SUSTAINABLE & SMART
MOBILITY STRATEGY

EU Transport policy and statistical activities

UNECE Working Party on Transport Statistics, 15-17 June 2022

European Commission

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- **I. Policy context**
- **II. Statistical activities**

The European Green Deal (December 2019)

- by 2050 transport emissions should be 90% lower than in 1990 to achieve climate neutrality

➢ **The Sustainable and Smart Mobility Strategy (December 2020)**

➢ Three objectives: making the European transport system more sustainable, smart and resilient

➢ 10 flagship areas and key milestones

➢ Comprehensive Staff Working Document

➢ Action plan with a list of 82 concrete policy actions

July 2021: Delivering the European Green Deal Package ("Fit-for-55 package")

→ reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels.

- **Alternative Fuels Infrastructure Regulation**: ensuring sufficient recharging and refuelling infrastructure, interoperability between vehicles and infrastructure, infrastructure easy to use.

- **ReFuelEU Aviation:** to boost the supply and demand for sustainable aviation fuels in the EU.

- **FuelEU Maritime:** measures focused on demand in order to boost the uptake of alternative fuels in the maritime sector.

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December 2021: second package of proposals aiming at improving the efficiency and sustainability

- **Revision of the TEN-T Regulation:** introduction of a new intermediary deadline of 2040 to advance the completion of major parts of the comprehensive network; new standards for transport links; integration of rail freight corridors, etc.

- **Action Plan on long-distance and cross-border rail:** roadmap listing further actions to increase the high-speed rail traffic.

- **Review of the 2010 Intelligent Transport Systems Directive:** extension of the existing Directive's scope to the emerging services (e.g multimodal information, booking and ticketing services)

- **New Urban Mobility Framework:** all major cities ('urban nodes') on the TEN-T network must develop by 2025 a **sustainable urban mobility plan**; common a list of measures and initiatives for all cities to make their mobility more sustainable.

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Some upcoming initiatives : greening freight transport

- Revision of the combined transport directive

- CountEmission EU

- Revision of the weights and dimensions directive

- Revision of the roadworthiness package

- Revision of the Directive on Harmonised River Information Services
- Measures to better manage and coordinate international rail traffic

Statistical activities

➢ **User of statistics: Policy measures & Monitoring**

- Impact assessments, evaluations

- European Semester

- Economic analyses

- Dashboards & monitoring frameworks (SDGs, Resilience Dashboard, etc)

➢ **EU Transport in Figures**

➢ **Own data collections:**

- Rail Market Monitoring Survey

- Community database on road accidents

- European Alternative Fuels Observatory

- TEN-T Reports

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➤ **New Mobility Patterns Study**

- **Task A:** EU-wide survey: number of trips and activity of individuals by mode of transport, with a specific focus on new ways of mobility in cities

- **Task B:** targeted survey on urban logistics in the major EU cities, addressed at businesses that provide delivery services for own account or for hire: composition and the mileage of the fleet, the corresponding activity, the fuel/energy consumption and the carbon footprint as well as the air pollutant emissions of their activities in the city and their future plans to achieve low emissions logistics.

- **Task C:** complete and consistent dataset of fleet, activity and traffic data compiled using official European and national sources and relevant indicators on the economic, environmental and usage aspects of transport, covering all transport modes, both passenger and freight transport.

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➤ **Passenger mobility survey**

- Objective: analysing passengers mobility at EU level

- Target population: individuals 15-84 years

- Methodology: CAWI/CATI method, fieldwork: March - August 2021; 105 800 respondents;

- In line with Eurostat guidelines on Passenger Mobility Statistics;

- Questionnaire:
    - Socio-demographics questions about the respondent and his household
    - Travel diary questions: questions about trip performed the day before;
    - Vehicle fleet description
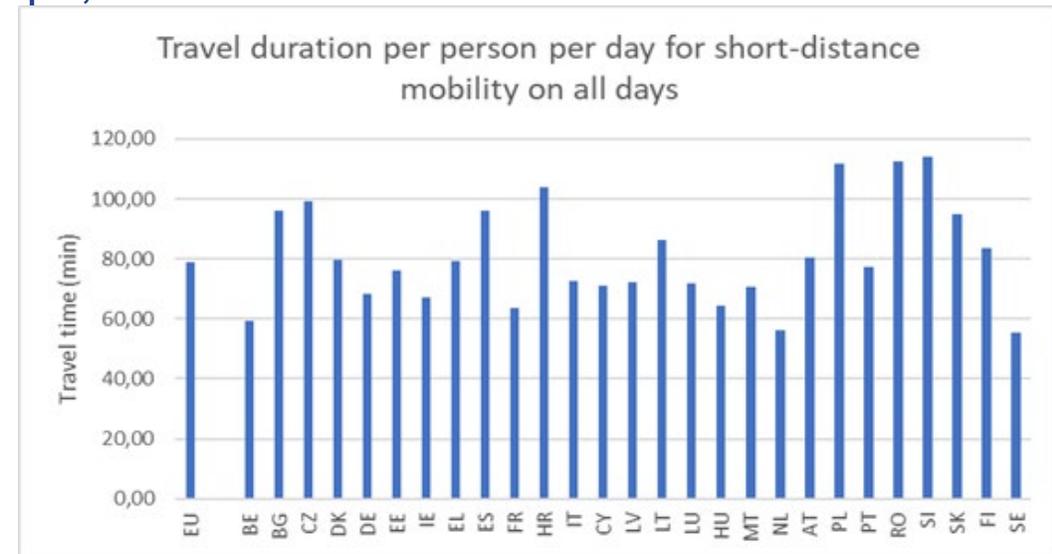   - Questions on emerging mobility forms.

