

# Regulations

## ‘MoveSmart – simple and sustainable corporate mobility’

### 1 Introduction

#### 1.1 Background

In line with the Paris Agreement on climate change, Switzerland’s Climate and Innovation Act (Art. 5) enshrines the country’s commitment to reducing greenhouse gas emissions to net zero by 2050. Mobility is responsible for around a third of all CO<sub>2</sub> emissions in Switzerland.

Optimising corporate mobility, by reducing commuter traffic or switching to more sustainable modes of transport, makes an important contribution towards the achievement of climate goals. For company heads and ESG managers, however, this represents a complex challenge as there is a need to stay on top of everything, set and achieve reduction targets while also remaining competitive.

#### 1.2 Purpose of the initiative

The ‘MoveSmart – simple and sustainable corporate mobility’ initiative provides a certifiable framework to encourage efforts by Swiss companies to achieve climate-friendly mobility and recognise successes in this area. The initiative focuses on both direct CO<sub>2</sub> emissions reductions and value-based governance commitments and recognises related measures. ‘Corporate mobility’ encompasses commuting by employees and business travel.

#### 1.3 Targeted companies – definition

Participating companies are organisations based in Switzerland or with employees in Switzerland whose senior management sign the Charter. There is no minimum size for participation. Subunits of an organisation (company locations, for example) can attain the label provided they have at least 50 employees.

### 2 Basic level – committed

Companies achieve the basic level after signing up to MoveSmart, (a1) completing and uploading the self-check and (b1) having their senior management sign the Charter.

At basic level, companies commit to:

- Achieve net-zero CO<sub>2</sub> emissions from corporate mobility (commuting and business travel) by 2050 at the latest
- Actively shape mobility management and implement measures to promote sustainable mobility
- Meet the level I criteria within two years
- Take part in knowledge sharing within the network

# 3 Level I – engaged

## 3.1 Brief summary

There are a number of mandatory and optional criteria. To attain the Level I label, a company must have met all mandatory criteria (c1-c3/d1-d2/e1/f1) plus 5 of the 7 optional criteria described (g1-g4/h1-h3). For the optional criteria, all of the elements described must be achieved.

In order to achieve level II, the criteria set out in h / i must also be fully met, on top of those for level I.

## 3.2 Requirements

Mandatory criteria c) – f)

### c) Creation of a mobility concept

A mobility concept must be created or incorporated in a general company-internal document. This must include an analysis of the current mobility situation (c1), targets (c2) and a plan of action (c3).

**(c1)** A mobility analysis must be created, which takes full account of the context and multimodal accessibility of the location. Existing mobility services, including public transport accessibility and parking facilities, are described. The modal split for business journeys and employee commutes (Scope 3) have been ascertained (e.g. survey, expenses evaluation, or similar) and the associated CO<sub>2</sub> emissions calculated. An evaluation of the current modes of transport (private transport/public transport/active mobility [cycling/walking]) is required as a minimum. This evaluation must, as a minimum, take into account the primary mode of transport used for each journey. The method used to determine the modal split must be comprehensibly documented.

The concept must also identify and describe sustainable mobility potential and quantify the effects of the activities proposed and their impact on reducing CO<sub>2</sub> emissions arising from business travel and commuting (corporate mobility).

**(c2)** The concept for the fair and sustainable design of corporate mobility must include specific targets and describe the impact on the CO<sub>2</sub> reduction pathway in accordance with Section 8 – CO<sub>2</sub> Reduction Pathway Regulation.

**(c3)** The measures to be taken to achieve the targets must also be included in the concept together with a timeline.

### d) Commitment to reduce mobility-related CO<sub>2</sub> emissions

**(d1)** CO<sub>2</sub> reporting must be implemented in accordance with Section 8 – CO<sub>2</sub> Reduction Pathway Regulation

**(d2)** CO<sub>2</sub> reduction measures and the impact of these must be reported on every 3 years (initially in 2030 for companies joining MoveSmart in 2026/2027).

