

# COSTS AND BENEFITS OF THE URBAN MOBILITY TRANSITION ANNEXES

OCTOBER 2024



**EIT Urban Mobility – Mobility for more liveable urban spaces**



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# Contents

<b>Annex I</b>	The MOMOS model calculation framework	4
<b>Annex II</b>	Input data	7
<b>Annex III</b>	Policy measures rationale and intervention levels in the scenarios	11
<b>Annex IV</b>	List of EU27 cities	23

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# Annex I The MOMOS model calculation framework

**MOMOS** is an assessment tool designed and developed to support the analysis of different policies for sustainable urban mobility with a **strategic approach**. It is adaptable to different city circumstances in Europe, and allows to rapidly identify, develop, screen, and assess different measures and policies packages. MOMOS allows city administrations to make a quick scan between alternative hypotheses of intervention, estimating the expected impacts and the orders of magnitude of the resources needed on yearly basis up to the year 2050.

The calculation framework of the MOMOS model consists of several components, as shown in Figure 20. The core of the calculation framework consists of:

- a component managing the estimation of transport demand for both passenger and freight (trips, modal split, passengers-km, tonne-km, etc),
- a (road) vehicle fleet component,
- a component related to transport cost, time and revenues
- a component where social and environmental impact are estimated (road traffic injuries/deaths, GHG and pollutant emissions and energy consumption). The calculations made within these modules are affected by the urban policy measures selected and set-up for simulating different scenarios.

The definition of specific urban characteristics within the calculation framework allows for a more accurate representation of the urban context, whilst considering differences that can affect the trend of mobility, especially the impact of the policies.

At the spatial level, the study area is divided into two types of zones generating transport demand: (i) the urban core and (ii) peripheral areas. The separation of zones is mainly done through an estimation of the population density within each district of the study area.

The urban core includes the inner centre of the city and the main urban area. Peripheral areas are generally suburbs or neighbourhoods which are, to an extent, distinct from the city (they can also be different municipalities surrounding the main city in a metropolitan area). Trips generated in each area are distinguished but without origin-destination details.

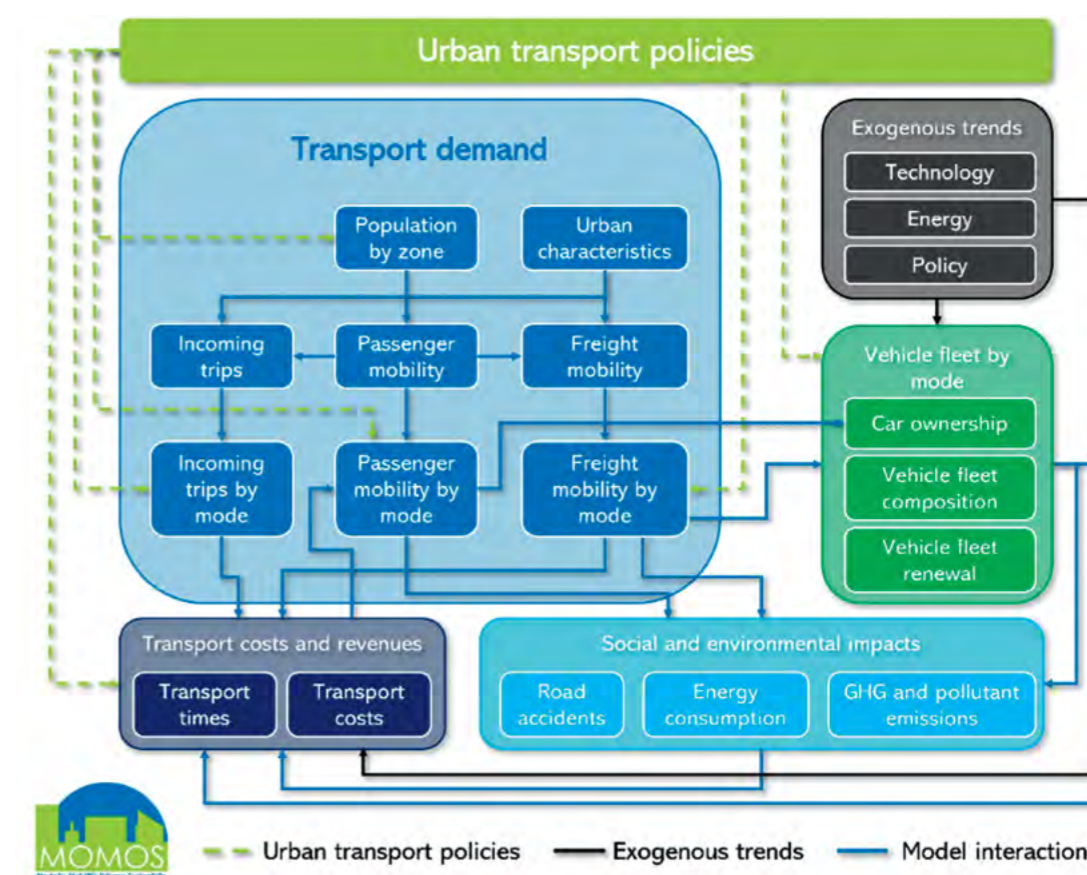


Figure 20: Calculation Framework of the MOMOS model

Within the transport demand component, demographic developments by age group as well as the distribution of the population within the urban area, are simulated and used as the main inputs for passenger trips generation. Passenger demand segments are modelled by purpose (working, personal), period (peak, off-peak) and mode (pedestrian, bike, motorbike, car, bus, tram, metro, car sharing, bike sharing, e-scooter sharing and moped sharing). The mode split at the base year is based on the initial values - these differ by living area: i.e., within the urban core and the outskirts with a good level of public transport supply and the mode share of car is lower than in the outskirts with a poor level of public transport supply. Policy measures can change this trend and give rise to mode switches. Passenger-km numbers depend on average trip distances. Distances are different according to the living areas (shorter in the core urban area, longer in the outskirts). The estimation of vehicle-km depends on occupancy rates, which can also be affected by policies.

Passenger trips entering the city from other areas are treated separately in the model, as their relevance depends on the nature of the city. The share of multimodal trips (e.g., the use of public transport at urban level for the last leg of the trip) is explicitly taken into account. These trips are also included in the calculation of total passengers-km and vehicle-km by mode in the urban area (only the urban part of the overall trip distance is considered), and therefore affecting travel time, emissions and energy consumption.

Freight traffic in the urban area is calculated as a percentage of the total number of passenger car vehicles at the base year, evolving over time, based on growth rates. Freight demand is modelled considering the category of freight (distribution to retailers, mail services, for example movements of building materials), differentiated by vehicle type (light truck, heavy truck, and cargo-bike), and period (peak and off-peak). This distinction is introduced for two reasons. First, several measures are focussed on urban deliveries and therefore affect only one component of freight traffic. Second, the types of vehicles used for mail distribution are different from the vehicles used for transporting input to an industry.

The module also calculates the transhipments (at a platform within the urban area where freight is consolidated). At these platforms, LDV and cargo-bikes are used for the final leg of delivery. Lastly, performances related to vehicle-km are estimated considering the urban part of the overall trip distance.

Road vehicle fleets are segmented by fuel type (gasoline, diesel, CNG, LPG, LNG plug-in hybrid electric, battery electric, fuel cells) and emission standards (Pre-Euro and Euro 1/I, Euro 2/II, Euro 3/III, Euro 4/IV, Euro 5/V, Euro 6/VI, and post Euro 6/VI). For some modes only some of the segmentations are available. The private car fleet is distinguished by the car sharing fleet (where it exists).

Road traffic injuries and deaths are estimated based on injury/fatality rates by mode of transport applied to demand performance (vehicles-km). The injury/fatality rates evolve over time in accordance with mode-specific trends; taking into account technical developments as well as other circumstances (speed limits, infrastructure quality, etc.), which may arise also from the implementation of policy measures (such as traffic calming, infrastructure for pedestrians, etc).

Energy consumption is estimated by fuel / energy type (gasoline, diesel, CNG, LPG, LNG, electricity, hydrogen). Air pollutant emissions are estimated for PM2.5, PM10, CO, NOx and VOC related to exhaust emissions. For PM2.5 and PM10, as well as emissions from vehicle tyre, brake wear and surface wear are considered. Both estimates considered the EMEP/EEA air pollutant emission inventory guidebook 2019.<sup>1</sup> Greenhouse gas emissions (CO<sub>2</sub> equivalent) are estimated as well, applying the related carbon content by fuel / energy.

The model allows it to consider in the calculation several exogenous trends related to three domains: technology, energy and policy. Technology mainly refers to powertrain market penetration trends and average vehicle fuel consumption by vehicle type. The evolution driven by the EU FitFor55 scenario is one of the trends integrated in the model. Energy trends are mainly related to fuel prices and the energy mix for electricity generation. Policy trends include fuel duties and car ownership taxation. More details about the exogenous trends are included in section 2.5 of the main study document.

