



CISMOB
Interreg Europe



European Union
European Regional
Development Fund

CISMOB

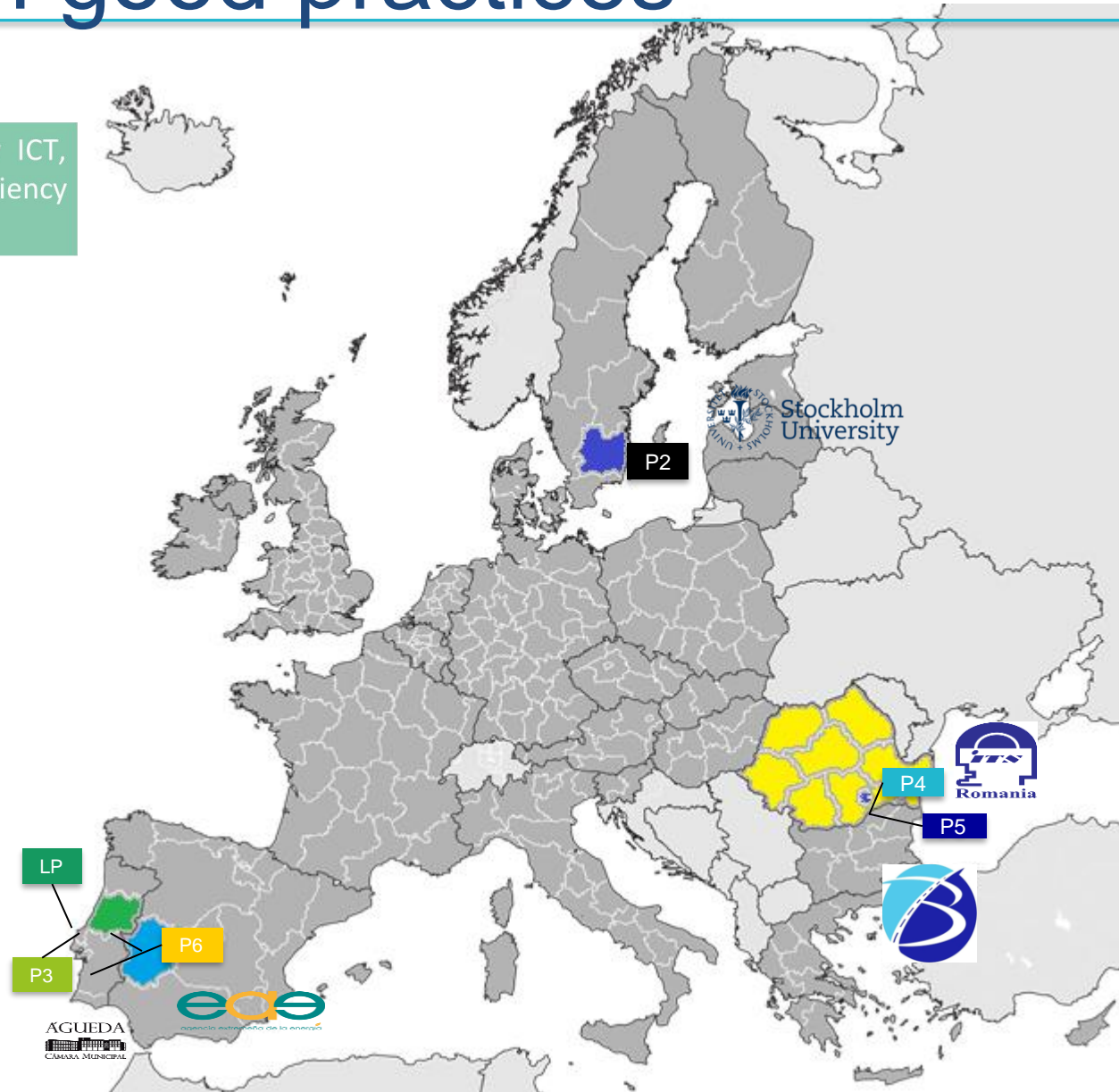
The challenge of sustainable mobility in troubled times -
examples of ICT's contribution to safe and sustainable
transport

Stockholm May 18 2022

Jorge Bandeira

Learning with good practices

Improving policy instruments to take advantage of new ICT, digital and interoperable platforms to increase the efficiency in the use of transport networks. .



