8th ITF TRANSPORT STATISTICS MEETING

New Mobility Patterns Study

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#MobilityStrategy   #EUGreenDeal

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Objective and components

- **Extensive data collection** on passenger mobility, urban logistics, fleet composition, transport activity and traffic for EU Member States

- Task A: **EU wide survey on passenger mobility**

- Task B: **survey on urban logistics**

- **Update of the TRACCS database** (Task C)

- Publication planned for autumn 2022

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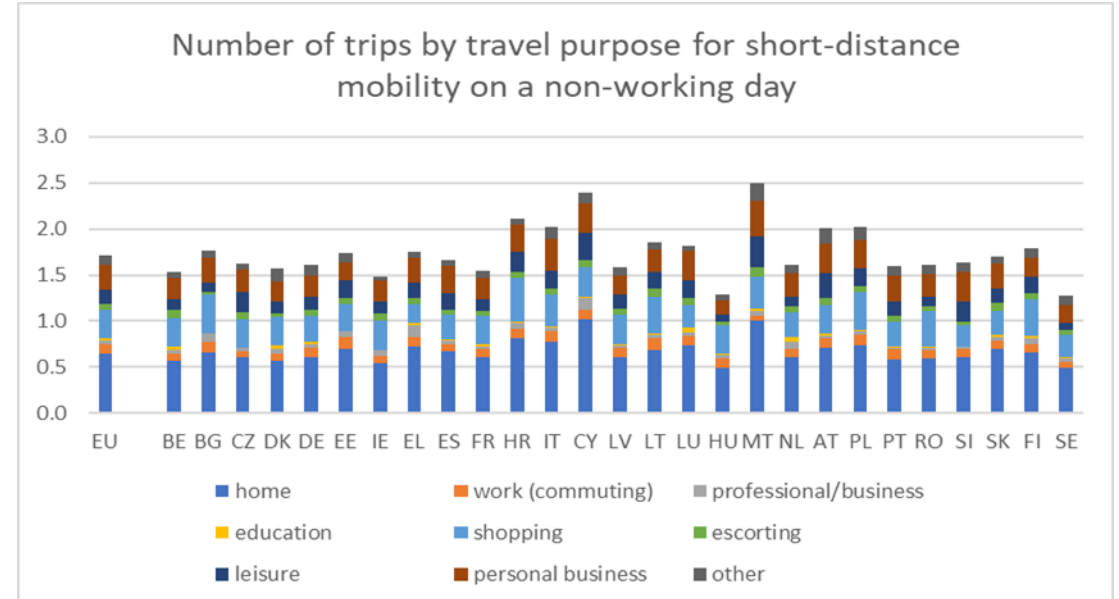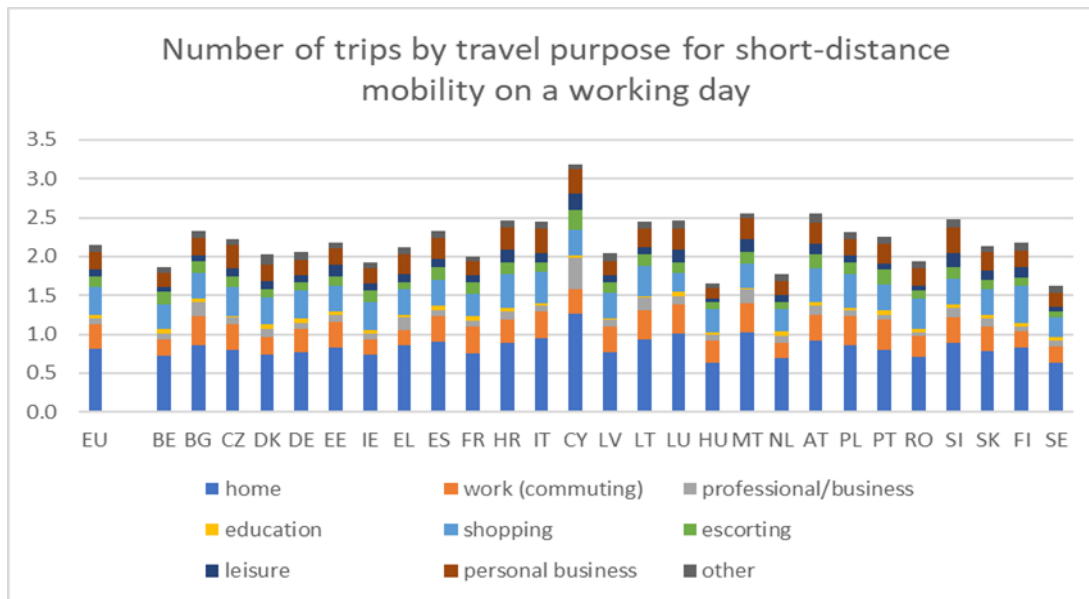
Passenger Mobility- Methodology