<sup>1</sup> EMEP/EEA air pollutant emission inventory guidebook 2019



# Annex II   Input data

Table 1: List of data inputs used for the reference cities

Group	Input data	Description	Sources
Urban Characteristics	Population	Population of the city	National Statistics Database
	Population Structure	Age distribution of the city population	National Statistics Database
	Population Growth	Expected trend of the population growth	European Commission, JRC projections <sup>2</sup>
	Population Distribution	Population distribution between city centre and outskirts	National Statistics Database
	Urban Growth	Population shifts between city centre and outskirts	National Statistics Database, EUROSTAT
	Average Income	Average income of the city population	National Statistics Database, EUROSTAT
	Economy	Economy city type, representing the relevance of industrial sector for the city in terms of employees working in manufacturing, construction and public utilities	European Commission Report <sup>3</sup>

<sup>2</sup> <https://publications.jrc.ec.europa.eu/repository/handle/JRC116711>

<sup>3</sup> [https://research-and-innovation.ec.europa.eu/statistics/performance-indicators/european-innovation-scoreboard\\_en](https://research-and-innovation.ec.europa.eu/statistics/performance-indicators/european-innovation-scoreboard_en)

Group	Input data	Description	Sources
Urban Mobility Characteristics	Motorization Rate	Number of private cars per capita	ACEA Report on Vehicles in use <sup>4</sup>
	Motorization Rate Change	Annual growth of the motorization rate	ACEA Report on Vehicles in use
	Modal Split	Modal split with respect to the urban area only (walk, bike, car, motorbike, bus, tram, metro)	TEMS - The EPOMM modal split tool, <sup>5</sup> JRC mobility survey 2018
	Modal Split Change	Modal split trend over time in absence of policy activation	Assumption of business-as-usual trend
	Congestion Level	Qualitative description of road congestion in the city (significant, only during rush hour, negligible)	TOM TOM index, Google Maps Traffic Layer
	Incoming Trips	Share of incoming trips in the urban area, with respect to the total amount of trips within the area	Assumptions based on available city planning documents
	Modal Split of the Incoming Trips	Modal Split of the incoming trips into the urban area (private car, bus, train)	Assumptions based on available city planning documents
	Freight Vehicles Rate	Share of freight vehicles with respect to the total vehicles (freight and cars) travelling in the urban area	Assumptions based on selected traffic counts and available city planning documents
	Freight Vehicles Rate Change	Annual change in the share of freight vehicles with respect to total vehicles travelling in the area	Assumptions based on selected traffic counts in a business-as-usual configuration
	Freight vehicles distribution	Distribution of the freight vehicles (HDV, LDV, cargo-bikes) on the modelled zones of the city prototypes.	Assumptions based on available city planning documents and literature
	Load factor of cargo-bikes	Load factor of cargo bikes for logistic purposes.	Assumptions based on available city planning documents and literature

<sup>4</sup> ACEA (2019), ACEA Report Vehicles in use Europe 2019 ([https://www.acea.auto/files/ACEA\\_Report\\_Vehicles\\_in\\_use-Europe\\_2019-1.pdf](https://www.acea.auto/files/ACEA_Report_Vehicles_in_use-Europe_2019-1.pdf))

<sup>5</sup> <http://tems.epomm.eu/>

Group	Input data	Description	Sources
Public Transport Characteristics	Ticket price	Ticket price for monthly passes and single tickets	Public Transport Operators Reports and Official Websites
	Cost	Implementation and management costs for public transport operators	Public Transport Operators Reports
	Network	Length of the network	Public Transport Operators Reports
	Average Speed	Average speed of the vehicles	Public Transport Operators Reports
	Transport Service Offer	Annual vehicle-kilometre	Public Transport Operators Reports
	Bus Vehicle Fleet	Composition of the fleet, with respect to the fuel type and Euro Standards	ACEA Report on Vehicles in use
Park & Ride	Parking Capacity	Number of parking lots	Public Transport Operators Reports
	Network Extension	Length of the public transport routes connected with P&R park	
	Public Transport Frequency	Frequency of Park & Ride connection service	
	Tariff	Tariff for single use or subscription related to parking only (the cost of using PT not considered)	
Infrastructure and Traffic Management	Paid Parking	Number of paid parking lots in the urban area	City Annual Reports
	Parking Price	Average hourly parking price	Public Transport Operators
	Public Transport Reserved Lane	Length of the public transport reserved lanes	Public Transport Operators
	Bike Lane	Length of the bike lanes in the urban area	City Annual Reports
	Electric Charging Stations	Number of electric charging stations	City Annual Reports
	Hydrogen Charging Station	Number of hydrogen filling stations	City Annual Reports
Car Sharing	Subscribers	Number of subscribers	Carsharing Providers Official Websites
	Type	Station Based or Free-Floating service	
	Tariff	Fixed and hourly average tariff	
	Vehicle Fleet	Number of car sharing vehicles	

Group	Input data	Description	Sources
Ride hailing and Taxi	Subscribers	Number of subscribers	City Annual Reports, National Statistics Database
	Tariff	Fixed and hourly average tariff	
	Vehicle Fleet	Number of car sharing vehicles	
Bike Sharing	Vehicle Fleet	Number of bicycles of the bike Sharing service	Bike Sharing Providers Official Websites
	Electric Fleet	Share of electric bicycles in the fleet	
	Coverage	City area covered by the bike-sharing service	
	Tariff	Fixed and hourly average tariff	
Micromobility	Vehicle Fleet	Number of vehicles of the micro-mobility (e-scooters and moped)	Micromobility Providers Official Websites
	Coverage	City area covered by the micro-mobility	
	Tariff	Fixed and hourly average tariff	
Vehicle Access Regulation	Limited Traffic Zone	Qualitative quantification of the share of urban area under Limited Traffic Zone (passengers and freights)	urbanaccess regulations.eu, City Annual Reports
	Low Emissions Zone	Quantitative qualification of the share of urban area under Low Emissions Zone (passengers and freights)	
	Road Charging	Quantitative qualification of the share of urban area under Road Charging scheme (passengers and freights)	
	Pedestrian Areas	Qualitative quantification of the share of urban area with pedestrian areas	
Traffic Calming Measures	Traffic Calming Area	Share of the urban area under 30 km/h speed limit	City Annual Reports
Road vehicle fleet composition	Vehicle fleet	Vehicle fleet composition by fuel type and emission standard (for conventional fuels) for private cars, car sharing cars, Light Duty Vehicles and Heavy Goods Vehicles. It is assumed that national data can be used as representative data for vehicle fleet composition also at urban level.	ACEA Report on Vehicles in use, National Statistics Database

Source: Own elaboration

# Annex III Policy measures rationale and intervention levels in the scenarios

Table 2: Policy measures implementation rationale

Policy Group	Policy Measure	Policy Implementation Rationale
Public Transport	Green public fleet	The policy assumes an increased deployment of electric vehicles in the local bus fleet, on top of the exogenous trend.
	Demand-Responsive Transport (DRT)	Demand-responsive transport is simulated as a new PT service, adding a new service in areas where standard public transport cannot be very effective (e.g., low density areas, peripheries, etc.). Hence, with a small number of vehicles, it is possible to provide the public transport service in a wide area.
	Bus network and facilities	The policy increases the reliability and attractiveness of the bus by increasing the service frequency over the entire network. The application of this measure incentivizes citizens to use public transport more at the expense of competing modes.
	Tram network and facilities	The policy increases the reliability and attractiveness of the tram by increasing the service frequency over the entire network. The application of this measure incentivizes citizens to use public transport more at the expense of competing modes.
	Metro network and facilities	The policy consists of making the metro transport services more accessible, mostly through an extension of the service and the construction of new lines/stations. Due to the complexity of such infrastructure measures and the short time frame, this is only applied to cities that have already planned and approved such extensions or constructions.
	Public transport fare	The policy is designed to reduce the cost of public transport (for subscriptions only) in a targeted way by providing a discounted tariff for young citizens (<18 years old) and for the elderly (> 65 years old) to incentivize travel by public transport.
	Prioritizing public transport	The policy requires regulations but also appropriate infrastructures such as reserved lanes and automated traffic lights to give way to buses and trams when they approach crossroads. The result is an improvement of public transport speed, making PT more attractive.
Active mobility	Cycling networks and facilities	The policy is aimed at making cycling trips easier and safer. The implementation of the measure foresees that, when these facilities are provided, the bicycle modal share grows at the expense of competing modes.
	Incentives to sustainable modes	This policy aims at promoting sustainable mobility solutions through economic incentives for walking and cycling trips. These incentives are provided for both working and personal trips, made by bicycle or walking.

Policy Group	Policy Measure	Policy Implementation Rationale
Active mobility cont.	Pedestrian Areas	The policy is aimed at making pedestrian trips easier and safer. The implementation of the measure assumes that when pedestrian areas are provided pedestrian trips grow at the expenses of competing modes. Furthermore, injury/fatality rates are also reduced.
New Mobility Services	Bike sharing	The policy assumes an enhancement of the bike sharing scheme already in place at the base year – or a new service - both in terms of increased fleet size and of larger area covered by the service.
	Car sharing	The policy assumes an enhancement of the car sharing scheme already in place at the base year – or a new service - both in terms of increased fleet size and of larger area covered by the service.
	Ride-hailing	The policy assumes an enhancement of the ride-hailing and taxi schemes already in place at the base year – or a new service - both in terms of increased fleet size and of larger area covered by the service.
	Moped sharing	The policy assumes an enhancement of the moped sharing scheme already in place at the base year – or a new service - both in terms of increased fleet size and of larger area covered by the service.
	e-scooter sharing	The policy assumes the diffusion of e-scooters, also in the form of shared devices, both in terms of increased fleet size and of larger area covered by the service.
	Legal and regulatory framework of new mobility services	The policy aims at improving the new mobility services such as car-sharing, bike-sharing, e-scooter sharing, moped sharing and MaaS. When this policy is activated, an improvement in these transport modes is modelled.
	Mobility as a Service (MaaS)	The policy assumes that a MaaS (Mobility as a Service) platform is implemented in the city, allowing to integrate various forms of mobility services into a single and comprehensive service. MaaS offers end-users the added value of accessing mobility through a single application and a single payment channel. Furthermore, it is assumed that an integrated ticketing systems is in place, resulting in seamless travels and no requirement to buy tickets whilst switching either transport modes or services. It is assumed that the integration includes public transport, shared mobility services, and micromobility. The MaaS activation reduces both users' costs for transport services and travel time.
	Multimodal mobility hubs	The concept of Park & Ride assumes that parking spaces for commuters are provided at major public transport stops at the border of the city area. This means that a larger share of trips incoming from external zones by car will interchange to public transport.
Access Regulation and Pricing	Limited Traffic Zones (LTZ)	The policy aims at reducing the space available for using cars and for parking cars in order to increase the liveability of the urban space. The assumption is that the restrictions applied make it less convenient to use a car for some trips and so there is a reduction in the share of cars in traffic. The policy can be applied to cars, freight vehicles or both.