Documentation: the MoveSmart web application is to be used to record the measured CO<sub>2</sub> baseline, net-zero target year (2050, 2040, earlier) and milestones (values measured every 3 years, a straight-line decrease is required as a minimum) on the CO<sub>2</sub> reduction pathway for corporate mobility. Further data and reports for documenting the CO<sub>2</sub> reduction pathway should be available at the company in case of a random inspection.

### e) Management of parking spaces (if available)

**(e1)** Introduction of parking space management, including regulations (e.g. criteria-based allocation of employee parking spaces, restricted-access zones, dynamic use or similar).

During this stage, it is important to consider and describe local conditions on site, such as the quality of public transport provision and whether or not the employees work shifts.

### f) Refraining from short-haul flights

**(f1)** The **extensive** avoidance of short-haul flights is laid down in binding regulations and implemented in practice: If the main station of the destination can be reached in under 6 hours from a main departure station in Switzerland, then train travel is preferred.

## Optional criteria g1) – g4) and h1) – h3)

### g) Sustainable business travel by employees (business travel mobility)

(g1) Alternative or additional, financially equivalent and sustainable transport options to a company car must be available. (e.g. combined mobility, public transport, shared mobility, human-powered mobility, multimodal mobility budget, or similar)

(g2) Expenses/travel regulations should actively steer people towards more sustainable options.

All of the following points are laid down in the regulations:

- ✓ Prioritising public transport, active mobility (walking + cycling) and electromobility (including car sharing) over conventional motorised private transport.
- ✓ The reimbursement of travel expenses based on the equivalent costs for public transport tickets, insofar as travel by public transport is operationally reasonable. Exceptions must be justified.
- ✓ Systematic prioritisation of sustainable drive systems when using rental or lease vehicles.
- ✓ Regulations that support flexible working hours/locations

(g3) All of the following points are laid down in the regulations:

- ✓ The use of videoconferencing as an alternative to in-person meetings, where appropriate
- ✓ Productive travel time to count as working time.
- ✓ Support for work at third-party locations (e.g. co-working locations or other locations of the company)

(g4) The company must offer training on sustainable mobility as standard (e.g. eco-driving for chauffeurs or frequent drivers or addressing topics such as 'Everyday mobility behaviour', 'Understanding and reducing your carbon footprint', etc.)

### h) Sustainable commuting by employees (commuting mobility)

(h1) Regulations must ensure the equal financial treatment of sustainable modes of transport.

The regulations must take into account all of the following:

- ✓ Financial contribution towards combined mobility (e.g. subsidised P+R travelcard, mobility budget)
- ✓ Financial contribution towards public transport usage (e.g. subsidised travelcards or a contribution via the mobility budget)
- ✓ Financial contribution towards active mobility (e.g. public bike sharing or a private (e-)bike)
- ✓ No free parking on company premises. Subject to justified exceptions (see e)

(h2) Active mobility is encouraged and supported through appropriate infrastructure.

The following facilities are provided at all main company locations:

- ✓ Showers and changing rooms for cyclists
- ✓ Covered and, if possible, lockable bicycle parking
- ✓ At least one additional measure (e.g. campaigns to promote active mobility, repair facilities on company premises, procurement and maintenance of company bicycles, partnerships with local bike shops, incentives or bonuses for employees who cycle regularly, or similar)

(h3) Sustainable mobility awareness raising among employees.

All of the following are required:

- ✓ Annually recurring communications activities (e.g. training courses and materials, newsletters, best practice information, campaigns)
- ✓ Mobility campaigns at least every two years (e.g. bike-to-work, organisation of mobility day, public transport trial month to replace private transport, test sessions e.g. test bike rides, etc.)

## 4 Level II – leading

### 4.1 Brief summary

To attain the level II label, a company must have already attained level I and meet all level II criteria.

## 4.2 Level II criteria

### Mandatory criteria i) and j)

#### i) Mobility concept as a management process for reaching net zero by 2040

(i1) A mobility concept must be implemented as a management process and the modal split ascertained and documented at least as frequently as the CO<sub>2</sub> reporting.

(i2) The mobility-related reduction pathway to achieve net-zero CO<sub>2</sub> emissions by 2040 must have been defined and be reported on. Public reporting shall be carried out at least in accordance with regulatory requirements.