€1,044,777.00
+ € 98,219.00
(Pilot action)

2016-2020
30 Exchange of experience events
9 Technical papers



2021-22

5th Call – Impact of COVID-19 on policy

INSPIRING MOBILITY
ACTION 2017

EUROPEAN MOBILITY WEEK
16-22 SEPTEMBER 2017



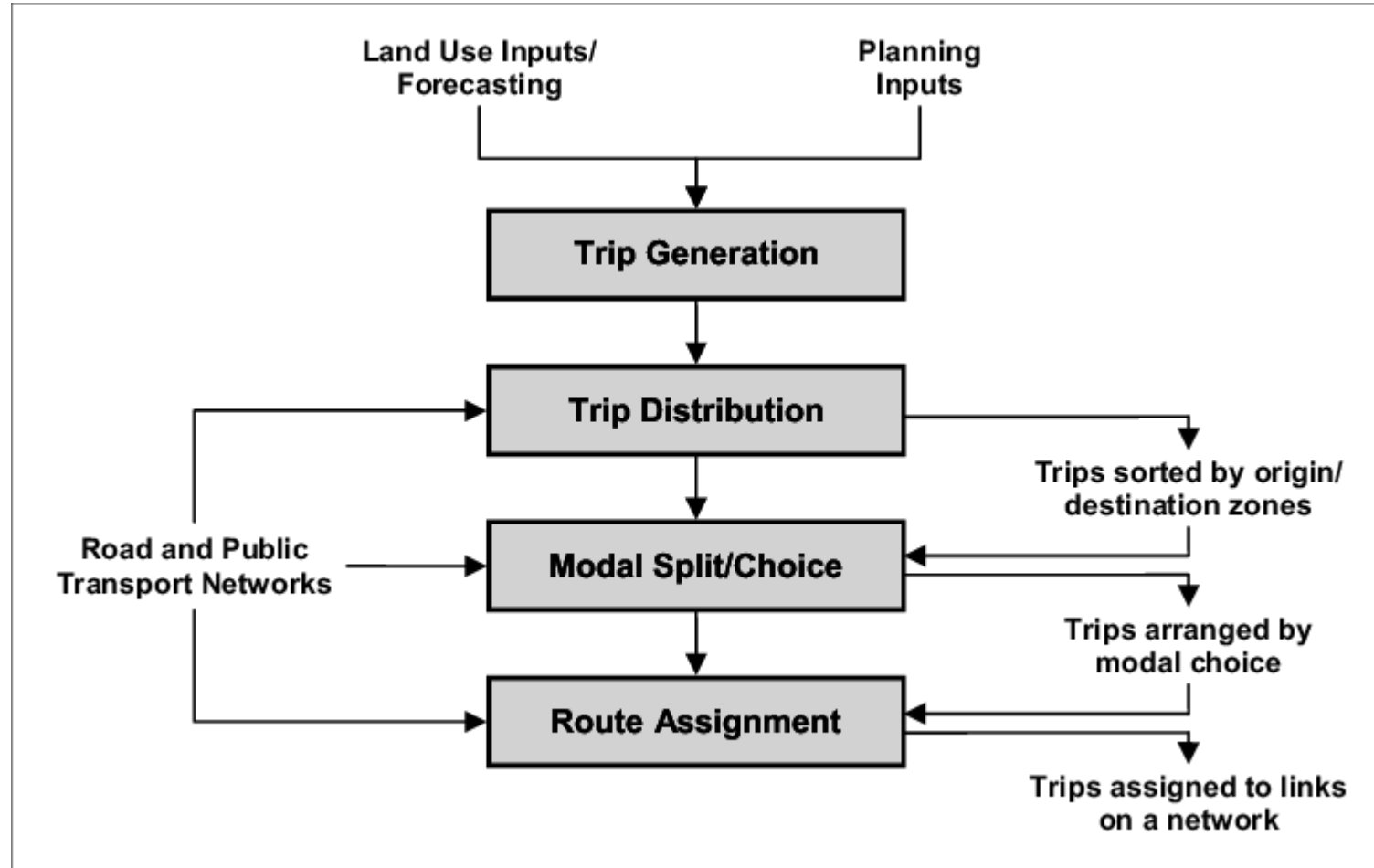
nominee



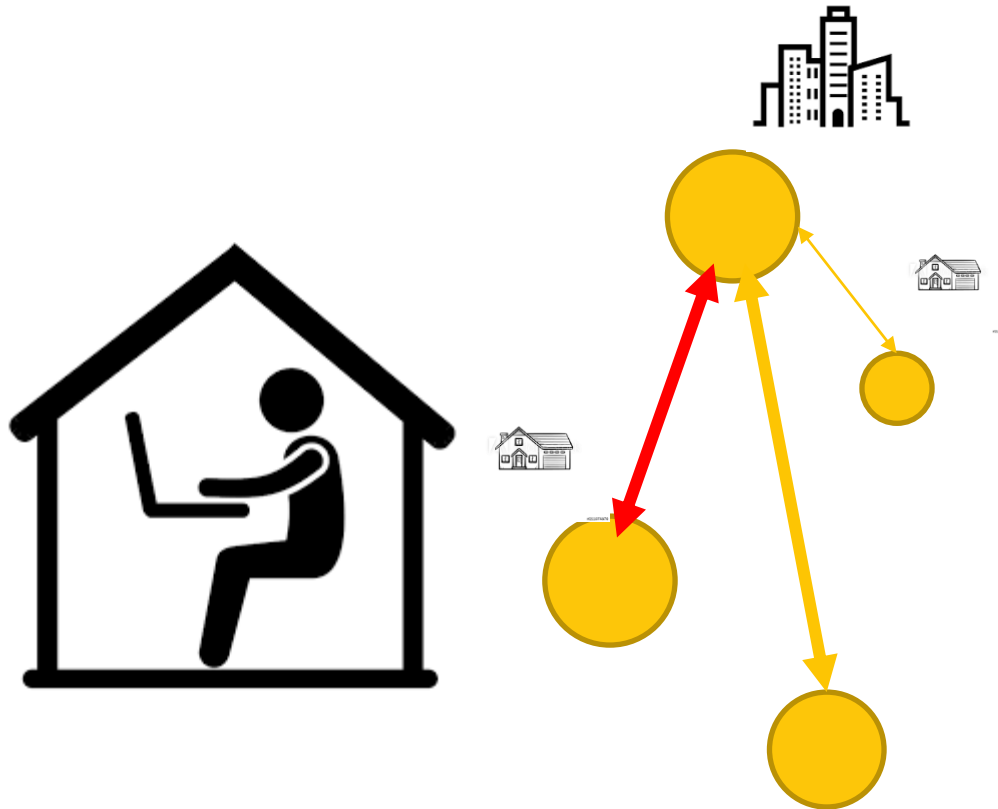
1st Pilot Action



How can ICT foster low carbon mobility from a transport modeler's point of view?



