

Online Event

NEW MOBILITY

Economy and Employment

December 11th at 17.30h

Register at transicionverde.es

This event is organised by the Green European Foundation and Heinrich Böll Stiftung EU with the support of Transición Verde and the financial support of the European Parliament to the Green European Foundation. More info:



Cerny Consulting

EUROPEAN MOBILITY ATLAS 2021

Facts and figures about transport and mobility in Europe

#EUMobilityAtlas

eu.boell.org/European-Mobility-Atlas





European Committee of the Regions

COTER-VII-020

151st plenary session, 10-12 October 2022

OPINION

The new Urban Mobility Framework



FINDING THE RIGHT WAY STEP BY STEP

Milestones in the history of transport policies within the EU institutions

1957 1980

1990

2000

2010

Today

1957 Treaty of Rome: determination that transport has to be one of Europe's main common policies

1985 Beginning of a truly common transport policy

1986 Single European Act: beginning of a truly common transport policy leads to Maastricht Treaty and the first proposal for a Trans-European Transport Network

1988 Commission promotes modest plan for a limited number of projects

1992 Proposal for the development of a "Trans-European Transport Network"

2001 White Paper proposes measures for modal shift, eliminating bottlenecks, placing the user at the heart of the European transport system

2011 White Paper "Time to decide" with the goal of creating a Single European Transport Area

Today, the EU transport acquis communautaire covers the transport sectors of aviation, railways, road, urban public transport, inland waterways and short sea shipping, as well as intermodal transport.

”It’s the economy, stupid”

**Transport as
a business
and/or
a public service**

Portugese Bike Valley

European hub for bicycle tech development, located east of Aveira, aiming at becoming the centre of the European bike industry.

EuroNight (EN) Francisco de Goya
Paris – Madrid until 2013

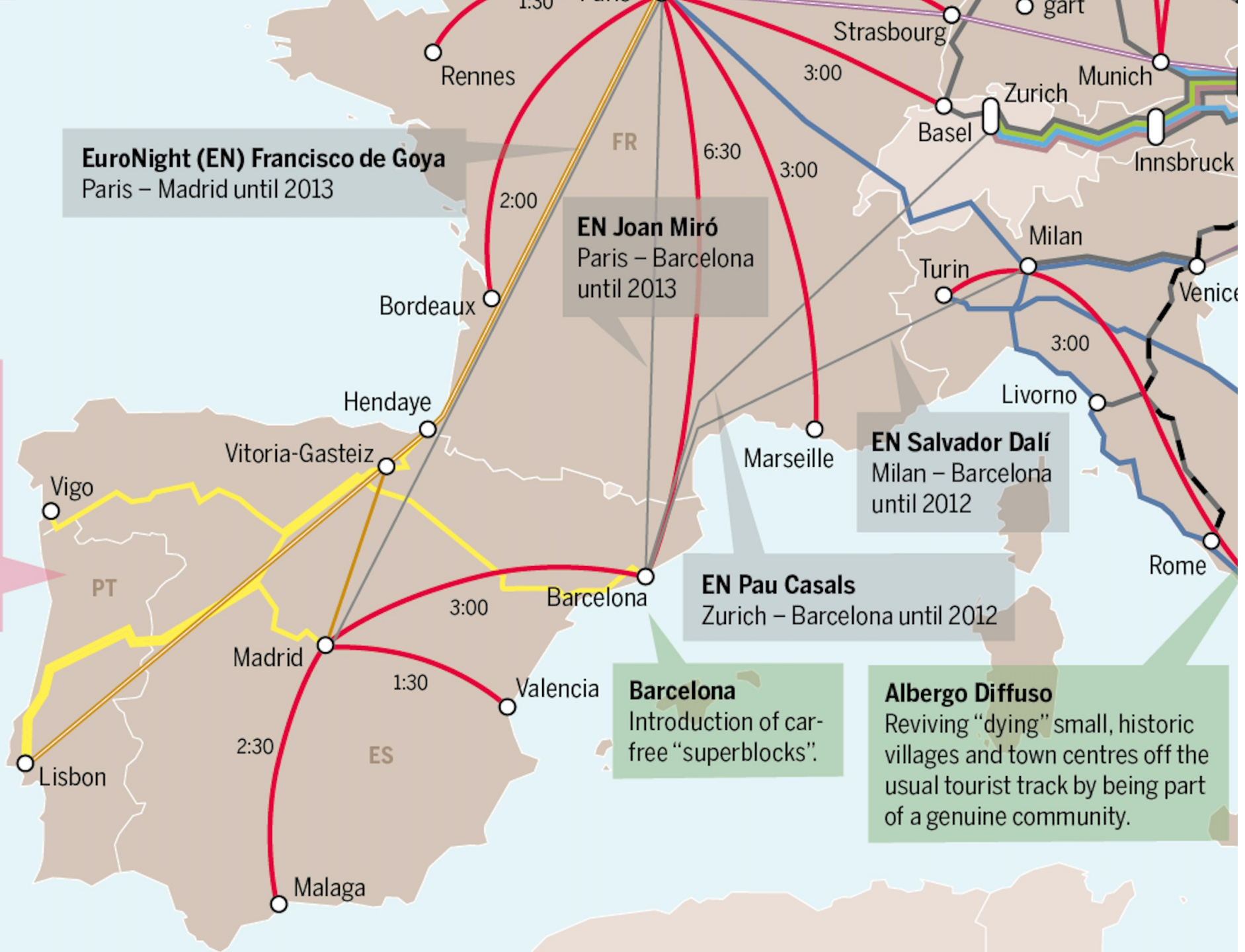
EN Joan Miró
Paris – Barcelona until 2013

