

Urban air mobility: What are the next steps?

While the pivotal role of public transport and active mobility for the green transition is undisputed, the innovative sector of urban air mobility (UAM) is still to prove its utility. Given the fast pace of innovation, air mobility is expected to become **a reality in Europe within 3-5 years and air space** above cities could become an extension of public space on the ground. **The European UAM market size is predicted to be 4.2 billion EUR by 2030, representing a 31% global share¹.** The transportation is performed by electric aircraft taking off and landing vertically, remotely piloted or with a pilot on board. Yet, how can UAM help cities solve existing mobility challenges? What are citizens expecting? What are the technologies and business models to be developed? This is not only a question of technology but there are also many administrative, legal, and technical challenges that stand in the way of unlocking the potential benefits.

To set up the scenes for an **inclusive** urban air mobility scheme, this first study conducted by EIT Urban Mobility, an initiative of the European Institute of Innovation and Technology (EIT), a body of the European Union, in collaboration with alldots and Skyroads, explores the different evolution perspectives of the sector. The study collected **practitioners' insights** on the development and implementation of UAM from 12 European countries from the academic, public, and private sector. EIT Urban Mobility will take this information into account while working with its strategic groups, composed of relevant entities in the field, with a [Start-ups Accelerator](#), to facilitate connections, build an international network, to support Europe's cities in developing this technology.

The report will be presented on Thursday 17 November 09:30 – 11:00 | Up in the air – is urban air mobility citizens want?
CONGRESS AREA | MOBILITY ROOM

Key takeaways:

1. When moving forward with UAM, it is important for citizens to feel safe, where subjective safety matters as much as objective ones. This is reflected by the fact that **67% of the respondents wish for a highly regulated air traffic for UAM with central guidance for entire routes.**
2. Interestingly, expectations for the near to medium future are quite high with **47% of respondents** who agree that **UAM will greatly support improved urban mobility and transport.** This is in line with the **57%** who agree that **UAM's value and opportunities outweigh the overall risks.**
3. The vast majority of respondents expect that **UAM applications will play a very important (71%) or important (18%) role in improving medical transport and support in medical emergencies.** Some pilot actions have been conducted for instance in pharmacy product delivery.
4. **47% of the experts** consider **airport shuttles as an important or very important application.** A special use case for UAM could be **regional airport shuttle links** – as agreed by half of the

¹ <https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-publishes-results-first-eu-study-citizens-acceptance-urban#group-easa-downloads>

respondents – for instance between the airports of Andorra and Barcelona, or between those of Monaco and Nice.

5. **Whilst private use vehicles or taxi drones are considered less important and more of a niche**, reflecting an expert comment that “UAM can be an appropriate mobility solution for some rich people but not for the city as a whole.”
6. **63% of questionnaire respondents** think that in the logistics field, **UAM will play an important or a very important role in the transport of packages in industrial spaces**. By contrast, only a minority of experts see a significant role in UAM applications in e-commerce and food deliveries.
7. **47% of experts** consider UAM applications in the field of media and public information provision at events as important.
8. When moving forward with UAM, **it is essential to consult citizens and it’s important for them to feel safe**, where subjective safety matters as much as objective ones. **Experts are split when it comes to the most suitable regulatory level for UAM**, between a centralised (state-led) and localised (city-led) approach.
9. Traffic noise is the second main concern after safety for UAM. Analysing UAM’s **noise emissions** warrant further study, to ensure a uniform high level of environmental protection, and to address the noise-related concerns expressed by European citizens.

BACKGROUND

About EIT Urban Mobility

EIT Urban Mobility, an initiative of the European Institute of Innovation and Technology (EIT), a body of the European Union, aims to accelerate solutions and the transition towards a user-centric, integrated and truly multimodal transport system. As the leading European innovation community for urban mobility, EIT Urban Mobility works to avoid fragmentation by facilitating collaboration between cities, industry, academia, research, and innovation to solve the most pressing mobility challenges of cities. Using cities as living labs, its industry, research, and university partners will demonstrate how new technologies can work to solve real problems in real cities by transporting people, goods, and waste in smarter ways.

For more information visit www.eiturbanmobility.eu.

Follow EIT Urban Mobility on:     

Press Contact Details:

Marine Moulin - E: marine.moulin@eiturbanmobility.eu - T: +34 654 017 463