

Sample goals of pdM 2013-2018	units	2012 as observed	2018 target	Δ% 2018 /2012
<b>1: To rebalance modal shift in favour of sustainable transport means</b>				
Modal share of private cars	%	30.30%	27.40%	-9.57%
<b>2: To increase efficiency of transport services</b>				
Mean occupation of interurban buses	pax-km/ bus-km	14.94	16.05	+7.43%
Mean unit cost of freight transport	€/t-km	1.23	1.17	-4.88%
<b>3: To minimize travel distance</b>				
Mean travel distance of interurban trips by car	km	18.1	18.0	-0.55%
<b>4: To reduce the external costs of mobility</b>				
Total external costs of metropolitan mobility	M€/yr	4,079	3,913	-4.07%
<b>5: To reduce energy consumption linked to mobility</b>				
Mean unit energy consumption in road transport	kwh/ veh-km	0.84	0.78	-7.14%
<b>6: To diminish the contribution of mobility to climate change</b>				
Total eq CO <sub>2</sub> emissions due to metropolitan mobility	10 <sup>3</sup> teq CO <sub>2</sub> / yr	5,304	4,603	-13,22%
<b>7: To reduce the atmospheric impacts of mobility</b>				
Total emission of particles <10 μm due to metropolitan mobility	t PM <sub>10</sub> /yr	1,669	1,285	-23.01%
Total emission of NO <sub>2</sub> due to metropolitan mobility	t NO <sub>2</sub> /yr	5,585	4,780	-14.41%
<b>8: To reduce the number of accidents</b>				
Amount of fatal casualties on inteurban roads	nr.	40	30	-25.00%
<b>9: To guarantee accessibility to the public transport system</b>				
Amount of fully accessible railway stations	%	64.0%	92.0%	+43.75%
<b>10: To take advantage of new technologies for mobility management</b>				
Number of operators providing real-time information to users	nr.	18	74	+311.11%