Policy Decision-Making Tool for Sustainable Mobility 2.0

Catalogue of Policy Measures

The catalogue consists of 194 policy measures that have been used and tested around the world in support of sustainable mobility. This catalogue was derived out of an intensive crowdsourcing effort in the production of the Global Roadmap of Action Toward Sustainable Mobility (GRA), which involved more than 50 international organizations interested in building a repository of shared policy knowledge on transport and mobility. In 2020, the catalogue was expanded to add a few policy measures geared specifically to respond to the COVID-19 crisis and a pandemic.

The catalogue is structured into four toolboxes and 22 thematic areas, while specifying a set of attributes to each policy measure (e.g., goal impact, country group relevance, resilience scores, mode of transport, and type of traffic (freight or passenger)).

Toolbox. The catalogue of policy measures is categorized in the following toolboxes:

- **Regulatory and institutional toolbox**—it includes 77 policy measures related to plans and strategies for the transport sector, cooperation and coordination across transport stakeholders, regulations (for cross-border transport, transport services, vehicles and vehicle use, use of data), procurement and contracts, as well as capacity building.

- **Engineering and technology toolbox**—it includes 70 policy measures related to the design, provision and maintenance of transport infrastructure and transport services, the setting of technical standards, asset construction, and safeguards.

- **Economics and finance toolbox**—it includes 32 policy measures related to financing, pricing, taxes and subsidies, innovation policy and cost-effectiveness.

- **Communications toolbox**—it includes 15 policy measures related to stakeholder consultations and public campaigns to influence behavioral change, such as product labeling, and knowledge management.

Thematic Area. A second level of classification was added for each toolbox, with the main purpose of ensuring that adequate coverage of the most important types of measures in each toolbox was provided. The list of thematic areas is presented in Table 1.

Scores and Other Attributes

1. **Goal Impact Score.** Each measure is assigned a score to proxy its impact on a goal. The values – which vary from zero (no impact), to 1 (some impact), or 2 (high impact) – are shown in the respective policy measure detail page. The scores were sourced collectively and reviewed extensively by SuM4All experts from different organizations involved in the process to minimize subjectivity. Given the very generic description of measures and the wide diversity of situations, a finer scale of impact scores would not make sense. Some policy measures may have an impact on more than one policy goal, indicating synergies between goals. For example, "applying

market-based pricing to street parking" is considered very important for universal access (rating of 2) and for green mobility (rating of 2).

2. **Country-relevance Score.** This score proxies the relevance of that measure for each group of countries according to their distance to the targets in each policy goal. Recall that all countries clustered in group A are top performers, while all countries clustered in group D are low performers on a given goal. The score varies from zero (not relevant) to one (somewhat relevant), or two (very relevant). For example, the policy measure "Expand the all-season road network" is assigned a score of 2 for the groups of countries that perform poorly on universal access rural (country group D), and a score of zero for country group A.

3. **Resilience Score.** This score proxies resilience of each policy measure on two risk factors: (i) pandemics and (ii) extreme weather events. For each of the two risk factors identified, each policy measure is rated based on their potential to (i) preserve a decent level of operationality during crises and (ii) to support a quick recovery to normal levels, ranked from 1 (low potential) to 4 (high potential) respectively. For example, "adopting a build back better principle for reconstruction" is rated 4 (high potential) to support a quick recovery to full operationality for both extreme weather events and pandemics, as it will create more resilient systems through the implementation of well-balanced disaster risk reduction measures, including the physical restoration of infrastructure and institutional strengthening.

4. **Mode of Transport.** This attribute refers to the mode of transport applicable to a given policy measure.

5. **Type of Movement.** This attribute specifies whether the policy applies to passenger traffic, freight, or both.

Table 1: List of Thematic Areas

Toolbox	Thematic Area
Regulatory and Institutional	Plans and Strategies
	Institutional Design, Cooperation, and Coordination
	International Agreements and Regulations
	Regulations for Transport Services
	Regulations for Vehicles and Vehicle Use
	Regulations for Data Collection, Data Sharing and Data Use
	Procurement and Contracts
	Capacity Building and Human Resource Development
Engineering and Technology	Technical Standards
	Asset Construction
	Design and deployment of Transport Services
	Design and deployment of Programs and Initiatives
	Asset Management
	Safeguards
Economics and Finance	Project or Program Cycle

	Allocation of Public Funds
	Fiscal and Financial Measures
	Pricing for Efficiency and Inclusion
	Innovation Policy and Enhancement
Communications	Consultation and Public Engagement
	Promotion Campaigns and Public Awareness
	Knowledge Management and Dissemination of Best Practices