- Objective: analysing passengers mobility at EU level

- Target population: individuals between 15-84 years old

- 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/her household

  -Travel diary questions: questions about trip performed the day before;

  - Vehicle fleet description

  - Questions on emerging mobility forms.

Passenger Mobility- Preliminary results

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

- **Urban trips** account for about a half of short-distance trips

- homogeneity of the **travel purposes** on short distances across EU MS

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

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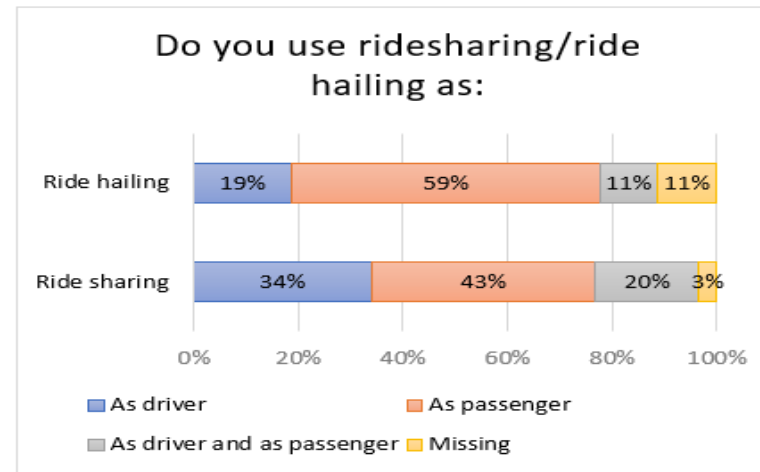
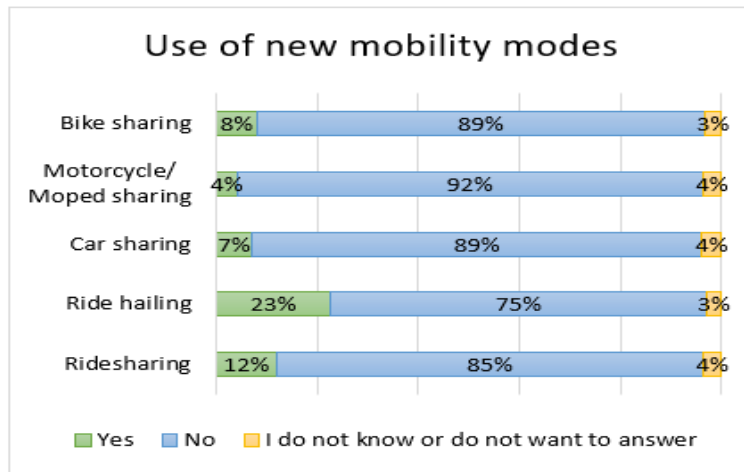- **duration** of short-distance trips: 1h20m.