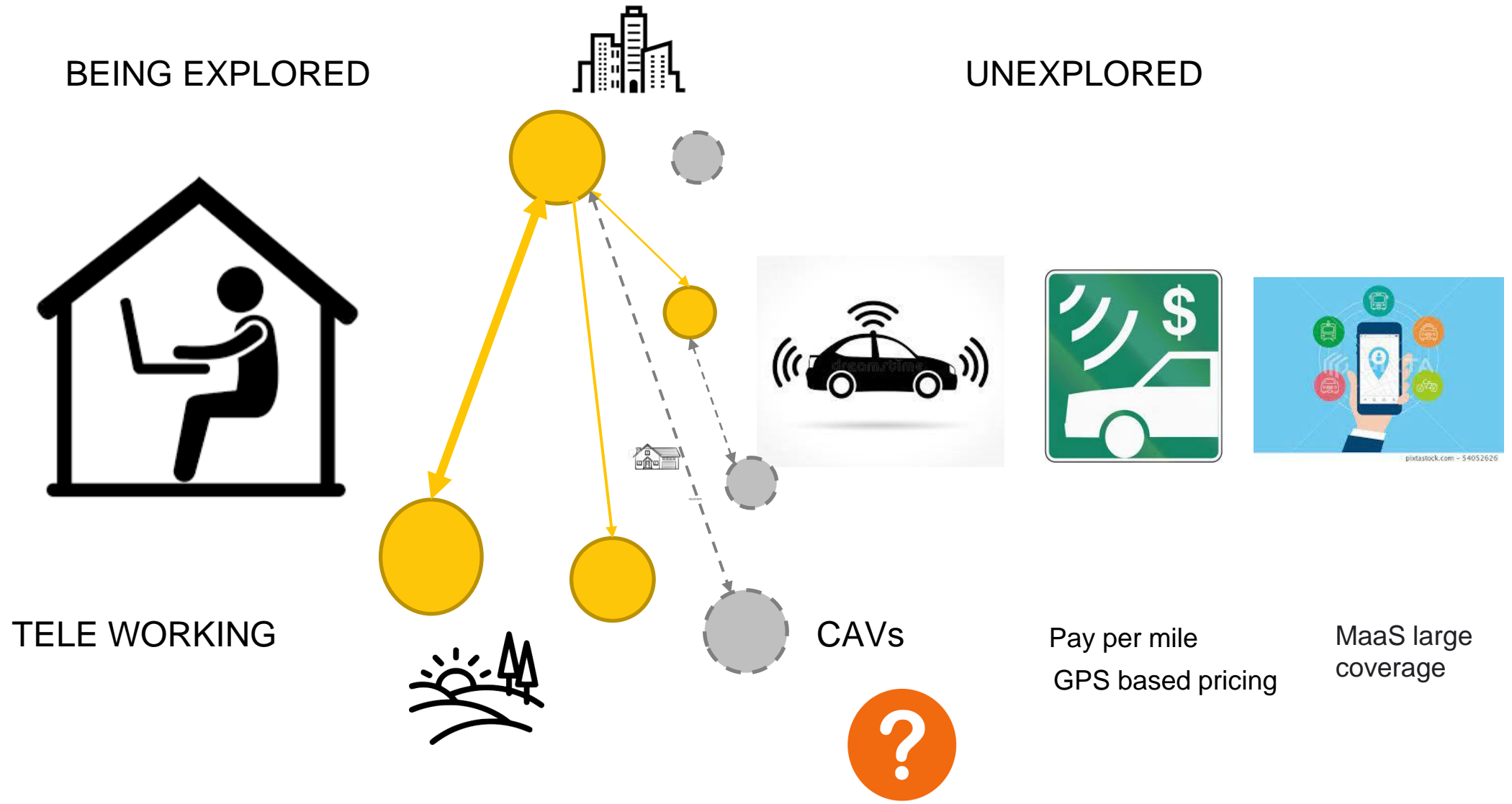
Trip Generation



TELE WORKING



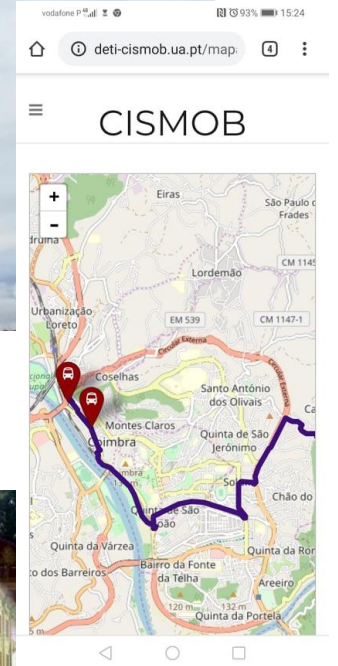
Trip Generation and distribution



MODAL SPLIT

TRAFIKLAB

We publish APIS
so you can create **DIGITAL SIGNAGE**



Opendata Cáceres

GREEN - Low-carbon urban mobility

About this good practice
Resources needed
Evidence of success
Potential for learning or transfer
Further information
Good practice owner

By project: **CISMOB** | Published on 08 June 2018

Francisco Márquez
Technician



[See phone number](#)

[Sign up to contact](#)

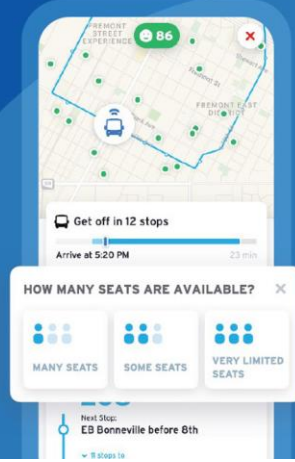





MODAL SPLIT



Bus half empty? 
Bus half full? 
You'll always know.

Get real-time bus capacity information
New in the Transit app



RTC   



← de ICA Nära Humlegården, Karlavägen 26, 114 31 ...
para Stocksund, Suécia

05:29 (quarta-feira) -
06:50 (1 h 21 min)