Policy Group	Policy Measure	Policy Implementation Rationale
Access Regulation and Pricing cont.	Low Emission Zones (LEZ)	The policy aims at implementing low-emission zones, where access for certain some polluting vehicles is restricted. The policy allows for defining the restriction by vehicle type for cars and freight vehicles, resulting in a reduction of car and trucks transport demand (depending on the composition of the vehicle fleet) as well as an accelerated scrappage rate of vehicles not complying with the LEZ. If stepped up, it can be turned into in a zero-emission zone ZEZ) where only non-pollutant vehicles are allowed.
	Road Charging	It is assumed that a congestion charging scheme is implemented in a limited area of the city, applied to both cars and freight vehicles. The charge is in place during the day for all vehicles. The setup of parameters has been designed based on existing application of the policy.
	Parking pricing	The policy assumes an increased price for parking in the urban area. Also, the policy aims to reduce the overall number of parking spaces while increasing the share of paid parking (vs free parking).
	Traffic calming zones	The policy assumption is the implementation of traffic-calming measures in the city, making the use of cars less convenient and more time-demanding. A reduction in injury/fatality rates is also foreseen. Traffic-calming consists of regulations (e.g., zones with maximum allowable speed of 30 km/h) but also in various physical interventions (e.g., to restrict carriageways).
Urban Logistics	Green freight fleet	The policy assumes an increased uptake of electric vehicles in the light duty vehicle fleet used for logistics, on top of the exogenous trend driven by technology development.
	Delivery and servicing plan	The policy represents the implementation of detailed plans to consolidate and reduce delivery and servicing vehicles accessing a site or building. The expected impact is a reduction of the number of goods vehicles entering the urban area as a result of more efficiency.
	Cargo bikes	The policy simulates the diffusion of delivery services with cargo bikes within the urban area. It is therefore assumed that part of the freight demand delivered with LDVs can be shifted to cargo bikes.
	Urban Delivery Centres and logistics facilities	The policy is modelled assuming that urban freight consolidation centres are created at the border and within the urban area in appropriate locations to serve as hubs for the final distribution. A share of the shipments arriving from outside the city pass through the delivery centres, where loads are consolidated and distributed in a more efficient way, increasing the load factor of vehicles, shortening consignment routes and using cleaner vehicles. This results in fewer freight vehicle-km in the urban area.
	Legal and regulatory framework of urban logistics	For the modelling of this policy the assumption is that the activity of freight modes in the urban area is regulated to reduce traffic especially in some zones and times of the day. Therefore, when this measure is activated, a reduction of freight vehicles within the urban area is modelled and the reduction is larger in peak time. The setup of parameters has been designed on the basis of cities examples.

Policy Group	Policy Measure	Policy Implementation Rationale
Electrification and alternative fuels	Uptake of electric cars	The policy assumes an increased uptake of electric vehicles in the private car vehicle fleet, on top of the exogenous trend (accounted for in the Technological Innovation Trend) as a consequence of technology development, restrictions on conventional fuels and municipal or national subsidies (which are nevertheless not explicitly included in the model).
	Phase-out of fossil fuel vehicles	The policy aims to reproduce in the model the progressive bans on the most emitting engines. The parameters have been set based on national and European regulations.
	Electric energy refuelling infrastructure	An increased rollout of electric vehicle charging infrastructure results in more and better availability of charging points, that, in turn, increase the uptake of electric vehicles.
	Hydrogen energy refuelling infrastructure	An increased rollout of hydrogen vehicle refuelling infrastructure results in more and better availability of refuelling points, that, in turn, increase the uptake of hydrogen vehicles.
CCAM	Autonomous bus vehicles (DRT)	The uptake of autonomous driving is simulated for public transport, in the form of demand-responsive transport (DRT), assuming a large penetration of AVs by 2050 and a large coverage of the urban area where the AV services are provided. Parameters have been designed on the basis of the EU Study on exploring the possible employment implications of connected and automated driving.
	Shared autonomous car vehicles	The uptake of autonomous driving is simulated for car sharing services, assuming a large penetration of AVs by 2050 and a large coverage of the urban area where the AV services are provided. The uptake of private autonomous vehicles is not considered in the policy. Parameters have been designed on the basis of the EU Study on exploring the possible employment implications of connected and automated driving.
	Cooperative ITS	The diffusion of Cooperative Intelligent Transport Systems is expected to improve safety and efficiency in road transport, in terms of urban travel time, energy consumption, air pollutant emissions, etc. Thanks to this technology, the vehicles will be able to avoid collisions and use the engine in a more efficient way, resulting in less fuel consumption.
Transport Avoidance	Working from home	The policy assumes an increasing adoption of working from home/ teleworking, resulting in a reduction of travel to work trips per person. Also, rebound effects are modelled, taking into account an increase in trips for personal purposes when the commuting trip is avoided.
	Car-free days	On car-free days, people are encouraged to travel by modes other than cars and car use is temporarily prohibited. Therefore, when the policy is applied, trips are shifted to other modes of transport, while taking into account that a share of trips is avoided or redistributed on other days.
	Online shopping	The policy assumes an increasing adoption of online shopping, resulting in a reduction of personal purposes travels per person. Also, rebound effects are modelled, taking into account an increase in freights vehicles trips.

Table 15: Policy intervention levels

POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
Public Transport	Green Public Fleet	2025	100% of green public transport fleet by 2030	100% of green public transport fleet by 2030	100% of green public transport fleet by 2030
	Demand-Responsive Transport (DRT)	2025	Implement DRT covering: 30% core urban area, 50% peripheral areas. (15% and 30% in small cities)	/	Implement DRT covering: 30% core urban area, 50% peripheral areas. (15% and 30% in small cities)
	Bus network and facilities	2025	95% of network with 5' average frequency Small cities: 6' frequency Medium cities: 5' frequency	80% of network with 5' average frequency Small and medium cities: 10' frequency	95% of network with 5' average frequency Small cities: 6' frequency Medium cities: 5' frequency
	Tram network and facilities	2030	90% of network with 5' average frequency Not applied in small cities.	75% of network with 5' average frequency Not applied in small cities. 10' frequency and 40% of network in medium cities	90% of network with 5' average frequency Not applied in small cities.
	Metro network and facilities	2035	Increase of 10km compared to base year, and share of network with increased frequency doubled Not applied in small and medium cities.	/	Increase of 10km compared to base year, and share of network with increased frequency doubled Not applied in small and medium cities.
	Public transport fare	2025	/	Reduce by 8% subscription pass for young people (<18) and the elderly (>70)	Reduce by 20% subscription pass for young people (<18) and the elderly (>70)

POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
Public Transport cont.	Prioritizing Public Transport	2025	Reserved lanes increased by 15% to base year Prioritizing systems on 30% of network	/	Reserved lanes increased by 25% to base year Prioritizing systems on 40% of network
		2035	Reserved lanes increased by 50% to base year Prioritizing systems on 50% of network	/	Reserved lanes increased by 50% to base year Prioritizing systems on 50% of network
Active mobility	Cycling network and facilities	2025	0.2 km of bike lanes / 1,000 inhab. or +20% from base year	0.1 km of bike lanes / 1,000 inhab. or +20% from base year	0.2 km of bike lanes / 1,000 inhab. or +20% from base year
		2035	0.35 km of bike lanes / 1,000 inhab. or +20% from 2025	0.12 km of bike lanes / 1,000 inhab. or +20% from base year	0.35 km of bike lanes / 1,000 inhab. or +20% from 2025
	Incentives to sustainable modes	2025	/	0,02 €/km for commuting trips by bike or foot 0.015 €/km for commuting in small cities	0,02 €/km for commuting trips by bike or foot 0.01 €/km for personal trips by bike or foot 0.015 €/km for commuting and 0.005 €/km for personal in small cities
	Pedestrian areas	2025	Pedestrian areas covering: 5% core urban area, 1% of peripheral areas	Pedestrian areas covering: 2% core urban area	Pedestrian areas covering: 7% core urban area, 2% peripheral areas 10% in core urban areas, 3% in peripheral areas

KEY:

Baseline application	Policy Regular application	Boosted application
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POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
New Mobility Services	Bike sharing	2025	6 bikes / 1,000 inhab. or +20% from base year 2 bikes / 1,000 inhab. In small cities. 3 bikes / 1,000 inhab. or +20% from base year in medium cities	/	6 bikes / 1,000 inhab. or +20% from base year 3 bikes / 1,000 inhab. or +20% from base year in small and medium cities
		2040	+20% fleet from 2025	/	+20% fleet from 2025
	Carsharing	2025	1 cars / 1,000 inhab. or +5% from base year Small cities: 0.8 car / 1,000 inhab. or +5% from base year	/	1.3 cars / 1,000 inhab. or +5% from base year Small cities: 0.8 car / 1,000 inhab. or +5% from base year
	Ride hailing	2025	0.6 cars / 1,000 inhab. or +10% from base year	/	1.2 cars / 1,000 inhab. or +10% from base year Small cities: 1 cars / 1,000 inhab. or +10% from base year
	Moped sharing	2025	1 moped / 1,000 inhab. or +20% from base year Small cities: 0.7 moped / 1,000 inhab. or +20% from base year	/	1 moped / 1,000 inhab. or +20% from base year
		2040	+20% fleet from 2025 +5% coverage from 2025	/	+20% fleet from 2025 +5% coverage from 2025

KEY:

Baseline application	Policy Regular application	Boosted application
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POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
New Mobility Services cont.	e-scooter sharing	2025	4 devices / 1,000 inhab. or +20% from base year Small cities: 2 devices / 1,000 inhab. or +20% from base year Medium cities: 3 devices / 1,000 inhab. or +20% from base year	/	4 devices / 1,000 inhab. or +20% from base year Small and medium cities: 3 devices / 1,000 inhab. or +20% from base year
		2040	+20% fleet from 2025		+20% fleet from 2025
	Legal and regulatory framework of new mobility services	2025	Active	/	Active
	Mobility as a Service (MaaS)	2030	Increase integration between services (TPL, sharing, etc.) and improve efficiency Light implementation in small and medium cities	/	Increase integration between services (TPL, sharing, etc.) and improve efficiency Light implementation in small and medium cities
	Multimodal mobility hubs	2025	5 P&R spaces / 1,000 inhab. or +10% from base year	/	5 P&R spaces / 1,000 inhab. or +10% from base year
Access regulation and pricing	Limited Traffic Zones (LTZ)	2025	/	Passenger and freight LTZ covering: 10% core urban area, 3% peripheral areas	Passenger and freight LTZ covering: 30% core urban area, 10% peripheral areas
		2040	/	Passenger and freight LTZ covering: 50% core urban area, 20% peripheral areas	Passenger and freight LTZ covering: 50% core urban area, 20% peripheral areas

KEY:

Baseline application	Policy Regular application	Boosted application
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POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
Access regulation and pricing cont.	Passenger Low Emission Zones (LEZ)	2025	LEZ as per base year Covering about 30% in small cities	LEZ covering about 55% study area Passenger: banned up to EURO 4 gasoline and EURO 5 diesel.	LEZ covering about 60% study area Passenger: banned up to EURO 4 gasoline and EURO 5 diesel
		2030	LEZ as per base year	LEZ covering about 55% study area Passenger: banned up to EURO 5 gasoline and EURO 6 diesel	LEZ covering about 60% study area Passenger: banned all gasoline and diesel
	Freight Low Emission Zones (LEZ)	2030	LEZ as per base year Covering about 30% in small cities	LEZ covering about 55% study area Freight: banned up to EURO 6 gasoline and EURO 5 diesel	LEZ covering about 60% study area Freight: banned all gasoline and diesel
	Road charging	2040	/	5% of core urban area, €5 fixed fare per trip for cars, LDV and HDV Not applied in small cities	10% of core urban area, €5 fixed fare per trip for cars, LDV and HDV Not applied in small cities
	Parking pricing	2025	Increase parking fee by 10% Reduce parking spaces to 2 / 10 inhab.	Increase parking fee by 30% Reduce parking spaces to 2 / 10 inhab.	Increase parking fee by 70% Reduce parking spaces to 2 / 10 inhab. Doubling parking fee in small cities
		2040	Increase parking fee by 70% from 2025 70% of parking spaces with fee	Increase parking fee by 70% from 2025 80% of parking spaces with fee	Increase parking fee by 70% from 2025 95% of parking spaces with fee Doubling parking fee in small cities

KEY:

Baseline application	Policy Regular application	Boosted application
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POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
Access regulation and pricing cont.	Traffic calming measures	2025	30 km/h speed limit on: 40% core urban area, 15% peripheral areas	30 km/h speed limit on: 85% core urban area, 30% peripheral areas	30 km/h speed limit on: 90% core urban area, 60% peripheral areas
		2040	30 km/h speed limit on: 60% core urban area, 30% peripheral areas	30 km/h speed limit on: 90% core urban area, 80% peripheral areas	30 km/h speed limit on: 95% core urban area, 85% peripheral areas
Urban logistics	Green freight fleet	2025	Additional increase electric LDV penetration compared to 2022 including Baseline trend (approx. +20% by 2030, about 95% of fleet by 2050)	Additional increase electric LDV penetration compared to 2022 including Baseline trend (approx. +15% by 2030, about 95% of fleet by 2050)	Additional increase electric LDV penetration compared to 2022 including Baseline trend (approx. +20% by 2030, about 95% of fleet by 2050)
	Delivery and servicing plan	2025	/	Reduce by 10% (LDV) and by 5% (HDV) retail freight movements	Reduce by 10% (LDV) and by 5% (HDV) retail freight movements
	Cargo bikes	2025	Share of freight carried by cargo bikes: 7% (B2C), 2% (Retail) Small cities: 10% (B2C), 5% (Retail)	/	Share of freight carried by cargo bikes: 7% (B2C), 2% (Retail) Small cities: 10% (B2C), 5% (Retail)
	Urban delivery centres and logistics facilities	2025	/	25% increase of retail freights managed by delivery centers. 5% managed by cargo-bikes	25% increase of retail freights managed by delivery centers. 5% managed by cargo-bikes
	Legal and regulatory framework of urban logistics	2025	/	Active	Active

KEY:

Baseline application

Policy Regular application

Boosted application

POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
Electrification and alternative fuels	Uptake of electric cars	2025	Additional increase of BEV/PHEV vehicles penetration compared to 2022 including Baseline trend (cars: approx. +10% by 2030, +30% by 2050)		
	Phase-out of fossil fuel vehicles	2035 new car, moto, LDV 2040 new BUS and HDV	Based on national/European directives		
	Electric energy refuelling infrastructure	2025	1 charging point / 8 EV 50% fast charging Small cities: 1 charging point / 12 EV	1 charging point / 20 EV 0% fast charging	1 charging point / 5 EV 50% fast charging Small cities: 1 charging point / 10 EV
		2035	1 charging point / 4 EV 70% fast charging Small cities: 1 charging point / 10 EV	1 charging point / 10 EV 10% fast charging	1 charging point / 3 EV 70% fast charging Small cities: 1 charging point / 5 EV
	Hydrogen energy refuelling infrastructure	2035	1 charging point / 8 FCEV Small cities: 1 charging point / 12 EV	1 charging point / 20 FCEV	1 charging point / 5 FCEV Small cities: 1 charging point / 10 EV
CCAM	Autonomous bus vehicles (DRT)	2035	10% of DRT bus vehicles are autonomous	/	50% of DRT bus vehicles are autonomous
	Shared autonomous car vehicles	2040	30% of carsharing vehicles are autonomous	/	40% of carsharing vehicles are autonomous

KEY:

Baseline application

Policy Regular application

Boosted application

POLICIES			SCENARIOS (values for large cities, differentiations for small and medium where needed)		
Policy Group	Policy Measure	Start Year	S01	S02	S03
CCAM cont.	Cooperative ITS	2030	light increase of road safety and efficiency (reduction of accident rate of 0.75% by 2030 and of 4% by 2050; reduction of fuel consumption of 0.25% by 2030 and of 0.75% by 2050)	strong increase of road safety and efficiency (reduction of accident rate of 3% by 2030 and of 13% by 2050; Reduction of fuel consumption of 1% by 2030 and of 3% by 2050)	strong increase of road safety and efficiency (reduction of accident rate of 3% by 2030 and of 13% by 2050; Reduction of fuel consumption of 1% by 2030 and of 3% by 2050)
Transport avoidance	Working from home	2025	Working trips reduced by 10%	Working trips reduced by 20%	Working trips reduced by 20%
	Car free days	2025	/	Establish 1 car-free day every two month	Establish 1 car-free days per month
	Online shopping	2025	/	Personal trips reduced by approx. 5% and increase of freight vehicles circulation	Personal trips reduced by approx. 5% and increase of freight vehicles circulation



# Annex IV

## List of EU27 cities

Table 3: List of EU27 cities according to EUROSTAT and National Statistics Databases – Southern Europe

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Croatia	Osijek	101,832	Medium	Greece cont.	Pátra	170,896	Medium
	Pula - Pola	55,175	Small		Rόδos [Rhodes City]	55,219	Small
	Rijeka	113,995	Medium		Sérrai [Serres]	58,173	Small
	Sesvete	55,313	Small		Thessaloniki	315,196	Medium
	Slavonski Brod	52,437	Small		Tríkala	61,564	Small
	Split	166,829	Medium		Volos	86,046	Small
	Zadar	73,797	Small		Xánthi	58,730	Small
	Zagreb	797,731	Large	Italy	Acerra	58,444	Small
Cyprus	Larnaca	52,038	Small		Acireale	51,234	Small
	Lefkosia	243,013	Medium		Afragola	61,586	Small
	Limassol	108,105	Medium		Agrigento	55,317	Small
	Stróvolos	71,123	Small		Alessandria	92,392	Small
Greece	Acharnaí [Acharnes Acharnae]	100,837	Medium		Altamura	70,057	Small
	Agrínion [Agrinio]	62,389	Small		Ancona	99,397	Small
	Alexandroúpolis [Alexandroupoli]	59,401	Small		Andria	98,412	Small
	Athina	664,046	Large		Anzio	55,028	Small
	Chalkís [Chalcis]	81,016	Small		Aprilia	74,572	Small
	Chanía	90,190	Small		Ardea	50,116	Small
	Ioannina	80,371	Small		Arezzo	98,050	Small
	Irakleio	151,324	Medium		Asti	74,928	Small
	Kalamata	62,409	Small		Avellino	53,356	Small
	Kateríni	61,556	Small		Bagheria	53,683	Small
	Kavala	58,790	Small		Bari	317,660	Medium
	Komotiní	50,889	Small		Barletta	93,354	Small
	Larisa	146,926	Medium		Battipaglia	50,304	Small
					Benevento	56,043	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Italy cont.	Bergamo	120,349	Medium	Italy cont.	Faenza	58,844	Small
	Bisceglie	54,478	Small		Fano	59,963	Small
	Bitonto	53,477	Small		Ferrara	131,930	Medium
	Bologna	391,491	Medium		Firenze	369,560	Medium
	Bolzano	107,365	Medium		Fiumicino	82,506	Small
	Brescia	196,486	Medium		Foggia	149,193	Medium
	Brindisi	84,802	Small		Foligno	55,296	Small
	Busto Arsizio	81,976	Small		Forlì	117,696	Medium
	Cagliari	151,056	Medium		Gallarate	52,513	Small
	Caltanissetta	58,342	Small		Gela	72,873	Small
	Campobasso	48,279	Small		Genova	568,529	Large
	Carpi	71,755	Small		Giugliano in Campania	117,787	Medium
	Carrara	59,793	Small		Grosseto	81,797	Small
	Caserta	74,030	Small		Guidonia Montecelio	89,411	Small
	Casoria	73,807	Small		Imola	69,357	Small
	Castellammare di Stabia	62,367	Small		La Spezia	92,642	Small
	Catania	301,420	Medium		Lamezia Terme (Nicastro)	67,211	Small
	Catanzaro	87,398	Small		L'Aquila	69,588	Small
	Cava de' Tirreni	50,191	Small		Latina	127,176	Medium
	Cerignola	56,728	Small		Lecce	94,522	Small
	Cesena	96,145	Small		Lecco	47,757	Small
	Cinisello Balsamo	74,946	Small		Legnano	60,443	Small
	Civitavecchia	51,750	Small		Livorno	156,540	Medium
	Como	84,491	Small		Lucca	89,136	Small
	Corigliano-Rossano	74,091	Small		Manfredonia	53,621	Small
	Cosenza	65,421	Small		Marano di Napoli	57,726	Small
	Cremona	71,763	Small		Marsala	79,833	Small
	Crotone	58,294	Small		Massa	67,617	Small
	Cuneo	56,008	Small				