EN Salvador Dalí
Milan – Barcelona until 2012

EN Pau Casals
Zurich – Barcelona until 2012

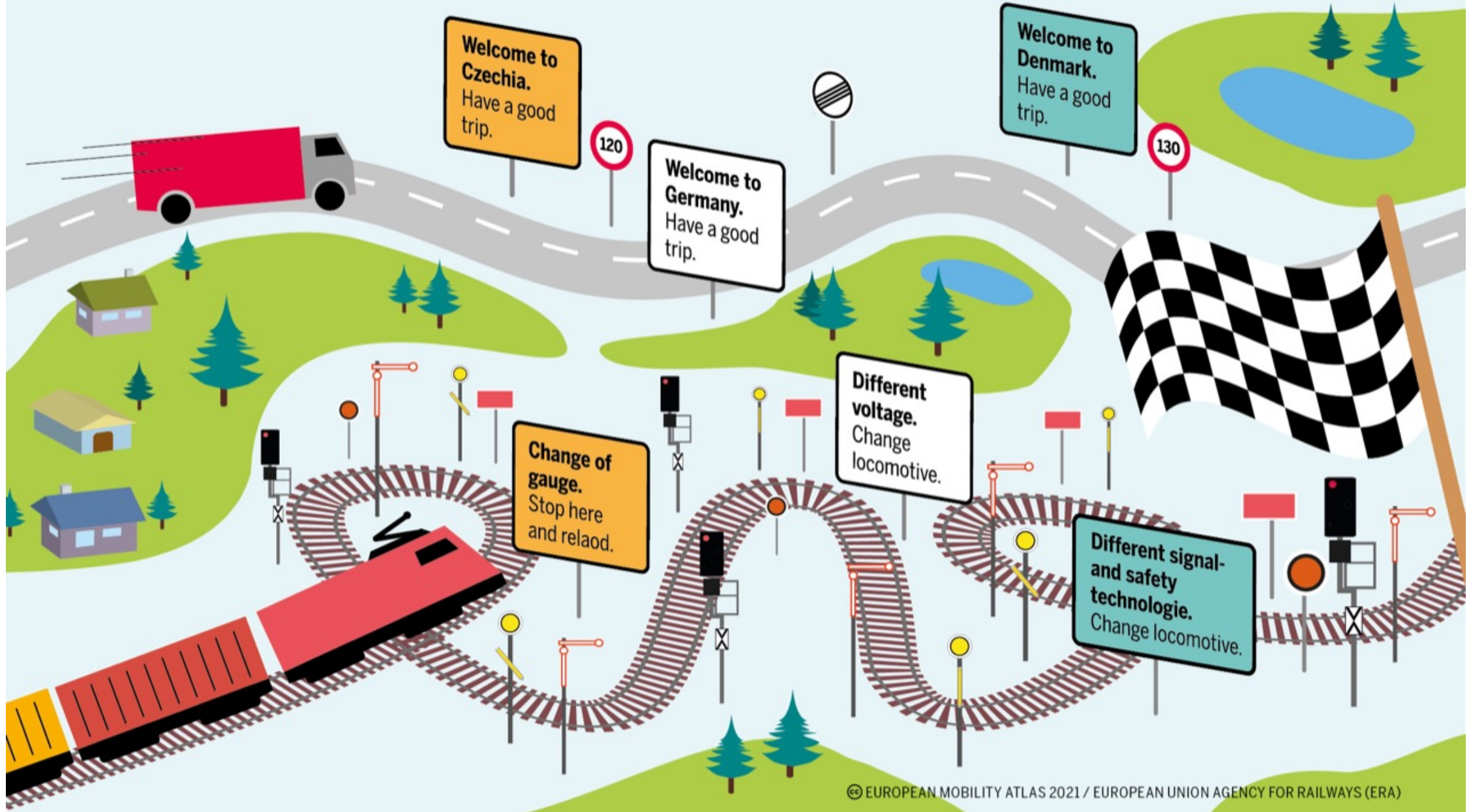
Barcelona
Introduction of car-free “superblocks”.

Albergo Diffuso
Reviving “dying” small, historic villages and town centres off the usual tourist track by being part of a genuine community.



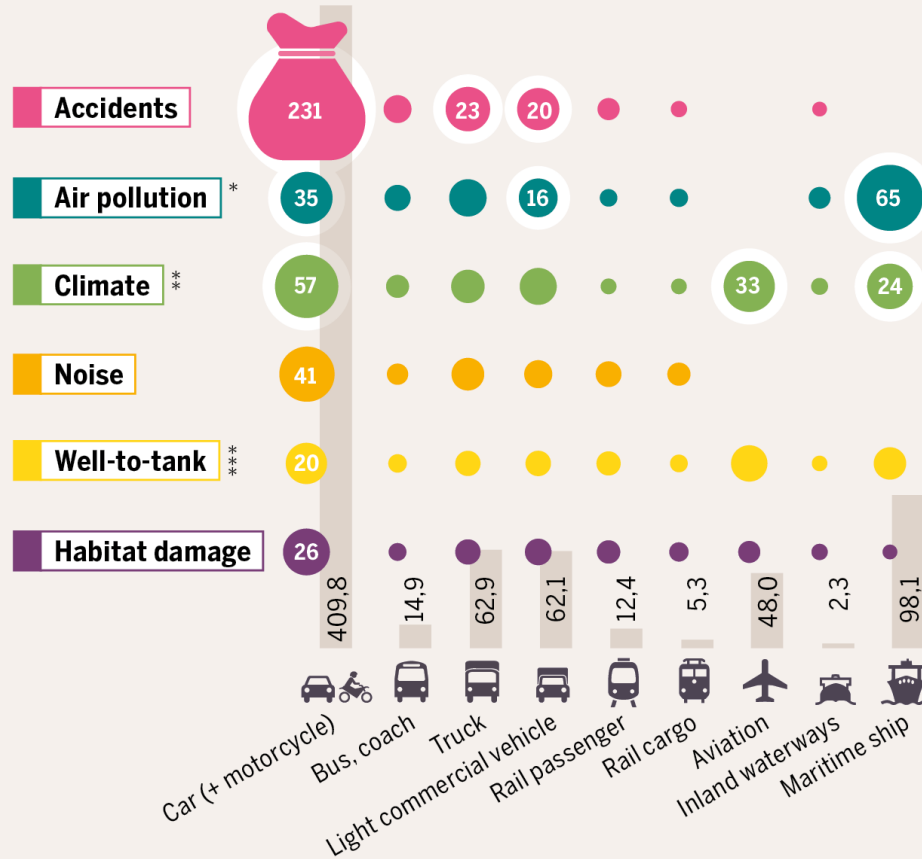
TRUCK VS. FREIGHT TRAIN – A RACE UNDER UNEQUAL CONDITIONS

Trucks drive effortlessly and continuously, while trains face hurdles at every border. The EU Agency for Railways identified 13,000 different railway regulations in the EU and the United Kingdom. For tail lamps alone it has had to standardise 20 different requirements.