🚶 > 🚇 29 > 🚆 601 > 🚶 > 🚶 80 > 🚶
05:40 de Stockholms östra
🚶 25 min

📅 Adicionar ao Calendário

05:29 ○ ICA Nära Humlegården
Karlavägen 26, 114 31 Stockholm, Suécia

🚶 Ir a pé
▼ Cerca de 11 min, 800 m

05:40 ○ Stockholms östra

🚇 29 Näsbypark
▼ 5 min (2 paragens) - Plataforma 4

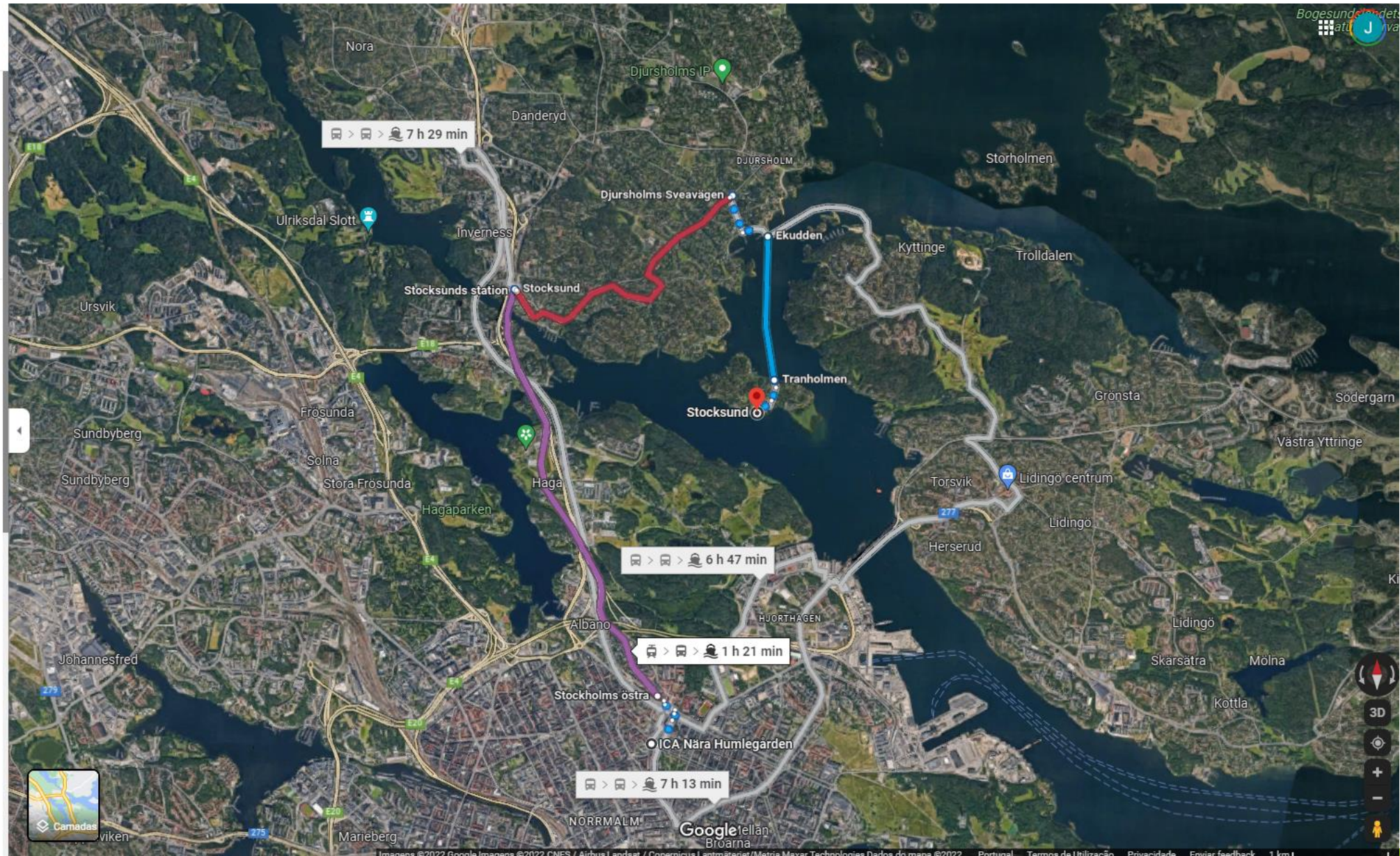
05:45 ○ Stocksund

🚶 Ir a pé
▼ Cerca de 1 min

06:00 ○ Stocksunds station

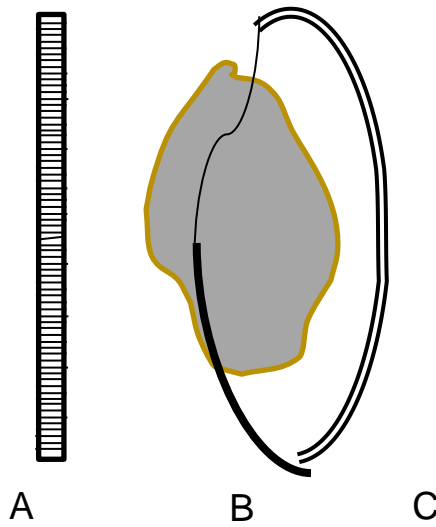
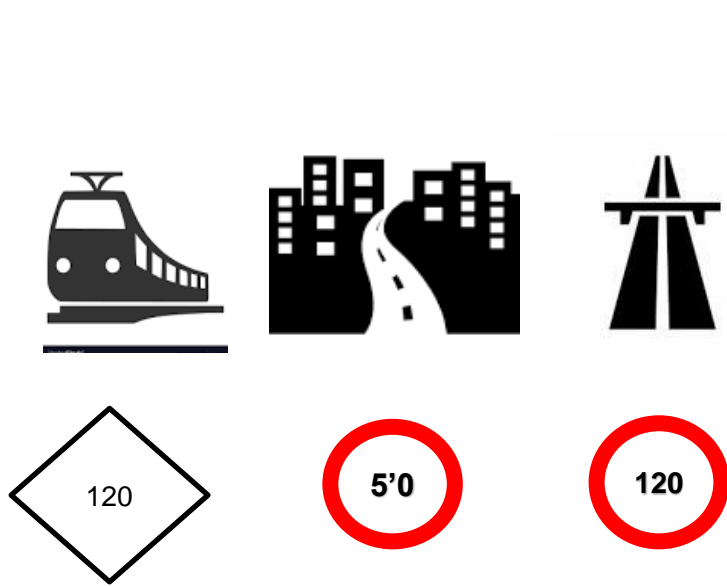
🚆 601 Svalnäs
▼ 7 min (7 paragens)

