

## **Task Force on Collecting Data on Emerging Mobility Patterns**

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### **Introduction**

The transport sector faces new opportunities and challenges daily: rising active mobility, emerging new vehicles and technologies, social and gender inequality, climate change, and, more recently, the Covid-19 crisis. Data are essential to understand the evolving mobility patterns and identify actions and solutions that policymakers need to take in order to improve mobility systems and tackle the arising problems. Quantitative evidence using reliable data is the backbone for a sound policy decision.

Since its foundation, gathering transport data and providing statistics has been part of the core mission of the International Transport Forum (ITF). Traditionally, national statistics on mobility have been looking mainly at rail and motorised road passenger transport (private and public). However, in the last decade and especially with the Covid-19 pandemic, mobility patterns have evolved significantly. For instance, more people are cycling and walking, sharing vehicles/services in cities are more widespread, and the use of new types of vehicles are more frequent.

Data on emerging mobility patterns are essential to understanding the new phenomena and determining proper policy actions. However, these data are not often collected by statistical offices at the national level. Therefore, it limits mobility planning and policymaking at different administrative levels. The lack of compatible data collection methods also challenges the analysis and benchmarking exercises conducted by statistical agencies and international organisations (e.g. ITF, Eurostat, and UNECE). The recent ITF survey on data collection confirmed that very few countries have data on active mobility and shared vehicles/services at the national level. In some countries, such data are available at the city level or are collected by the private sector. In other countries, this information is covered or reflected in their latest household travel surveys.

While data on emerging mobility patterns are generally available in the market, the main issue is the lack of coherence in collecting, documentation, and reporting methods. For example, the terms and methodology are not logically consistent within the data, across multiple data sets, over time, and across countries.

### **Scope of the Task Force**

During the last ITF Statistics meeting held in October 2021, countries and organisations recurrently stressed the importance of collecting and harmonising the data on emerging mobility patterns. To respond to this highlighted issue, the ITF Secretariat proposes creating a Task Force to develop a common framework for national statistical institutes and other stakeholders to

collect and compile the emerging mobility data and, according to a coherent methodology, to produce comparable and reliable statistics on mobility patterns. Interest in such Task Force will be discussed at the next Statistics meeting, taking place in September 2022.

The data on emerging mobility under the focus of this Task Force mainly include, but are not limited to, travellers' background and travel patterns (e.g. trip purpose, frequency), travel demand of non-motorised mobility (walking and cycling), vehicle-kilometres performed by bikes (incl. shared bikes), shared e-scooters, shared cars (incl. car-sharing and ride-hailing services), etc.

The Task Force participants could include officials from Ministries of Transport, national statistical officers, local transport authorities, private stakeholders (e.g. service providers, third-party data providers) and international organisations (such as Eurostat and UNECE). The participants would be expected to share their technical expertise and best practices and contribute to developing a common framework.

### **Timeline**

The expected duration of this Task Force is estimated 1.5 years, comprising 2/3 expert meetings in person or virtually.