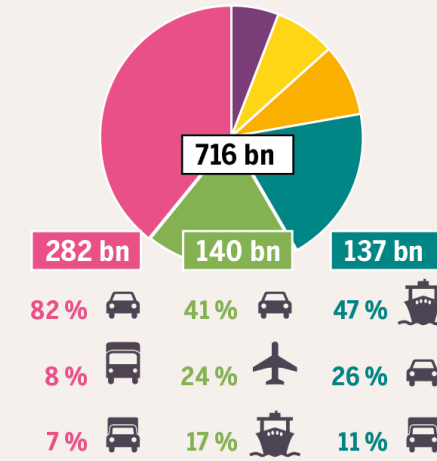


THE OVERALL COSTS ARE NOT EQUALLY SHARED

Total external costs of transport in the EU by cost category and transport mode in billion euros per year, 2016



Top 3 cost drivers



* Short- and medium-term effects (health effects, crop losses, material and building damage and biodiversity loss)

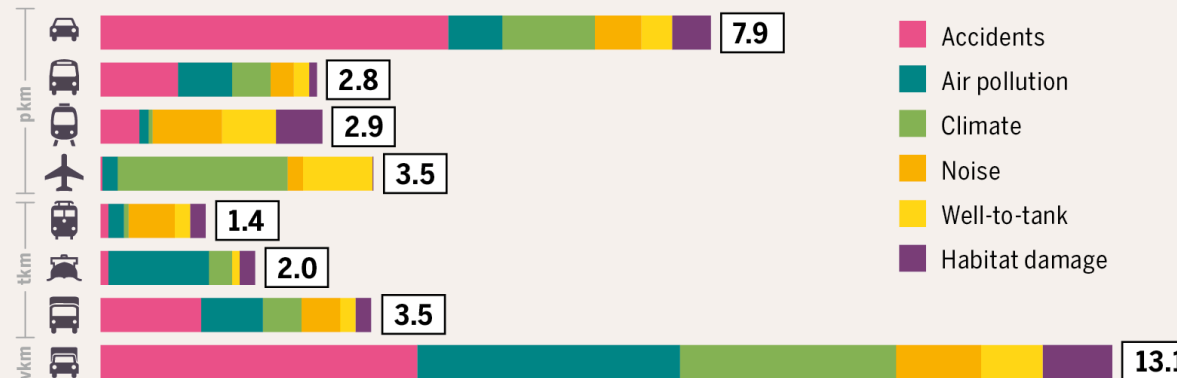
** Long-term effects (global warming)

*** Include the emission of greenhouse gases and air pollutants emitted during the process of energy production; other life-cycle effects such as vehicle and infrastructure production are not included.

Data for aviation and maritime: rough estimations for EU-28 based on 33 selected airports

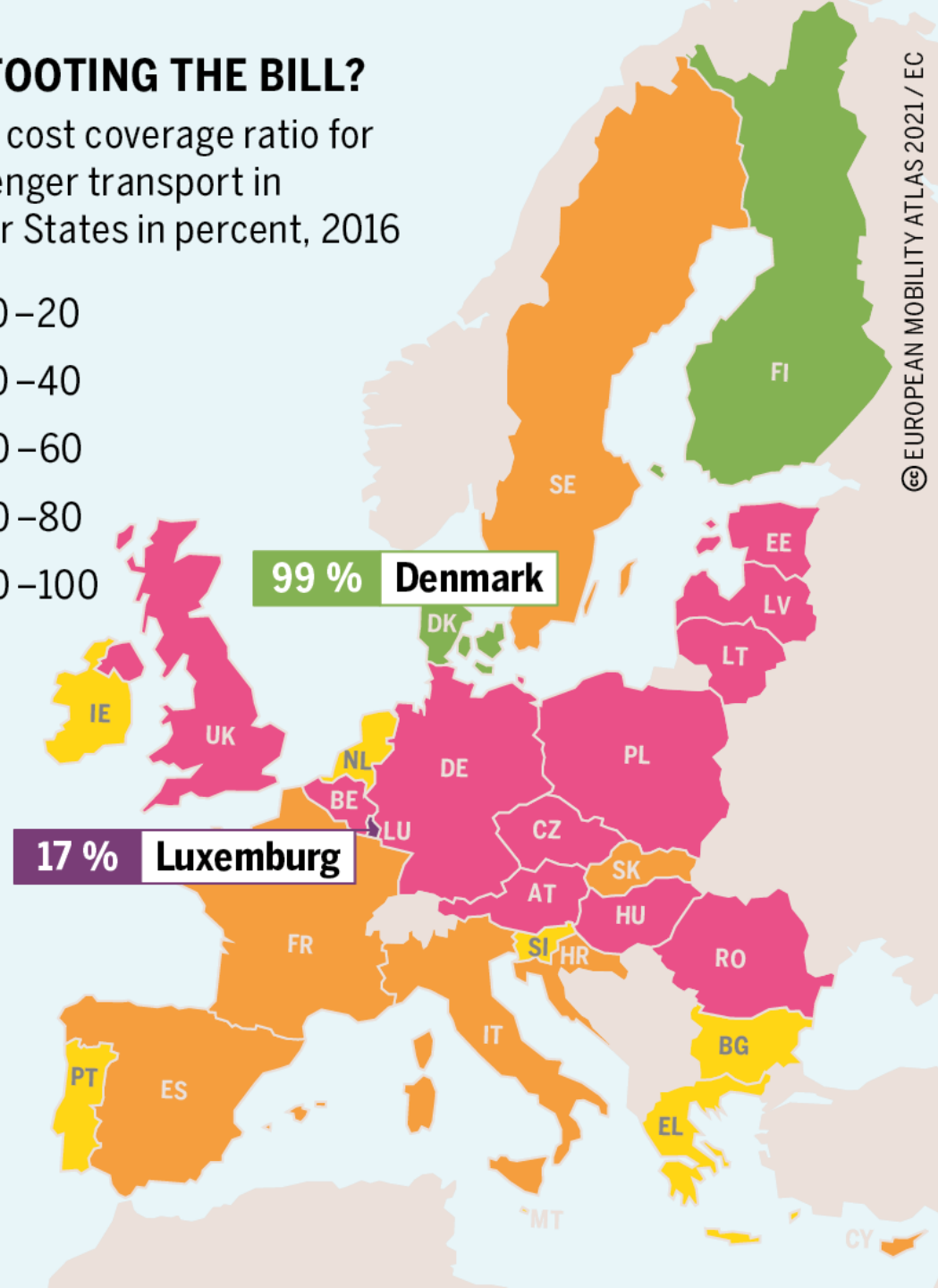
COSTS PER KILOMETRE

Average external costs of passenger transport per person-kilometre (=pkm), cargo transport per tonne-kilometre (=tkm) and light commercial vehicles per vehicle kilometre (=vkm) for EU-28, in eurocents, 2016



WHO IS FOOTING THE BILL?