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Italy cont.	Matera	60,203	Small	Italy cont.	Quartu Sant'Elena	68,463	Small
	Mazara del Vallo	50,117	Small		Ragusa	72,362	Small
	Messina	226,914	Medium		Ravenna	157,717	Medium
	Milano	3,699,221	Large		Reggio di Calabria	175,627	Medium
	Modena	186,937	Medium		Reggio nell'Emilia	170,885	Medium
	Modica	53,442	Small		Rho	50,847	Small
	Molfetta	58,308	Small		Rimini	149,426	Medium
	Moncalieri	55,923	Small		Roma	2,804,114	Large
	Montesilvano	53,565	Small		Rovigo	50,099	Small
	Monza	122,438	Medium		Salerno	131,046	Medium
	Napoli	2,890,715	Large		Sanremo (San Remo)	53,039	Small
	Novara	102,868	Medium		Sassari	124,541	Medium
	Olbia	61,495	Small		Sassuolo	40,534	Small
	Padova	209,379	Medium		Savona	59,496	Small
	Palermo	648,374	Large		Sesto San Giovanni	78,565	Small
	Parma	197,236	Medium		Siena	53,011	Small
	Pavia	71,620	Small		Siracusa	118,896	Medium
	Perugia	164,483	Medium		Taranto	192,457	Medium
	Pesaro	95,325	Small		Teramo	51,526	Small
	Pescara	119,460	Medium		Terni	109,379	Medium
	Piacenza	103,268	Medium		Tivoli	55,201	Small
	Pisa	89,844	Small		Torino	861,636	Large
	Pistoia	89,116	Small		Torre del Greco	80,093	Small
	Pomezia	64,617	Small		Trani	55,386	Small
	Pordenone	51,487	Small		Trapani	64,345	Small
	Portici	51,881	Small		Trento	118,996	Medium
	Potenza	66,122	Small		Treviso	84,987	Small
	Pozzuoli	76,211	Small		Trieste	201,585	Medium
	Prato	195,579	Medium		Udine	99,209	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Italy cont.	Varese	80,047	Small	Portugal cont.	Oeiras (incl. São Julião da Barra Paço de Arcos Caxias)	58,094	Small
	Velletri	52,898	Small		Oliveira de Azeméis	52,202	Small
	Venezia	257,599	Medium		Paredes	84,549	Small
	Verona	257,792	Medium		Ponta Delgada	67,645	Small
	Viareggio	60,793	Small		Porto	972,744	Large
	Vicenza	110,544	Medium		Póvoa de Varzim	64,209	Small
	Vigevano	62,614	Small		Queluz	100,218	Medium
	Viterbo	66,241	Small		Rana (São Domingos de Rana)	59,238	Small
	Vittoria	64,678	Small		Rio Tinto	65,469	Small
Malta	Valletta	249,491	Medium		Santa Maria da Feira	112,355	Medium
Portugal	Agualva-Cacém	81,006	Small		Seixal	163,652	Medium
	Algueirão-Mem Martins	68,649	Small		Setúbal	123,177	Medium
	Almada	170,711	Medium		Sintra	384,006	Medium
	Amadora	177,840	Medium		Valongo	95,409	Small
	Aveiro	81,187	Small		Viana do Castelo	85,910	Small
	Barreiro	76,811	Small		Vila Franca de Xira	137,509	Medium
	Braga	191,711	Medium		Vila Nova de Famalicão	58,883	Small
	Cascais (incl. Estoril)	64,192	Small		Vila Nova de Gaia	301,517	Medium
	Coimbra	142,097	Medium		Viseu	99,521	Small
	Corroios	50,806	Small	Slovenia	Ljubljana	293,138	Medium
	Faro	67,563	Small	Spain	Maribor	112,480	Medium
	Funchal	106,164	Medium		A Coruña	245,667	Medium
	Gondomar	166,824	Medium		Adeje	50,520	Small
	Guimarães	156,758	Medium		Albacete	173,159	Medium
	Leiria	68,404	Small		Alcalá de Guadaíra	75,506	Small
	Lisboa	1,882,657	Large		Alcalá de Henares	195,966	Medium
	Maia	131,372	Medium		Alcobendas	113,346	Medium
	Matosinhos	174,581	Medium				
	Odivelas	153,321	Medium				

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Spain cont.	Alcorcón	168,809	Medium	Spain cont.	Ceuta	84,151	Small
	Alcoy	59,083	Small		Chiclana de la Frontera	85,454	Small
	Algeciras	122,360	Medium		Ciudad Real	74,989	Small
	Alicante/Alacant	335,965	Medium		Collado Villalba	63,844	Small
	Almería	199,339	Medium		Colmenar Viejo	55,100	Small
	Aranjuez	60,998	Small		Córdoba	323,807	Medium
	Arganda del Rey	58,623	Small		Cornellà de Llobregat	86,856	Small
	Arona	86,497	Small		Coslada	86,583	Small
	Arrecife	63,446	Small		Cuenca	54,317	Small
	Ávila	57,890	Small		Dos Hermanas	135,199	Medium
	Avilés	77,488	Small		Eivissa (Ibiza)	51,872	Small
	Badajoz	150,594	Medium		El Ejido	89,391	Small
	Badalona	218,050	Medium		El Prat de Llobregat	65,409	Small
	Barakaldo	100,322	Medium		El Puerto de Santa María	90,197	Small
	Barcelona	3,712,380	Large		Elche/Elx	233,538	Medium
	Benalmádena	69,676	Small		Elda	86,733	Small
	Benidorm	69,117	Small		Estepona	77,068	Small
	Bilbao	792,103	Large		Ferrol	65,473	Small
	Boadilla del Monte	64,635	Small		Fuengirola	80,871	Small
	Burgos	175,139	Medium		Fuenlabrada	195,534	Medium
	Cáceres	95,865	Small		Gandia	75,214	Small
	Cádiz	115,151	Medium		Getafe	175,499	Medium
	Calvià	53,496	Small		Getxo	79,077	Small
	Cartagena	215,636	Medium		Gijón	270,388	Medium
	Castelldefels	64,366	Small		Girona	102,017	Medium
	Castellón de la Plana/Castelló de la Plana	172,265	Medium		Granada	402,597	Medium
	Cerdanyola del Vallès	57,604	Small		Granadilla de Abona	55,505	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Spain cont.	Granollers	61,827	Small	Spain cont.	Mataró	128,598	Medium
	Guadalajara	86,556	Small		Melilla	86,276	Small
	Huelva	143,230	Medium		Mérida	59,397	Small
	Huesca	53,938	Small		Mijas	90,763	Small
	Igualada	63,061	Small		Molina de Segura	75,941	Small
	Irun	62,572	Small		Mollet del Vallès	51,299	Small
	Jaén	112,563	Medium		Móstoles	206,270	Medium
	Jerez de la Frontera	212,853	Medium		Motril	59,199	Small
	La Laguna (San Cristóbal de la Laguna)	159,576	Medium		Murcia	456,634	Medium
	La Línea de la Concepción	64,739	Small		Orihuela	82,425	Small
	Las Palmas	379,427	Medium		Ourense	104,947	Medium
	Las Rozas de Madrid	98,621	Small		Oviedo	218,467	Medium
	Leganés	187,407	Medium		Palencia	77,715	Small
	León	123,221	Medium		Palma de Mallorca	416,724	Medium
	L'Hospitalet de Llobregat	256,828	Medium		Pamplona/Iruña	332,024	Medium
	Linares	56,966	Small		Parla	125,689	Medium
	Línea de la Concepción, La	63,271	Small		Paterna	68,618	Small
	Lleida	139,618	Medium		Pinto	55,178	Small
	Logroño	151,112	Medium		Ponferrada	64,244	Small
	Lorca	95,277	Small		Pontevedra	83,007	Small
	Lugo	97,929	Small		Pozuelo de Alarcón	84,866	Small
	Madrid	5,030,504	Large		Prat de Llobregat, El	63,503	Small
	Majadahonda	70,777	Small		Puerto de la Cruz	67,081	Small
	Málaga	576,124	Large		Puerto de Santa María, El	88,793	Small
	Manresa	77,571	Small		Reus	105,369	Medium
	Marbella	146,233	Medium		Rincón de la Victoria	51,315	Small
					Rivas-Vaciamadrid	84,400	Small
					Roquetas de Mar	105,886	Medium

