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**TEN/849**

**Planning sustainable urban mobility in the EU**

Brussels, 19 June 2025

**RECORD OF THE PROCEEDINGS**
European Economic and Social Committee

**Planning sustainable urban mobility in the EU**[own-initiative opinion]

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597th plenary session

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Meeting of 19 June
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Agenda item 23

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**The president** moved that the Committee turn to agenda item 23 - adoption of an opinion on the

*Planning sustainable urban mobility in the EU*

(own-initiative opinion).

The preliminary work had been carried out by the Section for Transport, Energy, Infrastructure and the Information Society (president: **Baiba MILTOVIČA**). The rapporteur was **Lidija PAVIĆ-ROGOŠIĆ** and co-rapporteur was **Mateusz SZYMAŃSKI**. The section had adopted its opinion on 27 May 2025 unanimously with 72 votes.

**Mr Oliver Röpke** gives the floor to the rapporteurs, who introduce the opinion.

The rapporteur, **Ms Lidija Pavić-Rogošić**, starts by emphasising that the future of urban mobility is rooted in fairness, accessibility, and sustainability. European cities face pollution, congestion, and inequality, requiring bold action. Sustainable Urban Mobility Plans (SUMPs), mandated by the TEN-T regulation for 431 urban nodes by 2027, are key in achieving these goals, alongside the development of inclusive and efficient public transport systems. Recognising mobility as a social right, the rapporteur stresses that transport must be affordable, reliable, and accessible to all, counting with targeted support from EU funds to combat transport poverty. She highlights the importance of behavioural change, which can be encouraged through the promotion of cycling, shared transport solutions, and sustainable logistics. While the rollout of electric vehicles is welcome, without smart and integrated urban planning, congestion and car dependency will persist. Despite deployment of electric vehicles, without smart planning, congestion will remain. Civil society and networks like CIVINET are crucial to bridge local and EU efforts. The rapporteur concludes by stating that mobility defines society and should grant the right to access, development and dignity. Examples of good praxis already exist and should be widely used.

The co-rapporteur, **Mr** **Mateusz Szymański**, stresses that transport justice and equal access must extend beyond city centres to include suburban areas. He pointed to poorly planned public transport that forces many workers to rely on private vehicles as an example of systemic failure. Ensuring equal access, especially for persons with disabilities and vulnerable groups, remains a top priority. He also highlights the importance of allocating adequate funding in the next Multiannual Financial Framework (MFF) to maintain and further develop safe, affordable public transport, thereby encouraging greater use.

**Mr Oliver Röpke** opens the debate.

In the discussion, **Mr Dumitru Fornea** takes the floor, pointing out that that the EU continues to lag behind other global regions in developing inclusive urban mobility, particularly for people with reduced mobility. He emphasises the need for increased investment to improve infrastructure and ensure equal access for all.

The opinion was adopted by 111 votes in favour 1 against and 3 abstentions.

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