#### j) Measures to promote sustainable mobility

(j1) If the company provides employee parking spaces, these must be allocated at the local market rate, subject to justified exceptions (see e). Different rules can apply depending on whether an employee requires a parking space for business (business travel) or private use (commuting).

(j2) The company must fully meet all of the following criteria

- ✓ Exclusive purchase of passenger cars and commercial vehicles with non-fossil fuel drives from 2030 onwards
- ✓ Entire company vehicle fleet to be carbon neutral by 2040

## 5 Inspection and awarding procedure, quality assurance

### 5.1 Sign up

The company appoints a qualified contact person for sustainable mobility. This person completes the online registration and submits it to the business office. Within a week, a company account will be created. Within six months, the self-check must be completed and the signed Charter uploaded. If this is not done despite a reminder from the business office, the business office reserves the right to delete the account.

### 5.2 Awarding of the label and certification

The awarding process is managed via the company account in the web application. The company works through the criteria for the level in question and submits a declaration once all criteria have been met.

The self-declaration serves as evidence of fulfilment of the criteria. Following successful verification, companies receive a certificate and the signet to download.

### 5.3 Quality assurance and controlling

The business office conducts a reasonable number of random inspections to ensure credibility. During these inspections, companies are required to demonstrate compliance with the respective criteria (e.g. by providing access to the required documents/concepts/regulations).

## 6 Usage

### 6.1 Obligations and validity of the levels

Members at basic level commit to attaining level I within two years. Once level I and II have been attained, these remain valid provided the company continues to meet the relevant criteria.

### 6.2 Visibility and communication of certified companies

A permanent list of all certified companies can be found on the move-smart.ch platform.

Selective communication also takes place on social media, in print media, at events, and through other appropriate channels for visibility and recognition.

## 6.3 Use of the MoveSmart label signet

Companies can use the label provided they have a valid certificate. The MoveSmart signet featuring the level attained may only be used in accordance with the following guidelines.

### Guidelines for use:

- Use of colour: the signet is always used in colour. There are no negative or monochrome versions.
- White space: the signet must be surrounded by white space, in which no other graphic or textual elements may be placed. This white space should measure at least 10% of the signet diameter.
- Minimum size: for good legibility, the signet must have a minimum diameter of 20 mm on print media and 40 px in digital applications.

## 6.4 Legal protection and use of the MoveSmart mark

MoveSmart is a certification mark registered with the Swiss Federal Institute of Intellectual Property (IPI). The signet may only be used in the format supplied by the business office. Any deviations, such as changes in colour, shape or context, are not permitted.

# 7 Further provisions

## 7.1 Annual MoveSmart membership fees

The contributions are based on company size and not the level:

Company size	Fee	
Company < 50 employees	CHF 250 per year	
Company 50 to 999 employees	CHF 500 per year	
Company > 1,000 employees	CHF 1,000 per year	<b>50% discount</b> up to 2027

Prices excluding VAT/50% discount is granted for the current year for companies that sign up after 1 July.

Membership entitles the company to participate in MoveSmart events organised by the business office. Up to two participants from each member company are entitled to attend each event.

## 7.2 Notice and withdrawal

Companies can withdraw from the MoveSmart initiative by providing three months' notice to the end of a calendar year.

Upon withdrawal, a company will no longer be able to use the MoveSmart label and remains liable for the total annual contribution for the current calendar year.

At the company's written request, all mention of its membership on the initiative's digital communication channels (website, network) will be removed promptly after submission of the notice and before the end of the calendar year.

### Supplementary provision concerning the set-up phase (2025)

Companies that join MoveSmart during the set-up phase (first movers) do not have to pay contributions for 2025. Until the public launch on 26 January 2026, they can also opt to withdraw from the scheme without any financial or legal consequences, even if they have already signed the Charter. All first movers and the business office agree not to disclose the names of companies that opt to withdraw.

Notification of withdrawal must be received by the business office by 31 December 2025 at the latest, as press releases and print materials will be created after this date.

## 7.3 Objection

Objections to decisions of the business office can be lodged with the sponsors in writing by e-mail within 30 days, who will then make a final decision.