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Spain cont.	Rozas de Madrid, Las	93,255	Small	Spain cont.	Sevilla	880,185	Large
	Rubí	75,198	Small		Siero	52,166	Small
	Sabadell	209,039	Medium		Talavera de la Reina	83,363	Small
	Sagunto	66,818	Small		Tarragona	134,726	Medium
	Salamanca	143,742	Medium		Telde	102,621	Medium
	San Bartolomé de Tirajana	54,668	Small		Terrassa	216,279	Medium
	San Cristóbal de la Laguna	153,626	Medium		Toledo	85,100	Small
	San Fernando	94,828	Small		Torrejón de Ardoz	132,292	Medium
	San Sebastián de los Reyes	84,700	Small		Torrelavega	51,431	Small
	San Sebastián/Donostia	187,654	Medium		Torremolinos	68,593	Small
	San Vicente del Raspeig/Sant Vicent del Raspeig	58,640	Small		Torrent	80,990	Small
	Sanlúcar de Barrameda	69,032	Small		Torrevieja	83,398	Small
	Sant Boi de Llobregat	82,833	Small		Tres Cantos	51,354	Small
	Sant Cugat del Vallès	87,894	Small		Utrera	51,857	Small
	Santa Coloma de Gramenet	118,721	Medium		Valdemoro	76,937	Small
	Santa Cruz de Tenerife	365,280	Medium		Valencia	1,407,312	Large
	Santa Lucía de Tirajana	73,585	Small		Valladolid	297,991	Medium
	Santander	172,374	Medium		Vélez-Málaga	86,364	Small
	Santiago de Compostela	97,510	Small		Vigo	294,382	Medium
	Segovia	50,926	Small		Viladecans	65,677	Small
					Vilanova i la Geltrú	67,341	Small
					Vila-real (Villarreal)	51,839	Small
					Vitoria/Gasteiz	252,342	Medium
					Zamora	60,799	Small
					Zaragoza	674,413	Large

Table 4: List of EU27 cities according to EUROSTAT and National Statistics Databases – Central Europe

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Austria	Graz	267,888	Medium	France cont.	Angers	206,695	Medium
	Innsbruck	123,519	Medium		Angoulême	103,972	Medium
	Klagenfurt	96,045	Small		Annecy	130,229	Medium
	Linz	192,658	Medium		Annemasse	60,365	Small
	Salzburg	146,251	Medium		Argenteuil - Bezons	134,404	Medium
	Wien	1,753,996	Large		Arles	53,134	Small
Belgium	Antwerpen	528,585	Large		Armentières	80,047	Small
	Brugge	118,709	Medium		Arras	66,589	Small
	Bruxelles / Brussel	1,219,826	Large		Aubagne	103,700	Medium
	Charleroi	217,109	Medium		Avignon	137,708	Medium
	Gent	263,095	Medium		Bailly-Romainvilliers	52,897	Small
	Kortrijk	77,080	Small		Bastia	72,167	Small
	La Louvière	104,721	Medium		Bayonne	126,009	Medium
	Leuven	101,133	Medium		Beauvais	79,188	Small
	Liège	392,687	Medium		Belfort	61,470	Small
	Mechelen	87,251	Small		Bergerac	64,204	Small
	Mons	120,447	Medium		Besançon	117,648	Medium
	Mouscron	59,841	Small		Béthune	355,671	Medium
	Namur	112,141	Medium		Béziers	78,197	Small
	Oostende	71,660	Small		Blois	68,245	Small
	Verviers	70,492	Small		Bordeaux	744,960	Large
France	Agen	80,711	Small		Boulogne-sur-Mer	74,125	Small
	Aix-en-Provence	145,117	Medium		Bourg-en-Bresse	61,798	Small
	Ajaccio	81,985	Small		Bourges	64,524	Small
	Albi	81,222	Small		Bourgoin-Jallieu	61,901	Small
	Alès	100,775	Medium		Brest	139,661	Medium
	Amiens	148,045	Medium		Brive-la-Gaillarde	78,035	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
France cont.	CA Brie Francilienne	60,133	Small	France cont.	Chalon-sur-Saône	105,565	Medium
	CA de la Vallée de Montmorency	109,270	Medium		Chambéry	115,332	Medium
	CA de Seine Essonne	68,936	Small		Charleville-Mézières	67,427	Small
	CA de Sophia-Antipolis	174,328	Medium		Chartres	75,822	Small
	CA des deux Rives de la Seine	65,289	Small		Châteauroux	71,944	Small
	CA des Lacs de l'Essonne	59,066	Small		Cherbourg	80,660	Small
	CA du Plateau de Saclay	97,955	Small		Cherbourg-en-Cotentin	80,762	Small
	CA du Val d'Orge	130,406	Medium		Cholet	53,936	Small
	CA du Val d'Yerres	91,221	Small		Clermont-Ferrand	190,380	Medium
	CA Europ' Essonne	138,263	Medium		Cluses	92,832	Small
	CA le Parisis	92,346	Small		Colmar	68,560	Small
	CA les Portes de l'Essonne	52,921	Small		Compiègne	70,086	Small
	CA Marne et Chantereine	77,330	Small		Creil	76,904	Small
	CA Sénart - Val de Seine	82,362	Small		Dax	52,496	Small
	CA Val de France	140,161	Medium		Dijon	200,236	Medium
	CA Val et Forêt	85,124	Small		Douai	85,659	Small
	Caen	180,392	Medium		Douai - Lens	505,839	Large
	Calais	70,994	Small		Draguignan	70,578	Small
	Cannes	73,744	Small		Dunkerque	141,500	Medium
	Castres	57,935	Small		Épinal	61,799	Small
	CC de la Boucle de la Seine	170,865	Medium		Evreux	81,135	Small
	Cergy-Pontoise	195,261	Medium		Evry	115,330	Medium
	Châlons-en-Champagne	63,611	Small		Forbach	81,155	Small
					Fort-de-France	136,385	Medium

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
France cont.	La Rochelle	93,266	Small	France cont.	Montpellier	363,989	Medium
	La Roche-sur-Yon	54,952	Small		Mulhouse	205,569	Medium
	La Teste-de-Buch - Arcachon	69,218	Small		Nancy	223,803	Medium
	Laval	63,407	Small		Nantes	487,177	Medium
	Le Havre	192,713	Medium		Narbonne	56,395	Small
	Le Mans	151,864	Medium		Nevers	58,654	Small
	Lens - Liévin	181,710	Medium		Nice	460,450	Medium
	Lille	955,038	Large		Nîmes	148,563	Medium
	Limoges	141,941	Medium		Niort	104,152	Medium
	Longwy	50,130	Small		Orléans	243,135	Medium
	Lorient	80,277	Small		Paris	10,264,491	Large
	Lunel	52,664	Small		Pau	109,590	Medium
	Lyon	1,274,902	Large		Périgueux	65,333	Small
	Mâcon	61,519	Small		Perpignan	140,842	Medium
	Mantes en Yvelines	86,474	Small		Poitiers	99,338	Small
	Marne la Vallée	87,458	Small		Quimper	63,307	Small
	Marseille	967,599	Large		Reims	208,513	Medium
	Martigues	65,003	Small		Rennes	271,452	Medium
	Maubeuge	109,457	Medium		Roanne	80,810	Small
	Meaux	65,810	Small		Romans-sur-Isère	57,151	Small
	Melun	97,785	Small		Rouen	329,930	Medium
	Menton	69,134	Small		Saint Denis	145,786	Medium
	Metz	166,303	Medium		Saint-Brieuc	71,692	Small
	Montargis	57,177	Small		Saint-Cyprien	63,736	Small
	Montauban	80,960	Small		Saint-Etienne	193,428	Medium
	Montbéliard	72,249	Small		Saint-Just-Saint-Rambert	64,061	Small
	Montélimar	58,505	Small		Saint-Nazaire	68,914	Small
	Montluçon	51,570	Small		Saint-Omer	74,149	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
France cont.	Saint-Quentin	55,416	Small	Germany cont.	Bad Salzuflen	54,074	Small
	Saint-Quentin en Yvelines	144,671	Medium		Baden-Baden	55,527	Small
	Salon-de-Provence	61,409	Small		Bamberg	77,205	Small
	Sète	94,088	Small		Bayreuth	74,372	Small
	Strasbourg	427,483	Medium		Bergheim	61,807	Small
	Tarbes	73,750	Small		Bergisch Gladbach	111,769	Medium
	Thionville	137,498	Medium		Berlin	3,647,975	Large
	Thonon-les-Bains	81,502	Small		Bielefeld	333,511	Medium
	Toulon	238,028	Medium		Böblingen	50,470	Small
	Toulouse	743,151	Large		Bocholt, Stadt	71,077	Small
	Tours	245,134	Medium		Bochum	365,050	Medium
	Troyes	112,537	Medium		Bonn	328,250	Medium
	Valence	95,294	Small		Bottrop	117,425	Medium
	Valenciennes	127,210	Medium		Brandenburg an der Havel	72,059	Small
	Vannes	53,725	Small		Braunschweig	248,571	Medium
	Versailles	181,876	Medium		Bremen	567,873	Large
	Vichy	66,471	Small		Bremerhaven	113,465	Medium
	Vienne	98,318	Small		Castrop-Rauxel	73,078	Small
	Voiron	63,320	Small		Celle	69,562	Small
Germany	Aachen	247,873	Medium		Chemnitz	246,207	Medium
	Aalen	68,351	Small		Cottbus	99,907	Small
	Ahlen	52,627	Small		Darmstadt	159,128	Medium
	Arnsberg	73,423	Small		Delmenhorst	77,522	Small
	Aschaffenburg	70,579	Small		Dessau-Roßlau	80,701	Small
	Augsburg	295,100	Medium		Detmold	73,969	Small
	Bad Homburg vor der Höhe	54,144	Small		Dinslaken	67,114	Small
	Bad Kreuznach	51,695	Small		Dormagen	64,553	Small
					Dorsten	74,551	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Germany cont.	Dortmund	587,389	Large	Germany cont.	Görlitz	56,120	Small
	Dresden	554,682	Large		Goslar	50,010	Small
	Duisburg	497,818	Medium		Göttingen	118,772	Medium
	Düren, Stadt	90,931	Small		Greifswald	59,196	Small
	Düsseldorf	619,744	Large		Grevenbroich	63,922	Small
	Elmshorn	50,141	Small		Gummersbach	51,126	Small
	Erfurt	213,590	Medium		Gütersloh	101,158	Medium
	Erlangen	111,968	Medium		Hagen	188,479	Medium
	Eschweiler	55,784	Small		Halle an der Saale	238,764	Medium
	Essen	582,919	Large		Hamburg	1,842,874	Large
	Esslingen am Neckar	93,353	Small		Hameln	57,394	Small
	Euskirchen	58,754	Small		Hamm	79,295	Medium
	Flensburg	89,530	Small		Hanau	96,446	Small
	Frankenthal (Pfalz)	48,623	Small		Hannover	536,026	Large
	Frankfurt (Oder)	57,719	Small		Hattingen	54,061	Small
	Frankfurt am Main	756,855	Large		Heidelberg	160,296	Medium
	Frechen	52,155	Small		Heilbronn	126,031	Medium
	Freiburg im Breisgau	230,503	Medium		Herford	66,551	Small
	Friedrichshafen	60,864	Small		Herne	156,563	Medium
	Fulda	68,294	Small		Herten	61,910	Small
	Fürth	127,749	Medium		Hilden	55,182	Small
	Garbsen	60,711	Small		Hildesheim	101,621	Medium
	Gelsenkirchen	259,927	Medium		Hürth	60,034	Small
	Gera	93,566	Small		Ibbenbüren	51,888	Small
	Gießen	88,956	Small		Ingolstadt	136,642	Medium
	Gladbeck	75,343	Small		Iserlohn	92,396	Small
	Göppingen	58,061	Small		Jena	111,145	Medium
					Kaiserslautern	99,805	Small
					Karlsruhe	311,377	Medium

