



ACTION PLAN FOR THE FUTURE OF MOBILITY IN EUROPE

VISION MAP FOR THE EUROPEAN TRANSPORT SYSTEM

Description of the map

The Vision 2030 map describes shared values integrated into a single visualisation that includes the global, the rural and the regional view. Three different journeys (Inclusive, Seamless and Sustainable) structure the map and the transport system in a user-centered perspective.

*The Vision for the future of transport in Europe in 2030 is based on the **identification and assessment of societal challenges** that will influence future transport demand and supply presented in the previously published Context Map. A portfolio of 93 promising and innovative transport solutions across all modes answering the resulting demands has been published within the Opportunity Map. Based on these two maps and by adopting a Multi-Actor Multi-Criteria Analysis (MAMCA) 4 scenarios for the development of future transport in Europe were built and ranked by stakeholders. Two scenarios emerged moving towards personalisation and digitalisation with a rather strict regulation on carbon emissions in all mobility aspects. The present Vision Map summarises all results and presents the goal for the Action Plan that is currently compiled within a stakeholder consultation.*

INCLUSIVE

User-centric transport system is realised by including users in innovation processes. Universal Design is widespread, from smart urban planning to products and services. Transport and mobility provision is designed to be accessed, understood and used to the greatest extent possible by all people without the need for adaptation or specialised design for a specific group.

SEAMLESS

Interconnected infrastructures, vehicles and services constitute the Intelligent Transportation System that enables seamless mobility for all passengers and freights. Connections and services provided before and during the journey are reliable and intermodal hubs are well-functioning.

SUSTAINABLE

Higher efficiency of energy and resources in the transport of goods and passenger system is incentivised. Reduction of noise and noxious emissions minimise the impact on natural and urban environment. Circular Economy is supported by harmonised policies, regulations and incentives.

VISION MAP 2030

URBAN DESIGN ENCOURAGES ACTIVE MODES

and reduces need for travel. Participation in mobility planning is implemented at a systemic level, involving citizens throughout all the process.

PERSONALISED NAVIGATION SYSTEMS

through applications and/or interactive info-points, both for outdoor and indoor movement, provide users with the best route according to their specific needs.

MOBILITY SERVICES PROVIDE RELIABLE CONNECTIONS

to all areas including peri-urban and rural environment in sufficient frequency. On-demand options extend from shared to public transport offers.

INCENTIVES FOR PASSENGERS, DRIVERS AND SHIPPERS

towards the use of the most sustainable option, promote active lifestyles, the use of public transport, alternative fueled vehicles in all modes, electrification and lower carbon footprint shipping options.

UNIVERSAL DESIGN ENABLES VEHICLES, INFRASTRUCTURE AND SERVICES USABLE BY ALL

and where universal design meets its limits, a human assistant or assistive technology provides freedom of choice and flexibility for vulnerable users.

CARS ARE SHARED AND ELECTRIFIED AND PROVIDE HIGH SAFETY

due to automated features and full automation on highways. Electric shuttles operate automated in specific urban use cases.

TRANSPORT OPERATORS AND SUPPLY CHAIN REFER TO A COMMON OPEN DATA PLATFORM

to enable traceability and real-time decision making for end-users. New governance models ensure dataset availability, support synergies and sharing at all levels.

SMART CONNECTED TRAFFIC MANAGEMENT

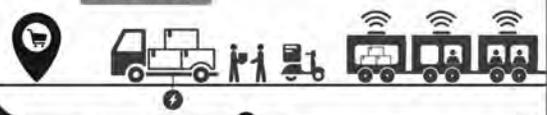
monitors disruptions, network efficiency and maintenance; with the help of automation in all modes on-time and reliable transport services are ensured.



INCLUSIVE



SUSTAINABLE



SEAMLESS



LAST MILE DELIVERY BECOMES SUSTAINABLE

through shared services, usage of public transport means at off peak-hours, (temporary) urban consolidation hubs, electrified vehicles, scooters, personal mobility devices, drones and delivery bikes.

SAFE AND ACCESSIBLE ROUTES ARE CONTINUOUS

and they are enhanced through urban design. Prioritisation of active modes, vulnerable users and public transport in traffic management is guaranteed.

CYBER-SECURITY IS IMPLEMENTED ON A SYSTEMIC LEVEL

including infrastructures, communication networks, interfaces, within passenger and freight transportation. This calls for balancing the need for security, data privacy and civil rights.

ALL USERS CAN SHIFT EASILY FROM ANY SHARING SERVICE TO A PUBLIC TRANSPORTATION MODE

thanks to single payment, real-time information and safe-by-design hubs. Private car ownership becomes the exception in urban environments and less important for commuters.



The Vision also negotiates between conflicting concepts of personalisation and a strict focus on shared use and active mobility as well as increasing of capacity to answer rising demand vs. the reduction of demand to fit existing capacity. The Vision describes a future of transport of passengers and freight that is **decarbonised, sustainable in economic, environmental and social terms and offers tailored mobility solutions for all**. It is composed of the following main elements:

INCLUSIVE AND USER-CENTRIC

Universal Design is mainstreamed into all aspects of the innovation process. When needed assistance is provided for passengers by humans or technology guaranteeing more freedom for people with reduced mobility. Transport equity is ensured through options affordable for all. Digitalization and automation enable **personalisation**. **Co-creation and participative planning** and governance with citizens are common.

SEAMLESS

In passenger and freight transport, efficiency as well as convenient and seamless door-to-door-options are ensured. **Full digitalisation and automation** as well as joint approaches of passenger and freight mobility allow for **optimised capacity use**. High integration between modes and thus **multimodality and synchronomodality** are enabled by **connected infrastructures, vehicles and services** and interoperable interfaces. **Standardisation** facilitates this interoperability. Standardisation and modularisation are the basis for the physical internet concept and open

freight networks. **Simplified testing, certification and authorisation** supports innovation of diverse vehicle types and integrated mobility, booking and ticketing services. Data and cyber-security are ensured as well as supply chain visibility. Safety in transport is enhanced. **Incentives, urban design and updated infrastructure motivate the shift to low-carbon shipping options, public transport, shared modes and walking and cycling**. All this, as well as efficient management of traffic flows, also leads to less cars and more attractive public spaces.

SUSTAINABLE

Zero/low-emission vehicles including adequate electricity/**alternative fuels** infrastructures are deployed in all modes. Vehicles and infrastructure, electricity and alternative fuels are produced sustainably. **Low-carbon and low-emission transport options and an improved modal split are incentivised** for passengers and freight and **vehicle ownership is discouraged**, e.g. through carbon footprint accounting, measuring and verification as well as decarbonisation regulations for logistics. **Circular economy further supports sustainability**. Its implementation is supported by **harmonised policies, regulations and incentives**, but also by innovation for new materials and the advancement of recycling, reuse and efficiency in usage of resources. **Decarbonised** and more sustainable freight transport is further enabled through horizontal collaboration and new business and governance models. Last not least, reduction of noise and noxious emissions minimize the impact on people and environment.