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What is new mobility like?

Healthier and cheaper: combo tickets for mobility

The greening of our mobility and transport systems will benefit both the individual and the economy. Some new studies by the Federal Environment Agency (UBA) call for more interlinking of the car, bus, train and bicycle as transport choices, for more control of traffic flows and for expanding the cycling networks. The studies also show that sustainable mobility not only benefits the environment and climate, it also boosts the economy and employment. A regular schedule of travel on foot, by bicycle and use of local public passenger transport and trains saves hard cash. Uwe Brendle, Head of Department "Transport, Noise" at the Federal Environment Agency, says: "Making more technically efficient cars is not enough to reduce greenhouse gas and pollutant emissions. It is just as important to expand the bicycle and pedestrian traffic networks and to offer high-performance public transport options."

Road traffic in particular is the source of high levels of greenhouse gas emissions, particulate matter or noise. Although the CO₂ balance of many individual vehicle types has improved, this have not amounted to a significant reduction of greenhouse gas emissions from the transport sector. CO₂ emissions from passenger traffic tends to occur in rural areas. About three-quarters of total CO₂ passenger traffic emissions originates in small and medium-sized cities and their surroundings. This is where CO₂ emissions reduction measures must become effective. Transport concepts are also problematic when they focus too heavily on automotive traffic, mainly because it requires expansive land areas. Also, the more vulnerable road users - children and the elderly - are in greater jeopardy due to road traffic.

The Federal Environment Agency is calling for a comprehensive approach in which all modes of mobility are combined in an environmentally friendly way. Cycling plays a key role in the reorientation of traffic planning. Getting more people to switch to the bicycle requires a lot of improvement in the cycling network. Furthermore, the offers in local public passenger transport, car sharing and cycling must be combined properly. The various offers must perform to a high standard and be well developed. This will not only lead to emissions reductions, it will also boost the economic benefit of sustainable mobility concepts. Two new studies by UBA have proven this: *Potentiale des Radverkehrs für den Klimaschutz [Potential of Cycling to Reduce Emissions in Road Transport]* and *Wirtschaftliche Aspekte nichttechnischer Maßnahmen zur Emissionsminderung im Verkehr [Economic aspects of non-technical measures to reduce traffic emissions]*.

The latter study demonstrates that the expansion of local public passenger transport will increase its share in overall transport performance as well as that of cycling and pedestrian traffic. The core of a sustainable transport policy is environmentally oriented prices and charges for passenger cars. This means that revenues from paid parking might be used to offer discounted prices on public transport offers. Regulatory measures in transport and regional planning as well as investments in the "compact city" are complementary to price instruments. The study concludes that the greening of our mobility and transport systems will pay off in economic terms. Gross domestic product and employment reflect a more positive development under nearly all the measures analysed as compared to the reference case. Ideally, transport sector revenues will cover most of the costs of investment.

E-bikes are playing a greater role in transport planning, according to the study *Potential of Cycling to Reduce Emissions in Road Transport*. E-bikes enable travelling longer distances than conventional bicycles do and - more importantly- they allow cycling in hilly terrain. This closes a large gap and makes nationwide mobility on bicycle possible. The health benefit of cycling and pedestrian traffic is valued at up to 2,000 euros per person and year. If public mobility offers are so good as to make car ownership unnecessary, thousands of euros can be saved every year. Funding bicycle transport would also contribute to significant CO₂ emissions reductions. Under certain conditions, Germany could lower its emissions by between four and 13.5 million tonnes per year.

Further information and links:

The study entitled *Economic aspects of non-technical measures to reduce traffic emissions* analysed five traffic emissions reduction measures and their economic impact. The study investigates the impact of the measures on gross domestic product, employment and investment and their overall benefit for the economy and consequences for the respective modes of transport.

Link to study: <http://www.umweltbundesamt.de/uba-info-medien-e/4440.html>;

The study *Potential of Cycling to Reduce Emissions in Road Transport* applied various models to illustrate the greenhouse gas and pollutant emissions reduction potential. The TU Dresden applied these to scenarios which it developed and illustrated their reduction potential.

Link to study: <http://www.umweltbundesamt.de/uba-info-medien-e/4451.html>;

Brochure on traffic data: <http://www.umweltbundesamt.de/uba-info-medien-e/4364.html>

Dessau-Roßlau, 29 April 2013