06:07 ○ Djursholms Sveavägen

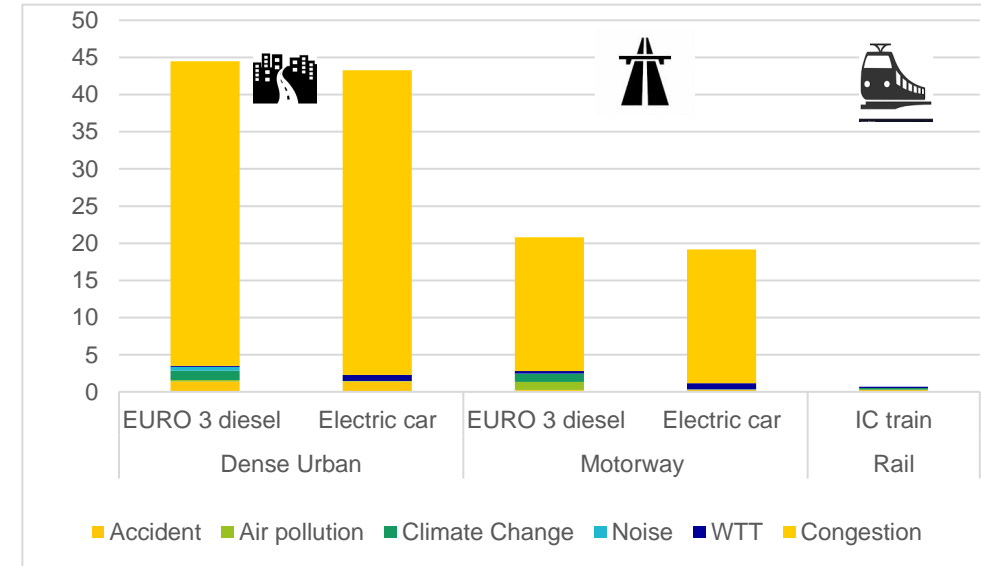
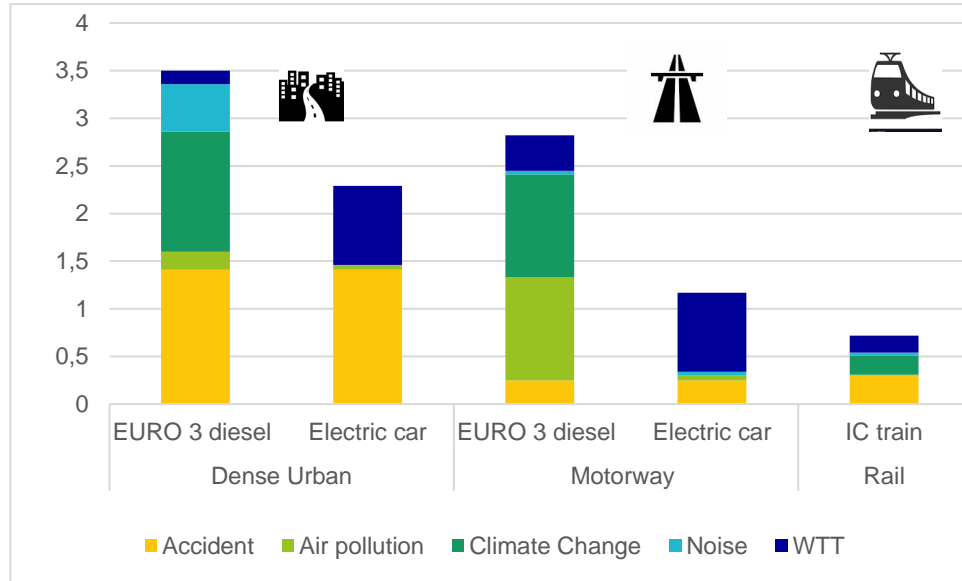