Passenger Mobility- Preliminary results

- Detailed analyses by working/non-working day, urban/short-distance mobility, gender, age groups, etc

Number of trips by travel purpose for short-distance mobility on a working day

Number of trips by travel purpose for short-distance mobility on a non-working day
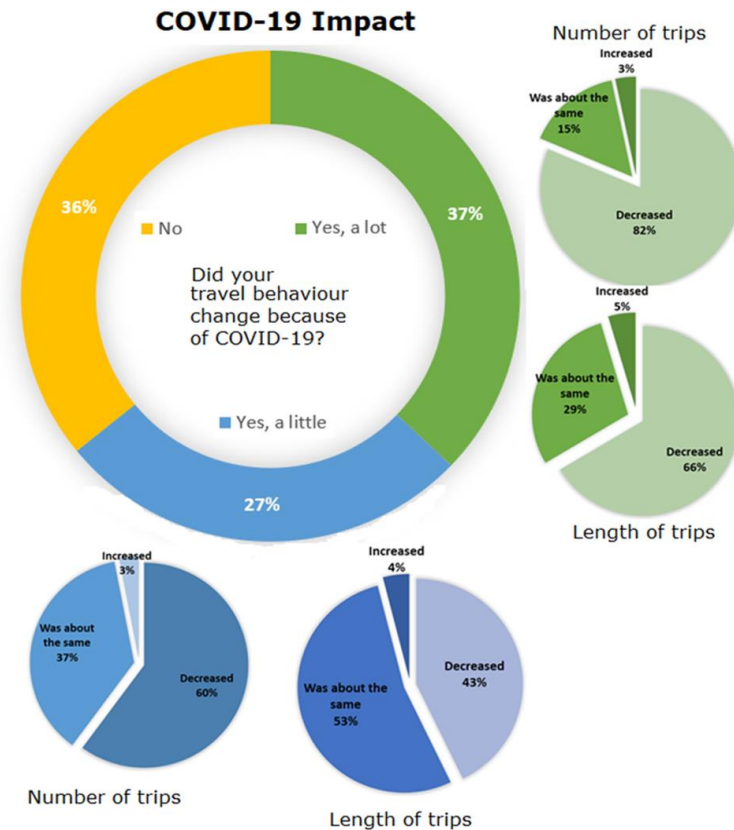
Passenger Mobility- Preliminary results
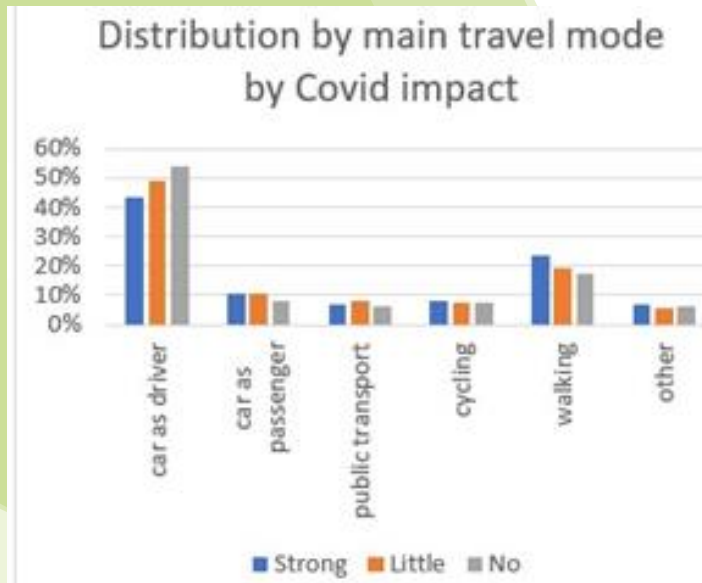
- Use of new mobility services: ride hailing and ride sharing are not widespread, with only 23% and 12% of the population using them

COVID impacts

Distribution by main travel mode by Covid impact

COVID-19 Impact

Did your travel behaviour change because of COVID-19?