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Germany cont.	Kassel	201,377	Medium	Germany cont.	Menden (Sauerland)	52,096	Small
	Kempten (Allgäu)	68,832	Small		Minden	81,857	Small
	Kerpen	66,294	Small		Moers	103,766	Medium
	Kiel	247,222	Medium		Mönchengladbach	261,085	Medium
	Kleve	52,470	Small		Mülheim a.d.Ruhr	170,925	Medium
	Koblenz	113,827	Medium		München	1,474,994	Large
	Köln	1,084,355	Large		Münster	314,894	Medium
	Konstanz	84,640	Small		Neubrandenburg	63,870	Small
	Krefeld	226,995	Medium		Neumünster	79,731	Small
	Landshut	72,518	Small		Neuss	153,653	Medium
	Langenfeld (Rheinland)	59,223	Small		Neustadt an der Weinstraße	53,491	Small
	Langenhagen	54,712	Small		Neu-Ulm	58,563	Small
	Leipzig	590,119	Large		Neuwied	65,137	Small
	Leverkusen	163,762	Medium		Norderstedt	80,420	Small
	Lingen (Ems)	55,599	Small		Nordhorn	54,162	Small
	Lippstadt	68,007	Small		Nürnberg	516,870	Large
	Lübeck	216,473	Medium		Oberhausen	210,645	Medium
	Lüdenscheid	71,230	Small		Offenbach am Main	129,144	Medium
	Ludwigsburg	93,509	Small		Offenburg	59,765	Small
	Ludwigshafen am Rhein	171,092	Medium		Oldenburg (Oldenburg)	168,493	Medium
	Lüneburg	75,389	Small		Osnabrück	164,649	Medium
	Lünen	85,721	Small		Paderborn	150,788	Medium
	Magdeburg	237,629	Medium		Passau	52,367	Small
	Mainz	216,982	Medium		Peine	50,461	Small
	Mannheim	309,437	Medium		Pforzheim	125,451	Medium
	Marburg	76,652	Small		Plauen	64,673	Small
	Marl	83,697	Small				
	Meerbusch	56,855	Small				

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Germany cont.	Potsdam	179,061	Medium	Germany cont.	Tübingen	90,644	Small
	Pulheim	54,805	Small		Ulm	126,280	Medium
	Rastatt	50,441	Small		Unna	58,911	Small
	Ratingen	86,424	Small		Velbert	81,593	Small
	Ravensburg	50,928	Small		Viersen	77,523	Small
	Recklinghausen	111,932	Medium		Villingen-Schwenningen	85,283	Small
	Regensburg	152,217	Medium		Waiblingen	55,526	Small
	Remscheid	111,108	Medium		Weimar	64,961	Small
	Reutlingen	115,906	Medium		Wesel	60,688	Small
	Rheine	76,948	Small		Wetzlar	52,981	Small
	Rosenheim	63,387	Small		Wiesbaden	278,520	Medium
	Rostock	208,887	Medium		Wilhelmshaven	75,968	Small
	Rüsselsheim am Main	66,125	Small		Willich	50,133	Small
	Saarbrücken	180,358	Medium		Witten	96,366	Small
	Salzgitter	104,413	Medium		Wolfenbüttel	51,986	Small
	Sankt Augustin	55,769	Small		Wolfsburg	124,069	Medium
	Schwäbisch Gmünd	61,333	Small		Worms	83,850	Small
	Schweinfurt	53,554	Small		Wuppertal	354,519	Medium
	Schwerin	95,719	Small		Würzburg	127,351	Medium
	Siegen	102,472	Medium		Zwickau	88,985	Small
	Sindelfingen	64,739	Small	Luxembourg	Luxembourg	105,385	Medium
	Solingen	159,150	Medium	Netherlands	Almelo	73,061	Small
	Speyer	50,653	Small		Almere	213,085	Medium
	Stolberg (Rhld.)	56,103	Small		Alphen aan den Rijn	112,099	Medium
	Stralsund	59,390	Small		Amersfoort	157,404	Medium
	Stuttgart	633,447	Large		Apeldoorn	164,164	Medium
	Trier	110,713	Medium		Assen	68,594	Small
	Troisdorf	75,222	Small		Barendrecht	55,210	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Netherlands cont.	Bergen op Zoom	67,429	Small	Netherlands cont.	Groningen	233,099	Medium
	Breda	184,193	Medium		Haarlemmermeer	156,841	Medium
	Deventer	100,840	Medium		Heerhugowaard / Scharwoude / Broek op Langedijk	72,475	Small
	Dordrecht	221,235	Medium		Helmond	92,513	Small
	Emmen	52,060	Small		Hengelo	81,087	Small
	Enschede	159,750	Medium		Hilversum	91,009	Small
	Gouda	73,596	Small		Hoorn	73,546	Small
	Greater Alkmaar	198,769	Medium		IJmuiden (Velsen)	117,440	Medium
	Greater Amsterdam	1,009,194	Large		Leeuwarden	124,294	Medium
	Greater Arnhem	176,700	Medium		Lelystad	79,379	Small
	Greater Ede	157,351	Medium		Maastricht	121,130	Medium
	Greater Eindhoven	280,545	Medium		Nieuwegein	61,740	Small
	Greater Haarlem	281,879	Medium		Nijmegen	177,712	Medium
	Greater Heemskerk	94,466	Small		Oss	92,300	Small
	Greater Heerlen	197,611	Medium		Purmerend	83,822	Small
	Greater Leiden	268,359	Medium		Roosendaal	77,182	Small
	Greater Middelburg	93,301	Small		's-Hertogenbosch	155,336	Medium
	Greater Nissewaard	111,099	Medium		Spijkensisse	71,390	Small
	Greater Rotterdam	1,242,348	Large		Tilburg	220,864	Medium
	Greater 's-Gravenhage	781,362	Large		Veenendaal	66,666	Small
	Greater Sittard-Geleen	117,050	Medium		Venlo	101,882	Medium
	Greater Soest	71,531	Small		Zaanstad	156,687	Medium
	Greater Utrecht	455,492	Medium		Zeist	51,385	Small
					Zoetermeer	125,316	Medium
					Zwolle	129,211	Medium

Table 5: List of EU27 cities according to EUROSTAT and National Statistics Databases – Northern Europe

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Denmark	Aalborg	201,259	Medium	Finland cont.	Tampere / Tammerfors	238,093	Medium
	Århus	314,865	Medium		Turku / Åbo	192,698	Medium
	Esbjerg	71,698	Small		Vaasa (Vasa)	68,956	Small
	Herning	50,565	Small		Vantaa / Vanda	232,281	Medium
	Horsens	61,074	Small	Ireland	Cork	118,713	Medium
	København	549,344	Large		Dublin	516,255	Large
	Kolding	61,638	Small		Galway	73,963	Small
	Odense	191,742	Medium		Limerick	56,980	Small
	Randers	62,802	Small		Waterford (Port Láirge)	60,079	Small
	Roskilde	51,916	Small	Sweden	Borås	111,026	Medium
	Vejle	60,231	Small		Borlänge	51,735	Small
Finland	Espoo / Esbo	288,467	Medium		Botkyrka	95,592	Small
	Hämeenlinna	68,319	Small		Eskilstuna	107,468	Medium
	Helsinki / Helsingfors	652,105	Large		Falun	59,986	Small
	Joensuu	78,062	Small		Gävle	103,532	Medium
	Jyväskylä	142,357	Medium		Göteborg	564,039	Large
	Kotka	50,500	Small		Gotland (incl. Visby)	61,029	Small
	Kouvola	78,880	Small		Halmstad	105,796	Medium
	Kuopio	119,582	Medium		Haninge	99,751	Small
	Lahti / Lahtis	119,872	Medium		Hässleholm	52,241	Small
	Lappeenranta	72,988	Small		Helsingborg	143,304	Medium
	Mikkeli	51,919	Small		Huddinge	113,920	Medium
	Oulu	205,549	Medium		Järfälla	86,330	Small
	Pori	83,106	Small		Jönköping	137,481	Medium
	Porvoo (Borgå)	51,289	Small		Kalmar	72,304	Small
	Rovaniemi	65,286	Small		Karlskrona	66,420	Small
	Salo	51,100	Small		Karlstad	97,233	Small
	Seinäjoki	66,160	Small				