## 7.4 File storage, database and data protection

The business office is responsible for the orderly storage of all documents submitted. Management of the database is GDPR-compliant. Information will only be passed on to third parties in anonymised form and without identifying individual companies or with the consent of the companies concerned.

## 7.5 Reporting

The business office will monitor and report on the following key figures.

- Number of participating companies
- Number of companies to join and withdraw from the initiative each year
- Number of companies per level (basic level, level I, level II)
- Indicator: MoveSmart scope = total personnel units of all participating companies
- Overall degree of fulfilment (%) by criterion
- Ad hoc level- and criteria-related evaluations (e.g. industry Y fully meets criterion X)

Participating companies consent to the use of their anonymised data for this purpose. The business office prevents any identification of individual companies.

## 7.6 Sanctions

Companies that fail to meet the requirements of the regulations or violate the principles of the regulations or Charter may be excluded. Serious violations will lead to the immediate withdrawal of the label.

# 8 CO<sub>2</sub> Reduction Pathway Regulation

## 8.1 General

**Basic principles:** The CO<sub>2</sub> reduction pathway

- concerns commuting and business travel by company employees.
- is defined on the basis of full-time equivalents (FTEs) at the company.
- must be defined with a view to achieving net-zero emissions by 2050 for level 1 or by 2040 for level 2.
- Milestones, measured at three-year intervals starting from 2030, should be defined to ensure, as a minimum, a straight-line decrease in mobility-related emissions.

**Start:** The CO<sub>2</sub> reduction pathway commences as soon as the company embarks upon level I or II.

**Multiple locations:** All company units defined in MoveSmart are obliged to follow CO<sub>2</sub> reduction pathway.

**Reporting:** The company is required to report its current emissions figures in the MoveSmart user account every three years as a minimum (and no later than 2030 in the first instance).

**If reduction targets are missed:** If the emissions reported on a particular date exceed the value defined for the respective stage of the reduction pathway (milestone), they must be brought back on track by the next reporting date at the latest. Otherwise, the label will be withdrawn with immediate effect.

**CO<sub>2</sub> offsetting and removal:** CO<sub>2</sub> offsetting and removal will not count towards awarding of the label up to 2035. The initiative sponsors will revisit this rule for the period after that.

**Merger or acquisition:** The company shall inform the MoveSmart business office if it is involved in a merger or acquisition and will mutually agree upon a new emissions reduction pathway up to the next reporting date, calculated from the date of the merger or acquisition.

## 8.2 CO<sub>2</sub> reduction pathway – emissions calculation

### Tools

The [Transport Ecocalculator](#) serves as a reference for calculating the company's emissions from commuting and business travel.

The tables in Annexes A, B and C, which are based on the Transport Ecocalculator, are reference documents that the company can use as the basis for calculating its emissions.

In any event, use of the emission values in Annexes A and B is mandatory.

If a company already has a baseline for its corporate mobility-related CO<sub>2</sub> emissions, it should, subject to consultation with the MoveSmart business office, be able to use this and not have to complete a separate initial determination. Note that the underlying methodology must be comprehensible and comparable to the requirements of this section or have already been recognised by external auditors or other qualified third-party providers. The company is required to submit the relevant documentary evidence.

### Commuting

**Definition:** Figures for commuting are based on the return trips between home and the usual place of work for all company employees.

**Calculation principle:** Emissions are calculated in consideration of the modes of transport used and the number of kilometres travelled each year.

**Mode of transport:** For each commute, companies are required to report the mode of transport used to travel the most kilometres. The entire commute is generally assigned to this mode of transport. However, companies can opt to report different modes of transport based on actual recorded data.

**Number of kilometres:** The distance between home and the usual place of work (return trip) is calculated for each person as well as the number of trips taken per year. Companies can also opt to report the specific number of kilometres based on actual recorded data.

### Special cases:

- Working from home: The calculation should not include any days spent working from home.
- Employee car sharing: The trip should only be reported for one person (e.g. the driver). If desired, the company can also report trips made by car passengers, but these do not have to be included in the emissions calculation.