European Passenger

Urban logistics survey - Methodology

- Objective: understanding trends and patterns of urban logistic
- Target population: businesses with freight deliveries by HGVs and LGVs operating in urban areas
- Methodology: CATI and CAWI method, fieldwork: April 2021-February 2022
- 16 cities (extended to 21) with a resident population over 1 million
- Questionnaire:
    - Economic data of the enterprise and fleet size
    - Activity and traffic data
    - Future plans for low emission logistics
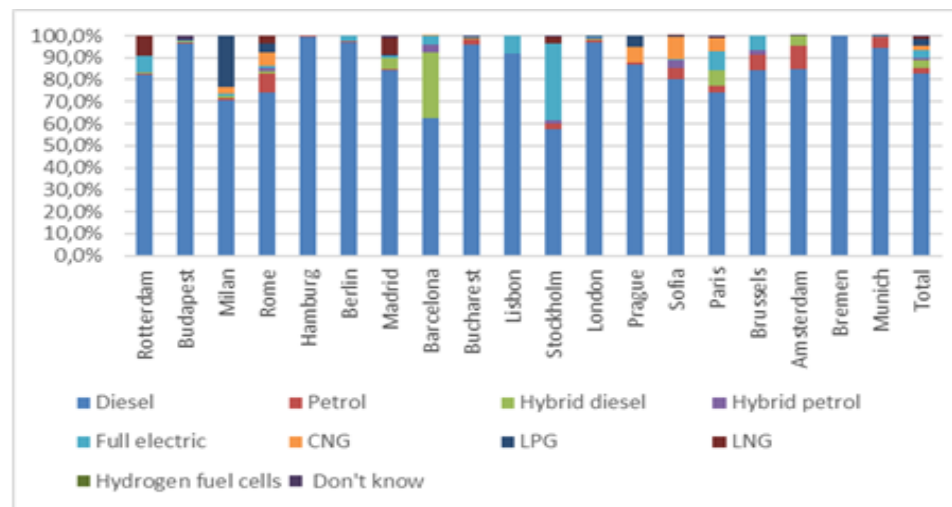
Urban Logistics - Preliminary results

- **Fleet composition**: 57 % of LGVs and 27% of HGVs, with the remaining 16% of enterprises owning both types of vehicles.

- **Load factor**: 50% (aggregate level) for both LGVs and HGVs. Cities with local logistic operators presenting the lowest loading factors are Barcelona (30%), Rotterdam (32%) and Amsterdam (28%). Those with the highest loading factors are in Madrid (74%), Lisbon (78%), Stockholm (72%) and Antwerp (82%).

- **Business model:** own account operators are prevalent with an average share of 50% at aggregate level, operators delivering on behalf of shippers and producers are 30% and those delivering on behalf of other logistics operators are 20%.

Source:DG MOVE, Urban Logistics Survey, 2022

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Urban Logistics - Preliminary results

- **Deliveries by bikes and powered two-wheelers**: very limited in all cities. Shares are 2,58% for enterprises performing deliveries by bike and 3.65% for enterprises performing deliveries by powered two-wheelers

- **Deliveries per type of fuel**

Source:DG MOVE, Urban Logistics Survey, 2022

Urban logistics - Preliminary results

- **Plans for low emission logistics**

The most popular measures are **purchasing newer or alternative** fueled vehicles.

➢ Measure "purchasing cargo (e)bikes" has a **very low share** (slightly higher for postal and courier activities).

➢ Enterprises declaring to have plans for low emission logistics mention measures at same level of priority, including collaborative transport, performing night-time deliveries or using consolidation centres.

The **lack of resources** (operational, economic and financial) covers most of the concerns for all enterprises (ranging from between 60% and 70%) when it comes to adopting low emission logistics regardless of the NACE category

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Update TRACCS database

Development of a consistent dataset for quantitative analysis

➢ Road, rail, aviation and waterborne (passenger and freight): Detailed information: stock, new registrations, mileage, activity data (pkm, tkm), occupancy rate/ load factors, fuel consumption and emissions, economic data (ticket prices, fuel prices, taxation)

➢ Sources: Eurostat, ACEA, UIC, Eurocontrol, EMSA, EEA, IEA, ITF-OECD, UNECE, national sources, …

➢ Peer-Reviewed (3 rounds)

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