# Mobility Questionnaire

This questionnaire will focus on rethinking distances in the functional area of the municipality and transport innovations such as clean fuel and multimodal transport in regards to the shift towards a low-carbon circular-economy.

Low-emission mobility is an essential component of this broader shift to the low-carbon, **circular economy** needed for Europe to stay competitive and be able to cater to the mobility needs of people and goods. Transport represents almost a quarter of Europe's greenhouse gas emissions and is the main cause of air pollution in cities.(<http://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX%3A52016DC0501>)

Improved use of scarce resources is for both sustainable mobility and the circular economy an important element. Striving to keep resources in use for as long as possible, recover them after the first use-cycle and regenerate them at the end of their service life to develop a resource efficient transport system that respects the environment. As transport is one of the highest consumers of fossil fuels we need both technical solutions, and a behavioural change in the transport industry to choose for more environmentally friendly solutions to be able to optimise the mobility system in a holistic manner.

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| I. Governance  |
| Circular development monitoring and reporting |
| 1. Decarbonisation is the key issue regarding the future of the world’s energy and transport systems. Many countries have set targets and identified action areas for emission reductions in the transport sector within their Nationally Determined Contributions (NDCs). What are (if there are) the targets set for your municipality?  |
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| Circular planning and policy making  |
| 2. Which policy instruments (e.g. environmental zone for delivery vehicles) that can be used to move to a low carbon transport system are being used in your municipality? |
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| 3. Sustainable Urban Mobility Plans (SUMP)\*1 increase the quality of life of citizens and simultaneously they reduce congestions and emissions. Did your city develop a SUMP? |
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| 4. What is the percentage of change regarding the 'car-to-bike' switch after implementation of the SUMP (or other low carbon transport focussed measures/plans) in your municipality?  |
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| Circular regulation and incentives |
| 5. Which electric vehicles (EVs) and alternative fuels- developing strategies to transition traffic to electric mobility are being implemented in your municipality? Is charging infrastructure for EVs and hydrogen cars supported by your municipality and how? |
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| Integrated/holistic and systematic governance approaches |
| 6. 'Green infrastructure': Does your municipality has an integrated approach to infrastructure projects to reduce the pressure on the natural habitat of animals and plants?\*2 |
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| 7. The largest share of trips by tourists is made by car: did your municipality implement measures to handle the influx of tourist in a sustainable way? |
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| Urban themes and activities with circular potential and inherent links and inter-dependencies |
| 8. Are measures taken to avoid unnecessary traffic movements and empty return journeys e.g. optimise vehicle loading levels? |
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| II. Circular business enablers and drivers  |
| Industrial symbiosis (cluster development, innovation parks, business incubator centre/programs and platforms for knowledge sharing) |
| 9. Did your municipality undertake action in creating local networks by choosing local level (making use of the functional area of the city) resources, products and partnerships as well as keeping services and jobs close to the residential areas? Please describe. |
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| 10. Does your municipality or businesses make use of logistic hubs on the outskirts of the city and from there further delivery into the city centre with electric bicycles or other more sustainable forms? |
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| Innovative business models (such as promoting the sharing economy/ services) |
| 11. Digital technologies/Mobility as a Service (MaaS)\*3 : Which MaaS does your municipality offer? Which digital technologies are used in support of them? |
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| 12. The “last mile” trip to deliver products to a consumer's home at a reasonable cost is generally a challenge for businesses. After delivery companies can offer customers value with convenient 'take-back'\*4 services (e.g. returning old appliances). Are you aware of such services in your municipality? |
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| Promote eco-design concept  |
| 13. Are there examples of closed-loop reuse: joint ventures with recycler/ waste-management company to bring end-of-use expertise into product design? |
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| Circular Public Procurement |
| 14. Public procurement is a powerful instrument to come to zero emission public transport e.g. regarding the fleet of city buses. Did your municipality set zero-emission targets?  |
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| 15. Please explain briefly the system of (sustainable-) public procurement (especially regarding local products/minimising distances). |
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| *III. Urban resource management*  |
| Urban resource efficiency - including mapping of resource (e.g. biomass) |
| 16. Did your city implement biogas to electricity measures? (E.g. replace fossil fuels by Renewable Energy Sources (e.g. biofuels), electric vehicles (EV) driven by RES electricity, hydrogen vehicles driven by hydrogen produced by RES) |
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| Resource management, including recycling (high quality) and bio-based resources |
| 17. Are there examples of reuse processes addressing e.g. old cars and bicycles in your municipality? |
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| IV. Circular consumption  |
| Sustainable food consumption (food waste prevention and urban farming ) |
| 18. Does your municipality have initiatives to reduce 'food miles' (e.g. urban farming, consolidation centre) ? (Food miles: transportation of food produced in the countryside to the city) |
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\*1 SUMP: With over 70% of EU citizens currently living in urban areas, urban mobility has a huge influence on the quality of life of life that they have. By improving accessibility to, through and within urban areas and encouraging a shift towards more sustainable modes of transport, Sustainable Urban Mobility Plans (SUMP) increase the quality of life of the many as they reduce congestions and emissions. Both cities and their inhabitants enjoy significant economic and environmental benefits.

\*2 Green infrastructure: Infrastructure networks (road, rail and inland water canals) are barriers and divide the natural landscape into smaller areas which is a physical barrier for animal and plant species. Better connectivity through tunnels or bridges would certainly reduce the pressure on Europe's biodiversity and ecosystems and fuel restoration and regeneration of the natural habitat.

\*3 Mobility as a Service (MaaS): mobility solutions consumed as a service. Digitisation and mobility services-fundamentally change mobility as it makes a wide range of services possible. Digital technologies: Digital technologies offer enormous potential for optimising the transport system (e.g. e-, smart- and shared- mobility) and support the integration of transport with other systems, such as the energy system.

\*4 Companies can offer customers value by giving incentives for greater participation in the circular economy through a seamless and convenient take-back model of their old appliances or other recyclable materials for example.