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Sweden cont.	Kristianstad	86,560	Small	Sweden cont.	Skövde	57,763	Small
	Kungsbacka	85,653	Small		Södertälje	102,519	Medium
	Linköping	158,520	Medium		Sollentuna	76,790	Small
	Luleå	79,352	Small		Solna	85,426	Small
	Lund	121,274	Medium		Stockholm	1,745,766	Large
	Malmö	333,633	Medium		Sundbyberg	55,912	Small
	Mölnadal	70,534	Small		Sundsvall	99,213	Small
	Nacka	110,633	Medium		Täby	76,738	Small
	Norrköping	140,927	Medium		Trollhättan	59,073	Small
	Norrtälje	65,770	Small		Uddevalla	57,045	Small
	Nyköping	58,200	Small		Umeå	125,080	Medium
	Örebro	150,291	Medium		Upplands Väsby	50,110	Small
	Örnsköldsvik	55,478	Small		Uppsala	219,914	Medium
	Östersund	64,881	Small		Varberg	68,325	Small
	Sigtuna	52,529	Small		Västerås	150,134	Medium
	Skellefteå	76,542	Small		Växjö	97,574	Small



Table 6: List of EU27 cities according to EUROSTAT and National Statistics Databases – Eastern Europe

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Bulgaria	Blagoevgrad	68,653	Small	Czech Republic cont.	Liberec	103,723	Medium
	Burgas	200,707	Medium		Most	65,030	Small
	Dobrich	82,106	Small		Olomouc	100,212	Medium
	Haskovo	69,245	Small		Opava	55,146	Small
	Pazardzhik	67,355	Small		Ostrava	285,920	Medium
	Pernik	72,156	Small		Pardubice	89,959	Small
	Pleven	94,039	Small		Plzen	171,043	Medium
	Plovdiv	345,015	Medium		Praha	1,292,448	Large
	Ruse	139,502	Medium		Ústí nad Labem	92,007	Small
	Shumen	74,424	Small		Zlín	74,248	Small
	Sliven	84,789	Small	Estonia	Narva	54,431	Small
	Sofia	1,233,128	Large		Tallinn	435,972	Medium
	Stara Zagora	131,416	Medium		Tartu	96,530	Small
	Varna	334,731	Medium	Hungary	Békéscsaba	58,462	Small
	Veliko Tarnovo	67,673	Small		Budapest	1,736,585	Large
	Vidin	40,527	Small		Debrecen	201,091	Medium
	Vratsa	51,689	Small		Dunaújváros	43,021	Small
	Yambol	66,447	Small		Eger	51,886	Small
Czech Republic	Brno	379,853	Medium		Érd	71,253	Small
	Ceské Budejovice	93,827	Small		Győr	132,185	Medium
	Chomutov-Jirkov	66,993	Small		Kaposvár	60,485	Small
	Frýdek-Místek	53,698	Small		Kecskemét	110,033	Medium
	Havírov	70,932	Small		Miskolc	152,249	Medium
	Hradec Králové	92,048	Small		Nyíregyháza	116,562	Medium
	Jihlava	50,602	Small		Pécs	141,512	Medium
	Karlovy Vary	47,418	Small		Sopron	62,641	Small
	Karviná	51,822	Small		Szeged	159,718	Medium
	Kladno	68,323	Small		Székesfehérvár	96,258	Small

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Hungary cont.	Szolnok	70,372	Small	Poland cont.	Gdansk	477,588	Medium
	Szombathely	78,255	Small		Gdynia	245,768	Medium
	Tatabánya	65,414	Small		Gliwice	176,405	Medium
	Veszprém	58,782	Small		Glogów	65,694	Small
	Zalaegerszeg	56,482	Small		Gniezno	66,834	Small
Latvia	Daugavpils	81,248	Small		Górnoslaski Związek Metropolitalny	1,910,788	Large
	Jelgava	55,384	Small		Gorzów Wielkopolski	121,517	Medium
	Jūrmala	50,840	Small		Grudziadz	92,744	Small
	Liepaja	68,224	Small		Inowroclaw	71,112	Small
	Riga	620,033	Large		Jastrzebie-Zdrój	86,812	Small
Lithuania	Alytus	51,274	Small		Jaworzno	88,998	Small
	Kaunas	292,228	Medium		Jelenia Góra	78,162	Small
	Klaipeda	150,032	Medium		Kalisz	98,116	Small
	Panevezys	87,678	Small		Katowice	289,102	Medium
	Siauliai	100,925	Medium		Kędzierzyn-Koźle	56,931	Small
	Vilnius	556,191	Large	Poland	Kielce	190,883	Medium
Poland	Będzin	55,695	Small		Konin	71,726	Small
	Bełchatów	54,338	Small		Koszalin	106,353	Medium
	Biała Podlaska	55,429	Small		Kraków	788,325	Large
	Białystok	295,775	Medium		Legionowo	53,216	Small
	Bielsko-Biala	169,895	Medium		Legnica	97,056	Small
	Bydgoszcz	342,866	Medium		Leszno	62,728	Small
	Bytom	159,394	Medium		Lódz	675,772	Large
	Chelm	60,780	Small		Lomza	61,860	Small
	Chorzów	105,980	Medium		Lubin	71,079	Small
	Czestochowa	216,860	Medium		Lublin	336,858	Medium
	Dąbrowa Górnicza	116,930	Medium		Mielec	58,213	Small
	Elbląg	117,359	Medium				
	Elk	61,189	Small				

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Poland cont.	Mysłowice	72,553	Small	Poland cont.	Stargard Szczecinski	67,595	Small
	Nowy Sacz	82,526	Small		Suwalki	69,424	Small
	Olsztyn	171,075	Medium		Swidnica	55,830	Small
	Opole	127,622	Medium		Szczecin	399,036	Medium
	Ostrów Wielkopolski	71,286	Small		Tarnów	107,286	Medium
	Ostrowiec Swietokrzyski	66,597	Small		Tarnowskie Góry	61,288	Small
	Pabianice	63,860	Small		Tczew	59,066	Small
	Piaseczno	51,945	Small		Tomaszów Mazowiecki	60,753	Small
	Piekary Śląskie	53,017	Small		Torun	199,859	Medium
	Pila	72,417	Small		Tychy	126,196	Medium
	Piotrków Trybunalski	71,076	Small		Walbrzych	108,055	Medium
	Plock	117,015	Medium		Warszawa	1,823,365	Large
	Poznan	541,025	Large		Wloclawek	107,350	Medium
	Pruszków	65,283	Small		Wroclaw	657,855	Large
	Przemysl	59,533	Small		Zabrze	165,398	Medium
	Racibórz	51,257	Small		Zamosc	61,807	Small
	Radom	206,641	Medium		Zgierz	55,630	Small
	Ruda Slaska	135,574	Medium		Zielona Góra	140,334	Medium
	Rumia	51,879	Small		Zory	62,150	Small
	Rybnik	135,942	Medium	Romania	Alba Iulia	74,659	Small
	Rzeszów	194,630	Medium		Arad	176,846	Medium
	Siedlce	77,133	Small		Bacau	197,155	Medium
	Siemianowice Śląskie	64,676	Small		Baia Mare	145,444	Medium
	Slupsk	89,217	Small		Bârlad	70,680	Small
	Sosnowiec	197,031	Medium		Bistrita	94,139	Small
	Stalowa Wola	59,087	Small		Botosani	120,153	Medium
					Braila	202,740	Medium
					Brasov	289,360	Medium

Country	City	Average Population (2018-2022)	City Size	Country	City	Average Population (2018-2022)	City Size
Romania cont.	Bucuresti	2,131,034	Large	Romania cont.	Satu Mare	119,788	Medium
	Buzau	132,288	Medium		Sfântu Gheorghe	50,080	Small
	Calarasi	75,810	Small		Sibiu	168,697	Medium
	Cluj-Napoca	324,960	Medium		Slatina	82,931	Small
	Constanta	313,021	Medium		Suceava	124,589	Medium
	Craiova	301,269	Medium		Târgoviste	91,884	Small
	Deva	53,113	Small		Târgu Jiu	95,351	Small
	Drobeta-Turnu Severin	106,707	Medium		Târgu Mures	147,674	Medium
	Florești	52,735	Small		Timisoara	328,186	Medium
	Focsani	92,205	Small		Tulcea	86,520	Small
	Galati	304,050	Medium		Vaslui	63,035	Small
	Giurgiu	67,121	Small		Zalău	52,359	Small
	Hunedoara	50,457	Small	Slovakia	Banská Bystrica	77,246	Small
	Iasi	378,954	Medium		Bratislava	450,247	Medium
	Oradea	221,407	Medium		Kosice	234,589	Medium
	Piatra Neamt	112,786	Medium		Martin	50,629	Small
	Pitesti	173,985	Medium		Nitra	77,267	Small
	Ploiesti	227,445	Medium		Presov	87,001	Small
	Popești-Leordeni	53,434	Small		Trencín	55,090	Small
	Râmnicu Vâlcea	117,776	Medium		Trnava	64,524	Small
	Reșița	58,393	Small		Zilina	81,422	Small
	Roman	69,229	Small				



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