Map of the cost coverage ratio for road passenger transport in EU Member States in percent, 2016



Jobs

Jobs

Jobs

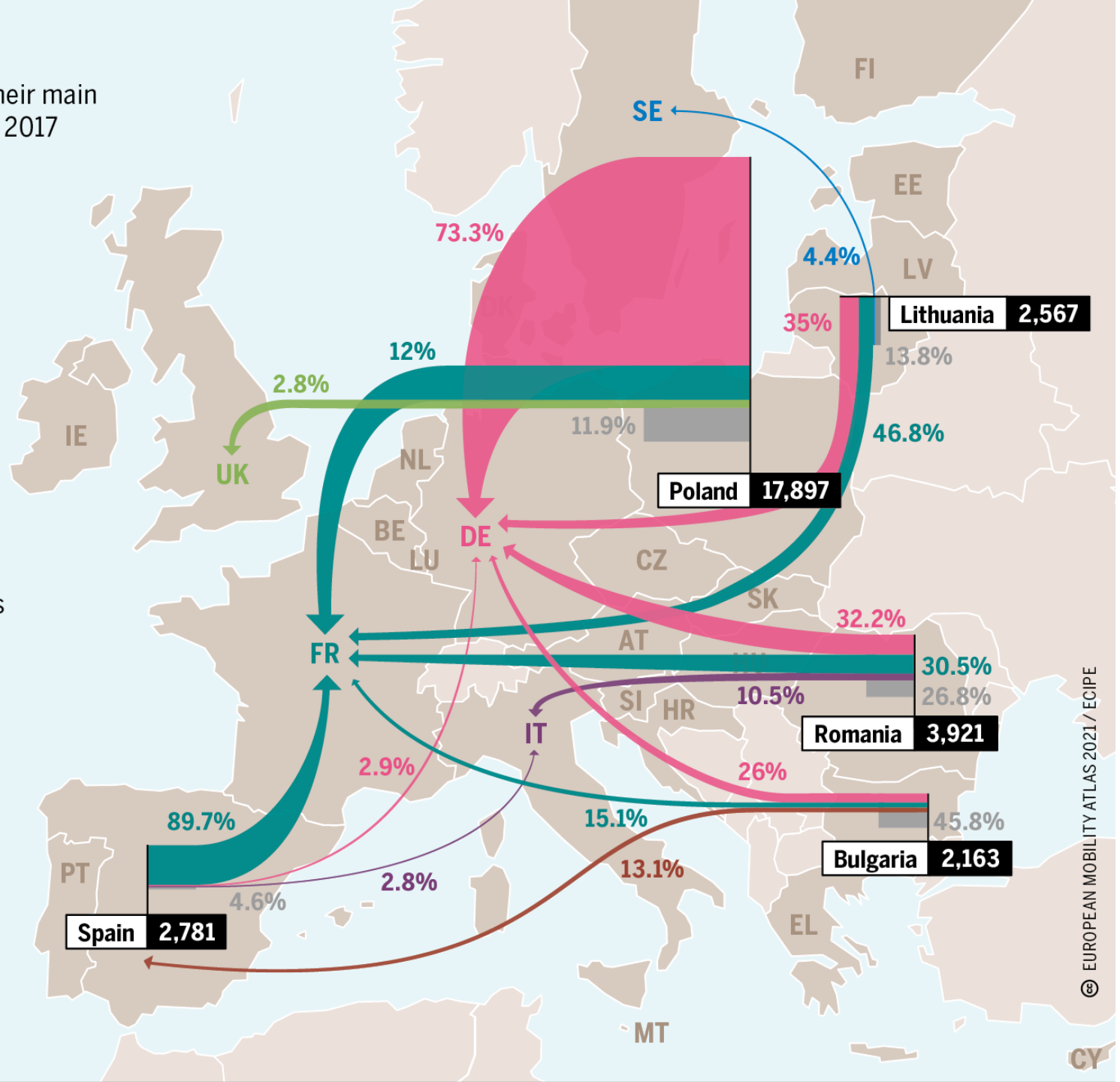
EARNING MONEY BUT NOT AT HOME

Top five cabotage* performing countries and their main countries in which cabotage took place, EU-28, 2017

- Cabotage performed in million tonne-kilometres (mtk)**
- Cabotage took place in Germany
- Cabotage took place in France
- Cabotage took place in Italy
- Cabotage took place in UK
- Cabotage took place in Sweden
- Cabotage took place in Spain
- Cabotage took place in other countries

