail and waterborne transport;
- c) Realising sustainable mobility itself, ie. freeing our cities of traffic jams and avoiding the loss of time, fuel and GDP due to poorly organized traffic systems, which are in turn exacerbated by the growth of urban areas and threatened by an increasingly aging society²; and
- d) Harnessing the opportunities that exist to realize social inclusion through sustainable urban mobility, especially during the current economic and financial crisis, for example, favorable tariff schemes for low income groups, pedestrian zones and shared space, dedicated public space for citizens and secure and safe public transport.

3. We recognize that cities are responsible for responding to these targets, goals and aspirations in line with the European Union's (EU) principle of subsidiarity (which places the responsibility for action at the national, regional or local level), according to Article 5 of the Treaty establishing the European Community;

¹ Pg. 22, EEA (2010) The European Environment: State and Outlook 2010 - Urban Environment, www.eea.europa.eu/soer/europe/urban-environment/

² According to COM(2009) 279 final: A sustainable future for transport: Towards an integrated, technology-led and user friendly system, by 2050 urban areas will host 84% of the European population compared with 72% in 2007. By 2060 the median age of the European population is projected to be more than 7 years higher than today while the number of people aged 65 or more is expected to represent 30% of the population as opposed to 17% today.

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4. We value the opportunities for collaboration and know-how exchange with our peers in other European cities and welcome the 200-plus city member network 'CIVITAS' (City-VITALity-Sustainability). CIVITAS is a platform that inter alia:

- a) assists European cities to meet sustainability targets and elaborate sustainable urban mobility plans (SUMP) by sharing demonstrable research results, guidance and best practice, and facilitating twinning, coaching, and staff-exchange;
- b) offers opportunity to meet and exchange annually and celebrate best practice through the CIVITAS Forum Conference and Awards, significantly aiding technology transfer, upscaling and exploitation;
- c) provides valuable resources, services in multiple languages and a point for local, national, regional and international recognition and exchange via the CIVITAS website, the CIVITAS Secretariat and increasingly national and regional CIVITAS networks; and
- d) hosts the CIVITAS Political Advisory Committee (PAC) which through its semi-annual meetings with leading and highly motivated politicians, enables cities to highlight challenges and bring forward proposals in urban transport and future sustainable mobility policy.

5. We therefore reaffirm our city's commitment to the [CIVITAS Declaration](#), which defines our own political will to achieve a significant change in the modal split in favour of sustainable transportation modes, following its typically integrated approach of both practical and policy-related/ 'hard' and 'soft' measures, because of the added value this brings.

6. We value CIVITAS as a funding programme towards this end. To date CIVITAS has leveraged EUR 250 million and supported 658 practical and policy-related sustainable urban mobility measures in 58 cities. Thanks to this, it has had the most influence on urban transport among all EU funding programmes.

7. The European Commission plays a fundamental role in perpetuating the long term future of the CIVITAS Initiative. It plays an equally important role in supporting and assisting the introduction of ambitious, integrated urban transport strategies and sustainable urban mobility plans, through initiatives like ELTIS. We wish to urge the EC to assure the long-term funding of CIVITAS through a multi-annual strategy within the EC's RTD Framework Programme. This will aid cities to arrange the necessary longer term budget approvals for CIVITAS applications.

8. Besides CIVITAS, we also call upon the European Commission to elaborate more specific programme lines during the upcoming programming cycles (2014-2020 and beyond) within the equally important regional funding mechanisms (such as the Structural and Cohesion Funds) for addressing matters related to urban mobility.

9. We wish to conclude by emphasising that only by working vertically (with the EC), horizontally (with other cities), laterally (internally, both technicians and policymakers), and publicly (with our citizens) will we achieve sustainable urban mobility together for the benefit of all.