Bogasund
J

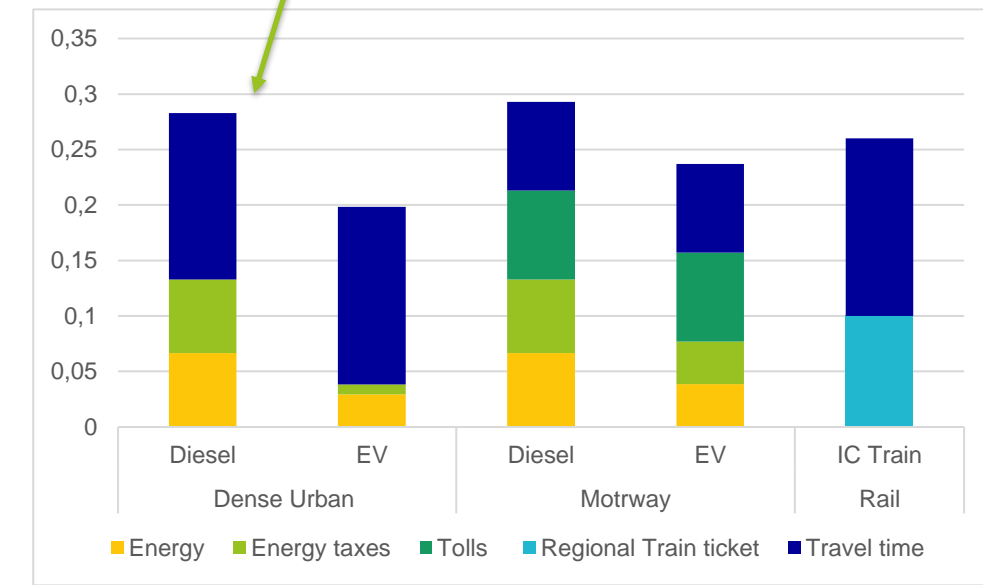
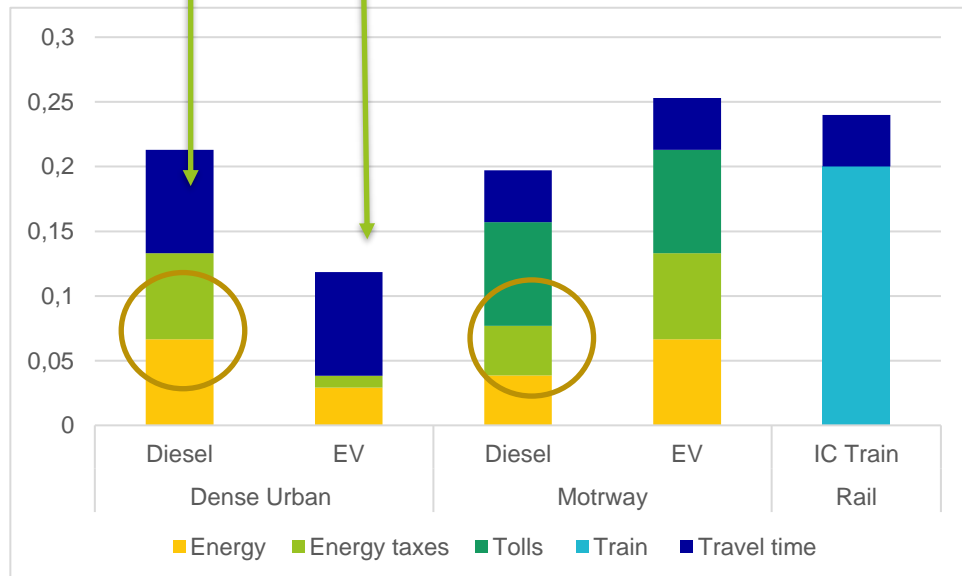
