

Individual Mobility Budgets

Fact Sheet

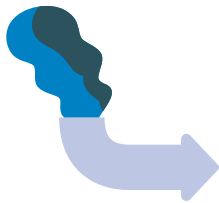


MyFairShare

Why Mobility Budgets

Road travel accounts for about three-quarters of global transport emissions, mainly from passenger vehicles such as cars. Emissions per person-kilometre need to be reduced dramatically for us to have any chance of stopping global warming.

European countries need to reduce transport emissions by up to 95% by 2050. The data has been clear for years, but regulatory measures and technological solutions have been unable to reverse the trend.



The concept of Mobility Budgets breaks down larger emission reduction targets into smaller efforts.

To reach the goal of reducing emissions by 95% in 16 years, each year has to see a reduction by 17% compared to the previous year. This means measures will have to be taken to ensure that households produce on average 17% fewer emissions through their mobility every year.

In this way, a massive challenge becomes a goal reduced to a personal level. How savings are achieved and what framework conditions are necessary to make this possible can be determined by those affected.

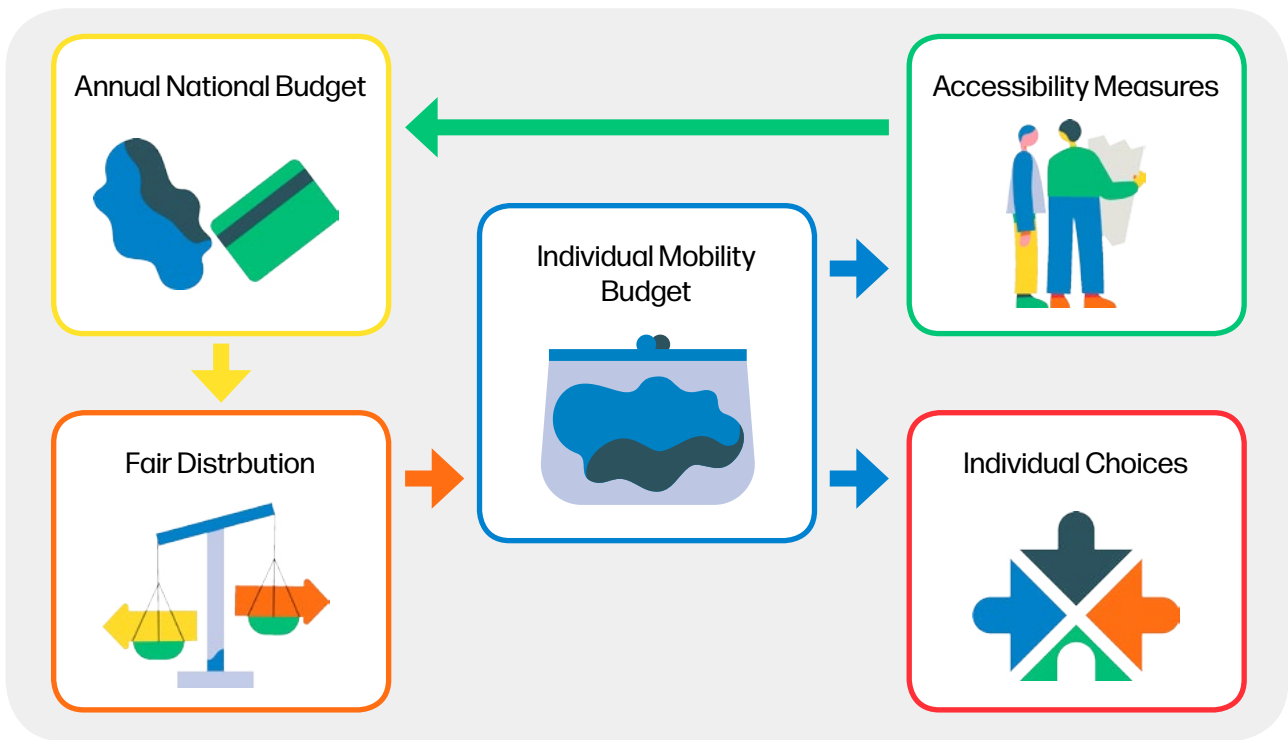
How does it work

1. The nationally available CO₂ emissions are calculated based on national emission targets, which are derived from Nationally Determined Contributions (NDCs) following the Paris Agreement. This process leads to a gradual reduction of mobility budgets as nations progress towards climate neutrality.
2. Every year, this annual emission budget in the passenger transport sector is broken down to the level of the population to achieve an average personal emission budget.
3. Until measures which allow low-emission accessibility are in place, the individual budget shall not jeopardise a person's needs. Therefore, individual budgets are adapted to social and geographical needs.
4. People can freely choose how to allocate their budgets, which can be provided as information-only or attached to rewards for goals reached.
5. In regions where low-emission mobility is not feasible, measures are demanded to improve accessibility of locations providing everyday functions such as schools, workplaces, retail options, and recreational areas.



In a nutshell

- Emissions per person-kilometre need to be reduced dramatically for us to have any chance of stopping global warming.
- The concept of Mobility Budgets breaks down larger emission reduction targets into smaller efforts, making them easier to grasp and achieve.
- Mobility Budgets represent a (theoretical) right to mobility that can be freely utilised.
- Where a reduction is not possible, the conditions for it must be created.



How can Mobility Budgets be applied

For information and education

- ... in **apps** for self-monitoring
- ... as **illustration** for explaining emission goals and reduction opportunities



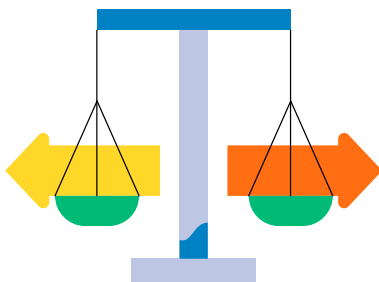
For targeting measures

- ... in **planning tools** for soft infrastructure to improve local accessibility
- ... in **transport management tools** for optimising fair transport access



For improving fairness

- ... in **analytical and monitoring tools** for assessing minimum mobility needs
- ... as **discussion base** for public debates about a fair future of mobility



For creating new businesses

- ... in **guidelines** for re-installing access to local everyday functions
- ... as **analytical tool** for strategic local reduction consultation



MyFairShare is a pan-European research project that builds on the sufficiency principles to change mobility habits through individual mobility budgets.

Project partners



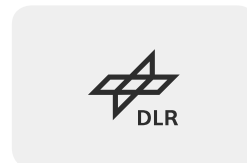
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MyFairShare is a JPI Urban Europe project selected within the ERA-NET Cofund Urban Accessibility and Connectivity (ENUAC) call. The ENUAC call aims at creating and testing new solutions and approaches for sustainable urban mobility.



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European Commission



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