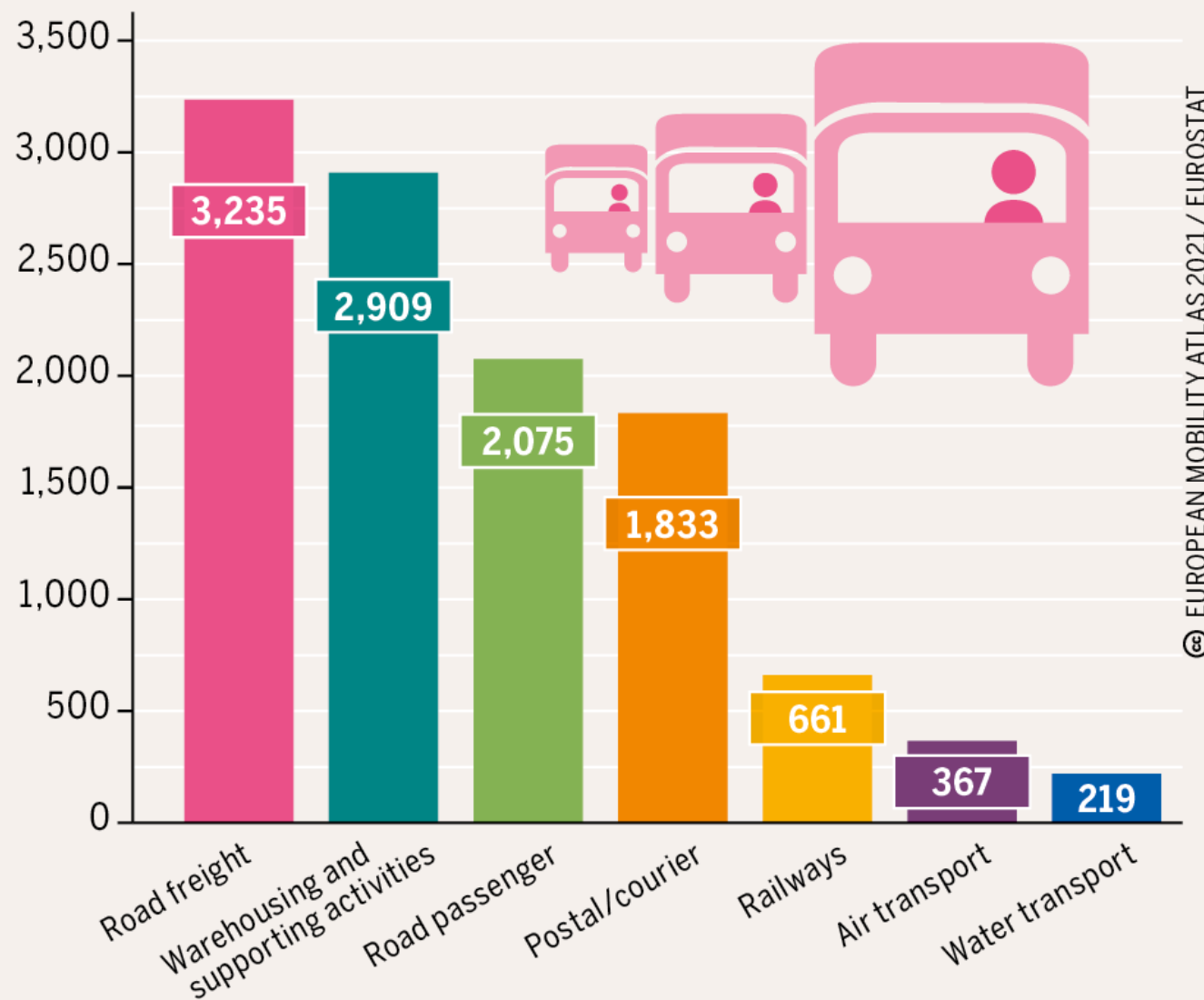


** a **tonne-kilometre** = the transport of one tonne of goods over a distance of one kilometre



MOSTLY ON WHEELS

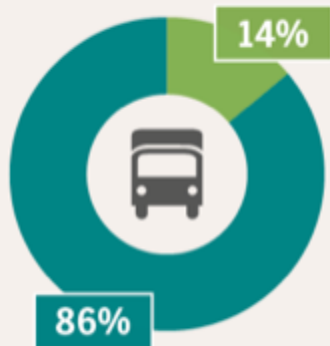
Numbers of employees in the transport industry by sector, EU-28, 2016, in thousands



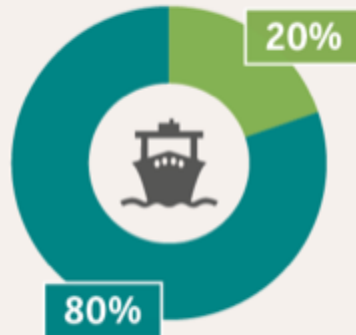
WOMEN ON THE MOVE

Gender structure of employment in the transport sector, EU-28, 2016, in percent

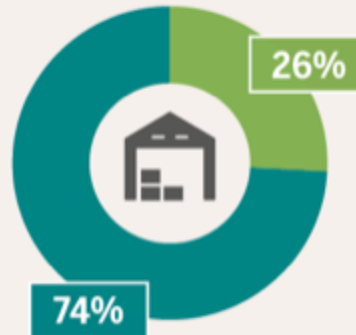
■ Men ■ Women



Land transport



Water transport



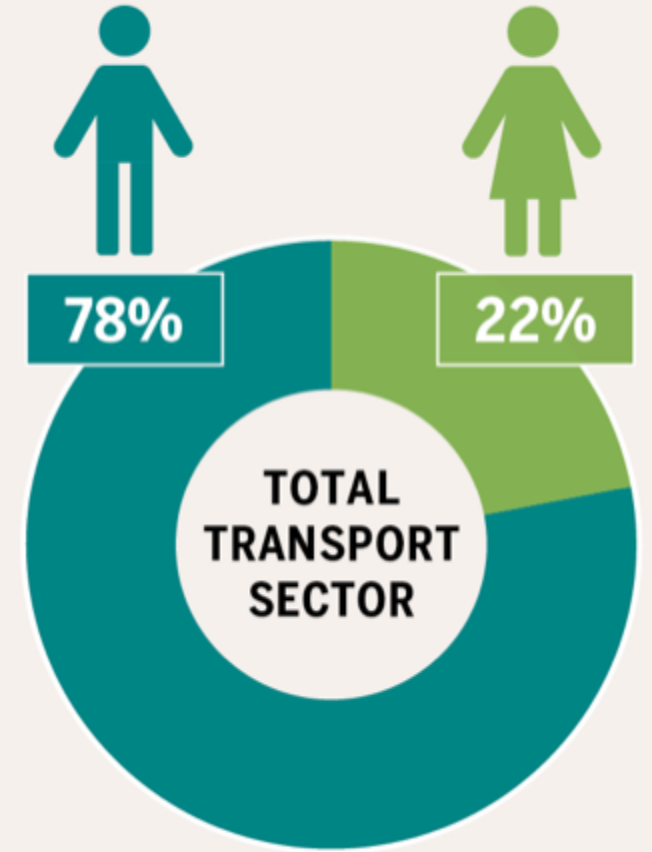
Warehousing and supporting activities



Air transport



Total economy



TOTAL TRANSPORT SECTOR

EMPLOYMENT IN THE BICYCLE INDUSTRY

Top 10 employment in the bicycle industry and in the parts and accessories industry in the EU-28, 2019, in percent