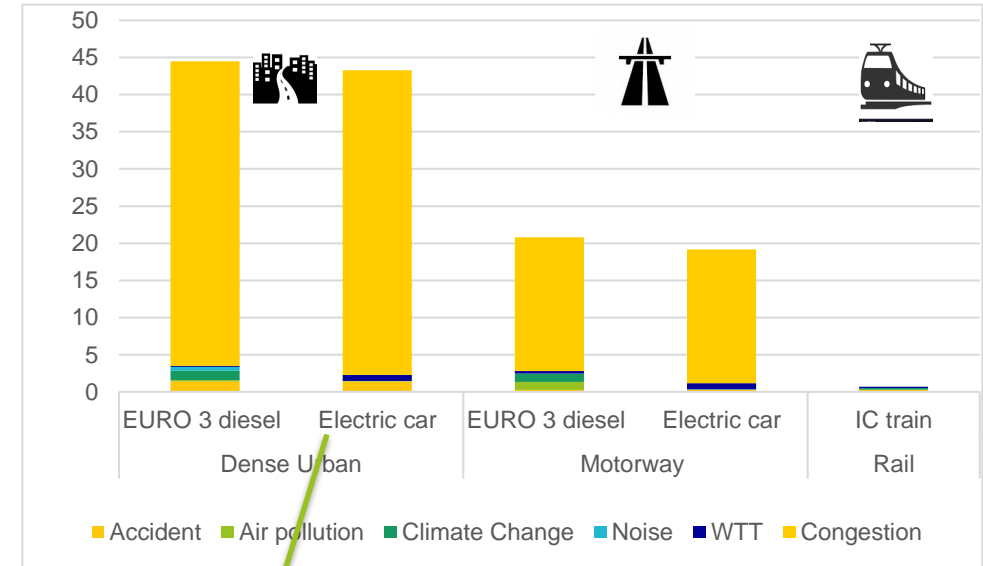
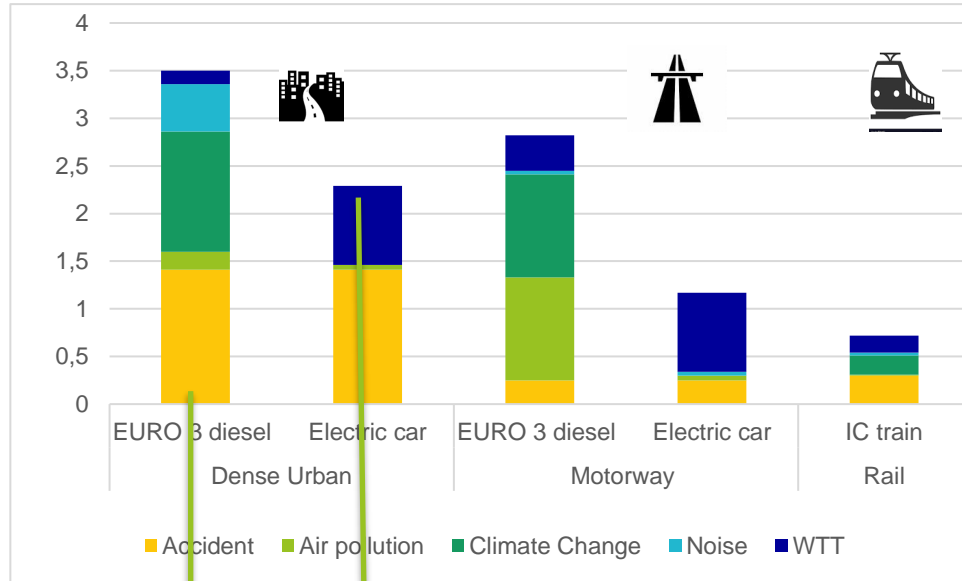
Is route choice so important?