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➢ **Passenger mobility survey**

- **Indicators:** EU and MS level, by gender and age groups
  - number of trips
  - travel distance
  - travel time
  - passenger-kilometres
  - average vehicle occupancy rates
  - reasons for choosing a specific mode

  Breakdowns: urban non/urban, main travel mode, travel purpose, fuel type, working/non-working day.
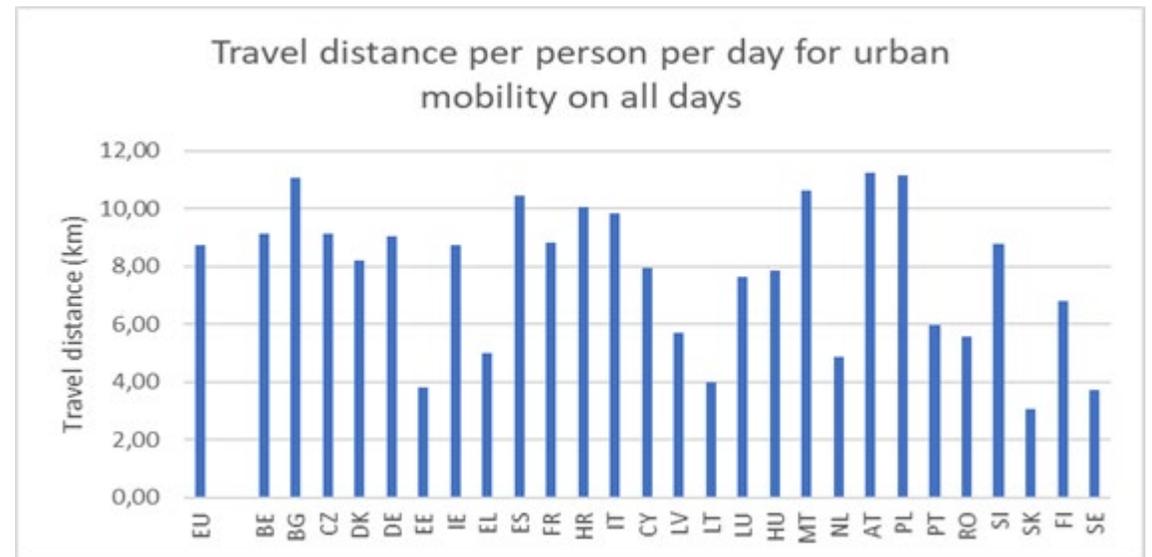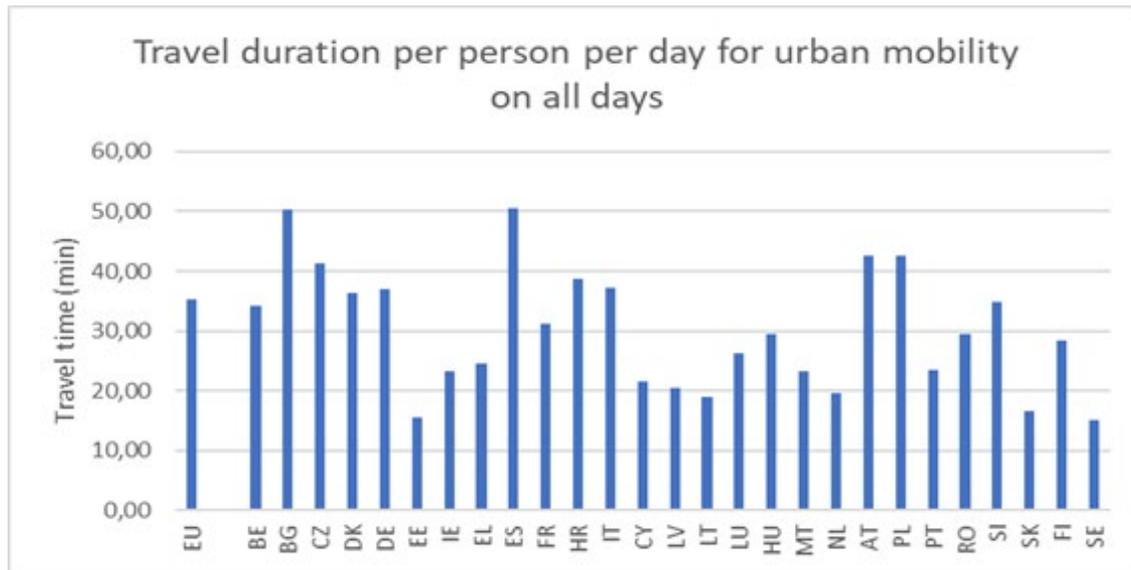
Preliminary results:

- car is the main mode of transport (49 %), walking is the second mode (20%);

- homogeneity of the travelling purposes on short distances;

- occupancy rate: 1.3 passengers per short-distance trip (private cars, including light commercial vehicles); occupancy factor is higher on non-working days;

- travel distance: 20km per day for short-distance trips;
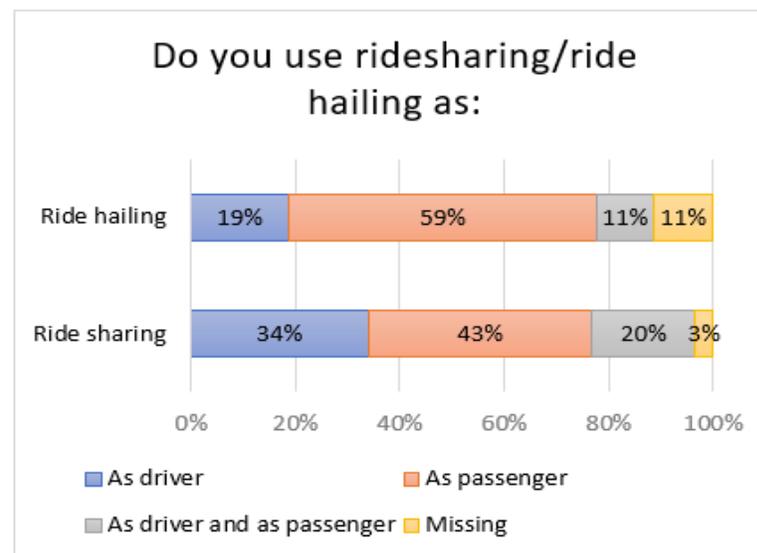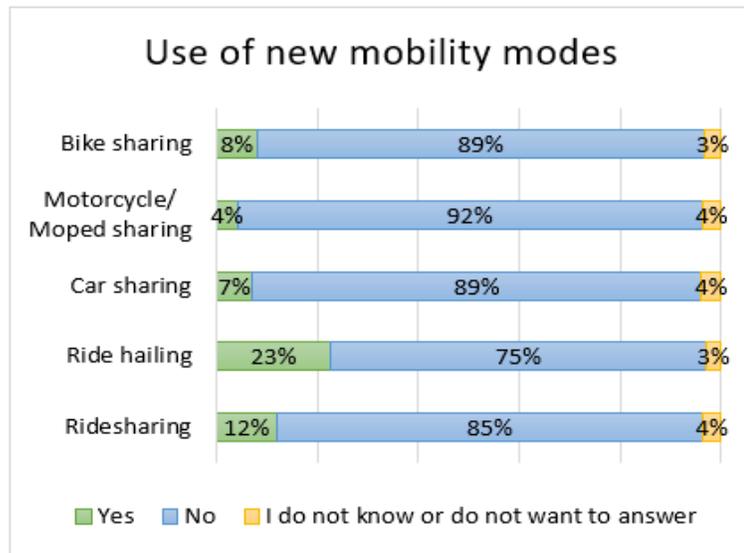
- duration of short-distance trips: 1h20m.

Travel duration per person per day for short-distance mobility on all days

Preliminary results

- The travelled time for urban trips is 35 minutes per day, for a distance of about 8.5km.

Travel duration per person per day for urban mobility on all days

Travel distance per person per day for urban mobility on all days

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Preliminary results: Use of new mobility services

Ride hailing and ride sharing are the two most commonly used services, with 23% and 12% of the population

Figure 1 - New mobility services

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Studies

- Study on the social dimension of the future EU transport system regarding users and passengers (April 2022)

- Study on the effects of Covid-19 pandemic on the aviation market (summer 2022)

- Study to assess the impacts of the COVID-19 pandemic and other topical developments on connectivity and competition in the Single market for transport (February 2023)

    Background: Sustainable and smart mobility strategy - Flagship 8: Strengthening the Single Market for a resilient mobility

    Objective: analysis of the Covid-19 pandemic and the Russian invasion in Ukraine on the connectivity and competitiveness of the transport sector

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THANK YOU!