■ Bicycle employment

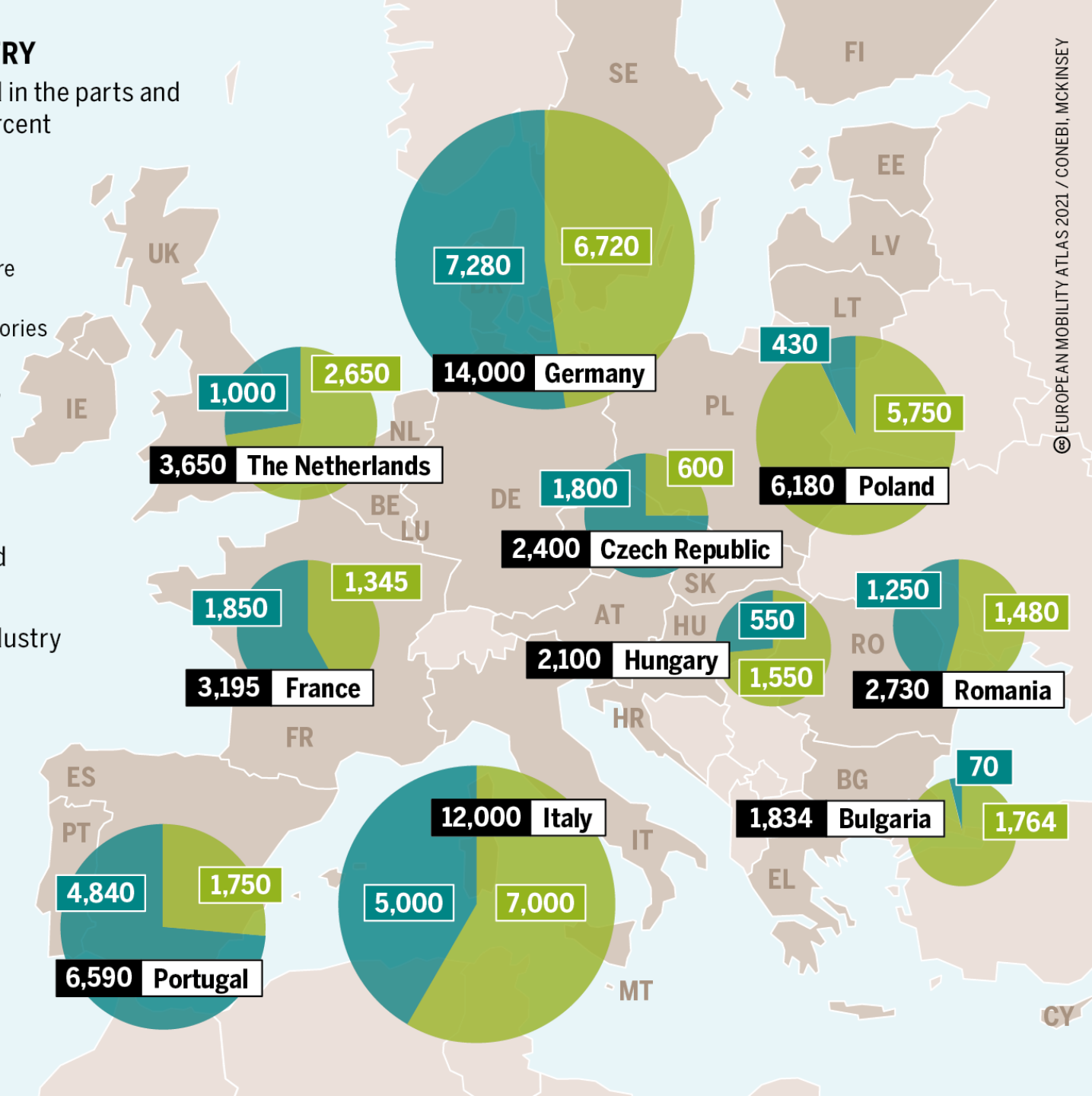
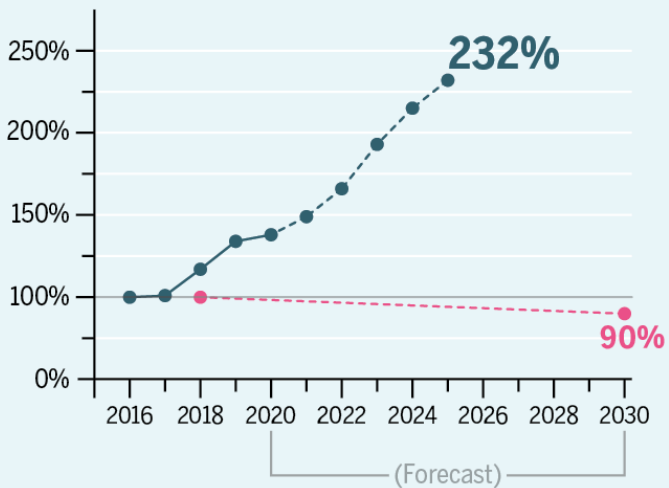
■ Parts and accessories employment

Parts and accessories refer to parts that are used to build a bicycle including the frame, fork, tyres, lights etc. as well as the accessories that can be purchased to complement the bicycle including a helmet, cycling apparel, water bottles and repair tool kits.

Development of employment in the bicycle and automotive industry, in the EU-28, in percent

