



Mobility poverty

*An overlooked daily reality of millions of
EU citizens*

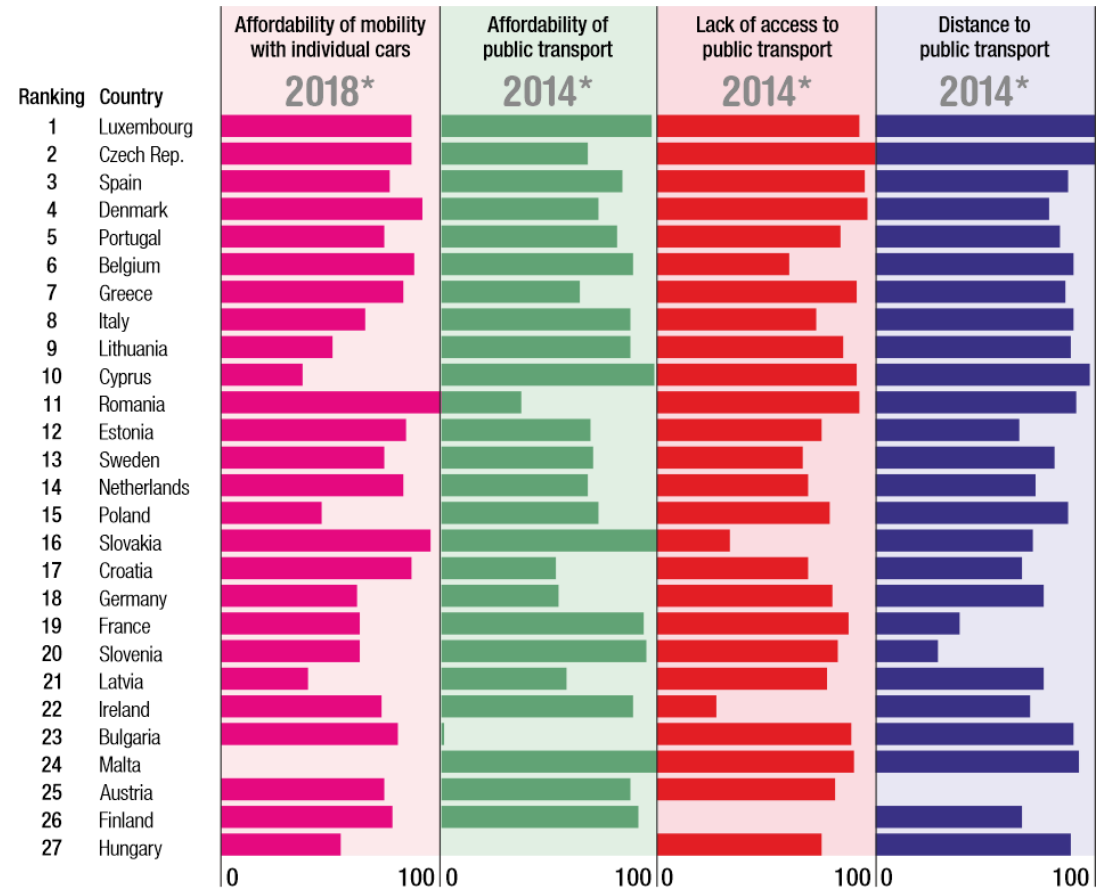
Dr. Yamina SAHEB
Yamina.saheb@openexp.eu

Mobility poverty is a daily reality of millions of EU citizens

- In 2018, the poorest households spent on average €390 on fuel transport, which is equivalent to 3% of their total consumption expenditure (Source DG Energy study on Energy Prices & Costs)
- In 2014, 5,8% of EU citizens, with income below 60% of median equivalized income, couldn't afford a regular use of public transport (Source EUROSTAT)

The lack of up-to-date data on mobility poverty hinders its assessment

2021 Ranking of MS using the European Mobility Poverty Index (EMPI) for the 1st decile



*Last year for which data is available

Mobility poverty correlates more with urban sprawl policies than with GDP per capita

Regulation 2023/955 on the Climate Social Fund is the first binding EU instrument to consider mobility poverty

- Article 2 introduces a definition of ‘transport poverty’ and ‘vulnerable transport users’

2- ‘transport poverty’ means individuals’ and households’ inability or difficulty to meet the costs of private or public transport, or their lack of or limited access to transport needed for their access to essential socioeconomic services and activities, taking into account the national and spatial context.

12- ‘vulnerable transport users’ means individuals and households in transport poverty, but also individuals and households, including low income and lower middle-income ones, that are significantly affected by the price impacts of the inclusion of greenhouse gas emissions from road transport within the scope of Directive 2003/87/EC and lack the means to purchase zero- and low-emission vehicles or to switch to alternative sustainable modes of transport, including public transport.

- Recital 15 lists causes of mobility poverty

Transport poverty is usually caused by one or a combination of factors such as low income, high fuel expenditures, or a lack of affordable or accessible private or public transport. Transport poverty can particularly affect individuals and households in rural, insular, peripheral, mountainous, remote and less accessible areas or less developed regions or territories, including less developed periurban areas and the outermost regions.

Unfortunately, regulation 2023/955 on the Climate Social Fund does not aim at eradicating mobility poverty

- Article 16 on the Content of Social Climate Plans requires MSs to:
 - (b) on a country-by-country basis, the efficiency of measures and investments and the use of the direct income support in light of the achievement of the milestones and targets set out in the Plans.
 - (d) *estimate of the likely effects of the increase in prices resulting from the inclusion of greenhouse gas emissions from buildings and road transport within the scope of Directive 2003/87/EC on households, in particular on incidence of energy poverty and transport poverty, those effects are to be analysed at the appropriate territorial level as defined by each Member State, taking into account national specificities and elements, such as access to public transport and basic services, and identifying the areas mostly affected;*
 - (e) *estimate number of, and the identification of, vulnerable households, vulnerable micro-enterprises and vulnerable transport users;*
 - (f) an explanation of how the definitions of energy poverty and transport poverty are to be applied at national level;

A Just Transition is possible only if Mobility becomes a human right in the EU

- Leaving no one behind requires including requirements in EU binding instruments to eradicate mobility poverty as signed off by MSs in their SDGs
- Limitations of the existing indicators to assess mobility poverty should be addressed urgently
- Mapping mobility poverty and how it combines with energy poverty will accelerate eradicating both



Thank you for your attention

More information on mobility poverty is available

[European Well-Being Index](#)

Dr. Yamina SAHEB