What are the external costs of 1 km travelled?



What are the perceived trip costs per km?



Route assignment – ICT for better use of Infrastructure



E tolling/congestion tax

Pay per mile (pilots)

Dynamic pricing

KLC Charging Station
Estação de carregamento de v...
350,0 m · 800 916 624
Aberto 24 horas

- CHAdeMO · 50.0 kW Total: 1
- CCS · 50.0 kW Total: 1
- Tipo 2 · 43.0 kW Total: 1

WEBSITE DIREÇÕES

PowerDot Charging Station
Estação de carregamento de v...

Eco routing
Evs Charging station info

Media trends

Beijing curbs public transport as COVID-19 in spreads in China



This article is more than 2 months old

Covid-era Americans are using public transit less and having more car crashes

Transport officials are alarmed by a surge in car-related deaths as public transport ridership struggles in the wake of the pandemic



The shuttering of businesses, the rise of working from home and a fear of contracting Covid has resulted in a steep drop in public transport use. Photograph: Frank Franklin II/AP

Coalition urged to follow Swedish move to cut car fuel taxes amid rising energy bills

Country reduced forecourt prices last month to help people with rising costs of living

© Fri, Feb 4, 2022, 21:14

Mark Hilliard



The Irish State took in €1.8 billion in tax receipts from petrol and diesel in 2020. Photograph: PA

The Government has been urged to follow Swedish moves to cut taxes on petrol and diesel as a means to help people struggling with the price of energy bills.

Last month, its parliament was asked to green light the move amid surging costs, saying it would reduce forecourt prices by 5 cent per litre, lowering the country's tax take by about €225 million.

Italy lowers fuel taxes to help tackle surging prices

Europe | Materials | 3 May 2022 04:38





No conclusions, just questions...

Frustration can be understandable... But would be possible to generate public pressure for viable attractive and sustainable mobility alternatives?

Has ICT been a useful tool to only increase comfort and ease of use in some modes or an effective tool for behavioral change?

To what extent can policy instruments contribute to more sustainable use of infrastructure through soft measures?

Was Covid impact on mobility patterns structural or temporary?



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Thank you