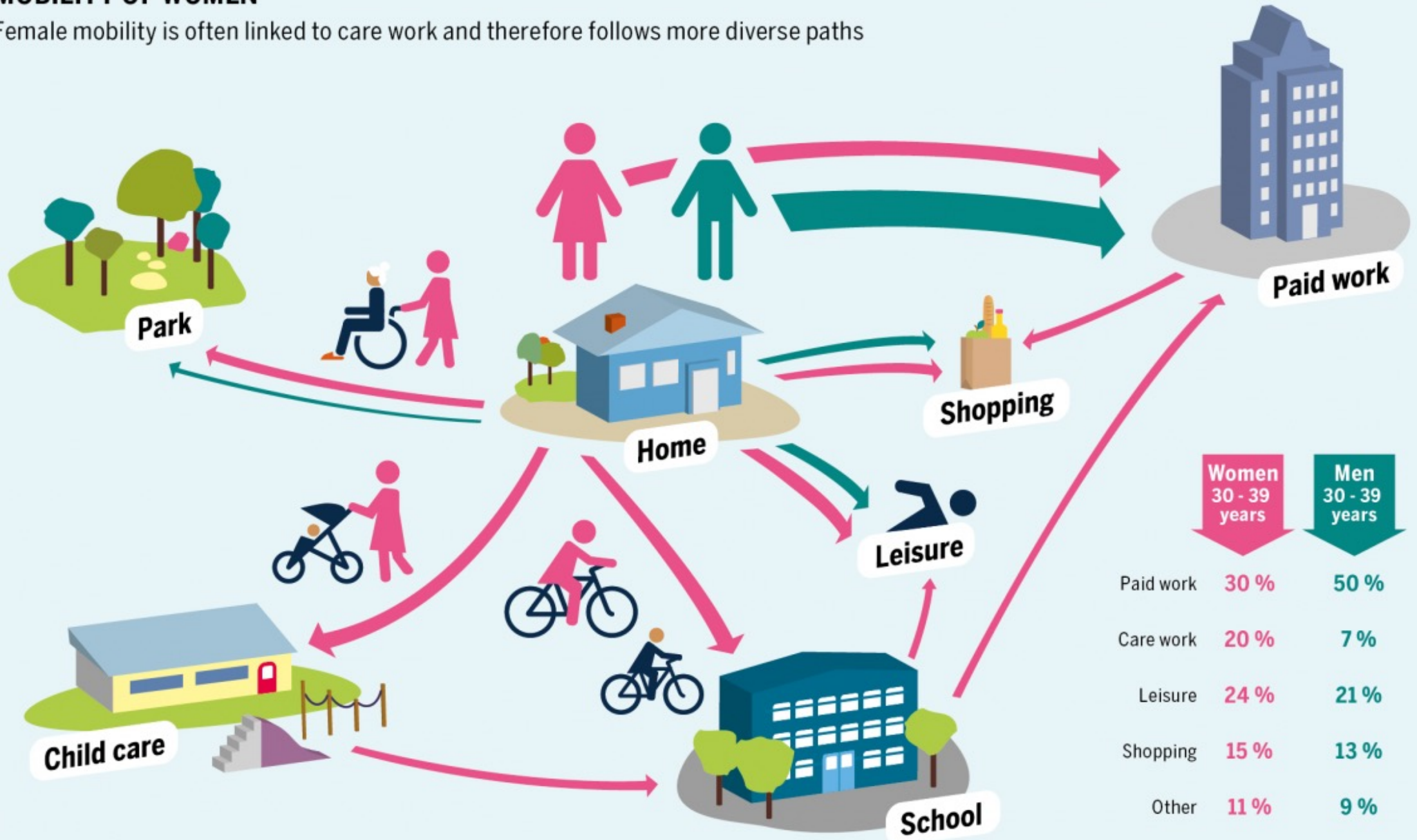
■ Bicycle industry

■ Automotive industry



MOBILITY OF WOMEN

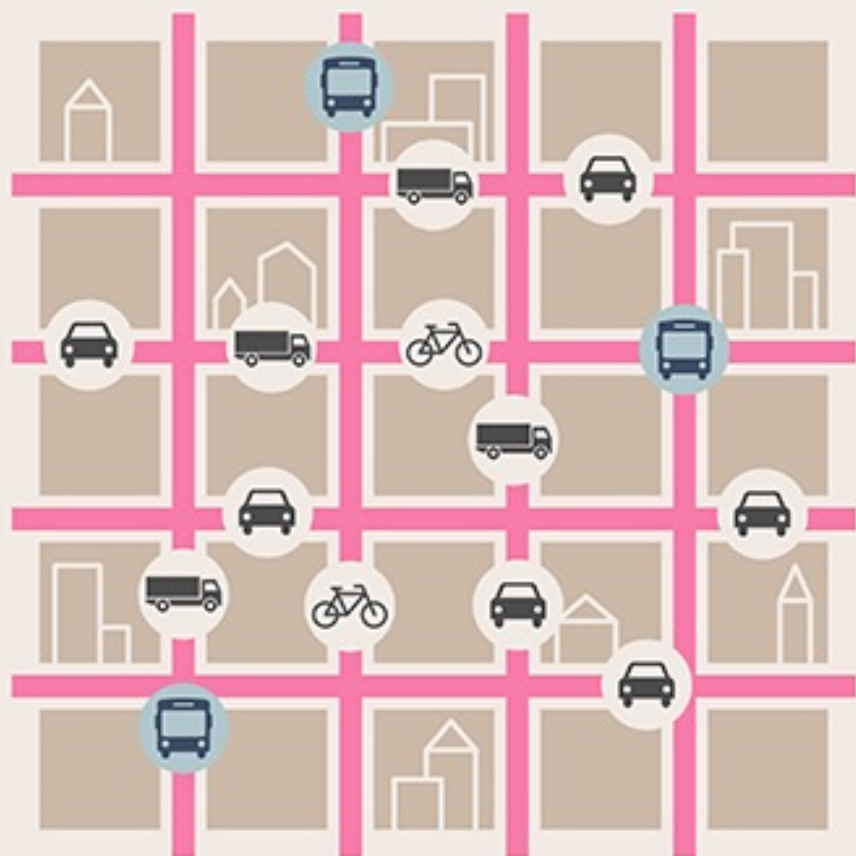
Female mobility is often linked to care work and therefore follows more diverse paths



HERE COMES THE SUPERBLOCK!

Superblocks create safe havens for vulnerable road users by redirecting traffic around protected areas and limiting access to the blocks.

Current model



Superblocks model



- Basic traffic network
- Single platform (pedestrians priority, free passage for bicycles)
- Bicycles signposts (reverse direction)
- Bike lanes
- Private vehicles
- Residents' vehicles
- Public and company vehicles
- Service and emergency vehicles
- Public transport network

Portugese Bike Valley

European hub for bicycle tech development, located east of Aveira, aiming at becoming the centre of the European bike industry.

EuroNight (EN) Francisco de Goya
Paris – Madrid until 2013

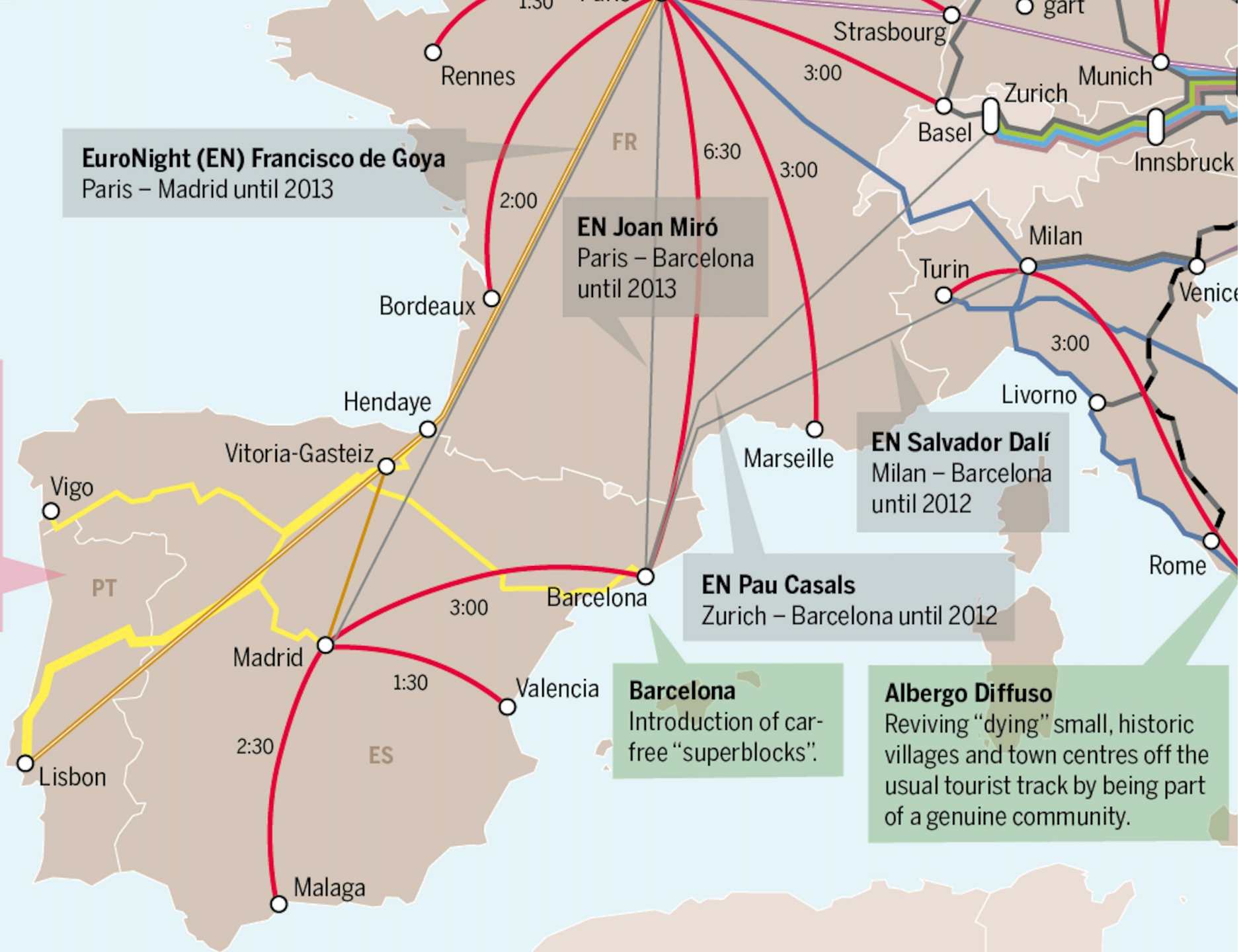
EN Joan Miró
Paris – Barcelona until 2013

EN Salvador Dalí
Milan – Barcelona until 2012

EN Pau Casals
Zurich – Barcelona until 2012

Barcelona
Introduction of car-free “superblocks”.

Albergo Diffuso
Reviving “dying” small, historic villages and town centres off the usual tourist track by being part of a genuine community.



ON MOBILITY IN EUROPE

- 1** European mobility as it has developed has empowered many people and implies self-determination; but these **ACHIEVEMENTS** also generate social and ecological **STRESSES**.
- 2** Mass tourism and trips on aircraft and cruise ships are particularly harmful to this **ENVIRONMENT**. The European single market has a **DECISIVE ROLE** to play in this regard and therefore Europeans have a fair share of **RESPONSIBILITY**.
- 3** Motorised **MASS TRANSPORT** has reached its limits. A European transport sector dominated by **FOSSIL FUELS** adds to global warming, pollution and stress.
- 4** Cars occupy too much space. The **LIMITED AVAILABLE PUBLIC SPACE** should be used **MORE EFFICIENTLY** for cycling, walking and various forms of public transport, especially in towns and cities.
- 5** Climate-friendly means of transport and fossil fuels are incompatible. Sustainable **ENERGY AND MOBILITY TRANSITIONS** go hand in hand.
- 6** **TRAINS** and railways will essentially be the backbone of a climate-compatible European transport system, but are today often limited to individual countries. Investments to extend and **REACTIVATE RAIL ROUTES** within and across borders are necessary.
- 7** With its Trans-European **TRANSPORT NETWORK CORRIDORS** the EU has set up a system for a Europe-wide transport infrastructure. It is crucial that policies implemented within the European Green Deal follow this **TRANS-EUROPEAN IDEA**.
- 8** **DIGITALISATION** of European transport brings along **OPPORTUNITIES** by linking different forms of transport in one single **APPLICATION**. The accessibility and availability of such technologies for everyone is a **CHALLENGE**.
- 9** Transport industries are manifold. The **EUROPEAN AUTOMOTIVE SECTOR** is undergoing thorough **CHANGES**. Bicycle production reinforces regional value creation and strengthens European small and medium-sized businesses.
- 10** **AVOID – SHIFT – IMPROVE** is the strategy to make mobility in Europe more sustainable. The Covid-19 pandemic has forced people to adapt their mobility behaviour and has created the need to **RETHINK** conventional practices.
- 11** The external costs of cars and planes as the most polluting modes of transport are not reflected in what we pay for using them. So far the implementation of the **POLLUTER-PAYS PRINCIPLE** is deeply flawed and needs to be tackled by EU policies such as taxation, carbon pricing or road tolls.
- 12** The **EUROPEAN MOBILITY OF THE FUTURE** entails interlinked, attractive, resource-efficient and climate-friendly means of transport within a European framework and contributes to a **HIGH QUALITY OF LIFE** in cities and **WELL-CONNECTED** rural areas.



Cerny Consulting

Philipp Cerny

 +4525683949

 philipp@cernyconsulting.eu

 Toftebjerg Hovedgade 11, 8305 Samsø, Denmark