### Business travel

**Definition:** Business travel refers to travel for business purposes, whether using a company vehicle, a privately owned vehicle, or the vehicle of a third-party provider. Trips between an employee's home and a place other than the usual place of work are considered business trips. Trips that are primarily for the transport of goods, persons or materials are not considered business travel and should not be included in the calculation.

**Calculation principle:** Emissions are calculated in consideration of the modes of transport used and the number of kilometres travelled each year.

**Mode of transport:** For each business trip, companies are required to report the mode of transport used to travel the most kilometres. The entire journey is generally assigned to this mode of transport. However, companies can opt to report different modes of transport based on actual recorded data.

**Number of kilometres:** The total distance of all company business trips (return trips) must be calculated according to mode of transport.

- Human-powered mobility and motorised transport: The company must record the number of kilometres travelled using company vehicles, privately owned vehicles, or vehicles of third-party providers (e.g. bike sharing, car sharing, rental cars, etc.).
- Public transport: The trip distances must be calculated based on actual kilometres travelled.
- Air travel: The distance of air journeys can be calculated on platforms such as [myclimate](#) or the [ICAO Carbon Emissions Calculator](#). If the platform used does not take into account stopovers, the distances of each flight must be added separately.

## Special cases:

- Employee car sharing: The trip should only be reported for one person (e.g. the driver). If desired, the company can also report trips made by car passengers, but these do not have to be included in the emissions calculation.
- Private use of a company vehicle: If employees use their company vehicle in their free time and the kilometres are paid for by the company, these trips must be taken into account.

## 9 Entry into force

These regulations enter into force on 1 January 2026. The sponsors will decide on any changes and notify the participating companies in good time before these take effect.

## Annex A - Commuting

The company breaks down the kilometres travelled by all employees according to the different modes of transport. The company can use the file in Appendix C to collect info about each employee.

When travelling by public transport, there are two options. Either the company chooses the category 'public transport (Switzerland average)' without differentiating the means of public transport. Or they differentiate between the different modes of public transport. If the drive type of a bus is not known, the category 'City bus (diesel)' should be selected.

Mode of transport	Total kilometres per year	CO2 equivalent (in g) per passenger km	Total emissions (in kg) per mode of transport
<b>Human-powered mobility</b>			
Walking		0.0	
Bicycle		5.6	
E-bike (< 25 km/h)		11.3	
E-bike (< 45 km/h)		9.8	
E-scooter		45.7	
<b>PT</b>			
PT (Switzerland average)		25.4	
Train (average regional & long-distance traffic)		7.1	
Tram		42.7	
City bus (diesel)		134.2	
City bus (hybrid diesel)		125.0	
City bus (gas)		103.4	
City bus (fuel cell)		87.7	
City bus (battery electric; recharging on occasion)		55.6	
City bus (battery-electric; charging in the depot)		56.4	
<b>Scooter</b>			
Petrol (< 4 kW)		156.5	
Petrol (4-11 kW)		134.1	
Battery-powered (< 4 kW)		65.7	
Battery-powered (4-11 kW)		74.1	
<b>Motorcycle</b>			
Petrol (4-11 kW)		121.7	
Petrol (11-35 kW)		155.8	
Petrol (> 35 kW)		205.0	
Battery-powered (< 4 kW)		57.9	
Battery-powered (4-11 kW)		68.6	
Battery-powered (11-35 kW)		81.7	
Battery-powered (> 35 kW)		118.1	
<b>Passenger car (1 person per vehicle/vehicle kilometre)</b>			
Petrol (fleet average)		299.1	
Diesel (fleet average)		303.5	
Petrol hybrid (medium-sized)		224.5	
Diesel hybrid (medium-sized)		189.1	
Petrol plug-in hybrid (medium-sized)		205.3	
Diesel plug-in hybrid (medium-sized)		181.0	
Battery-powered (fleet average)		144.7	
Fuel cell-powered (medium-sized)		148.8	
Car sharing: as passenger		0.0	
<b>Utility vehicles</b>			
Diesel (van/lorry, 3.5t)		381.3	
Diesel hybrid (van/lorry, 3.5t)		334.6	
Diesel plug-in hybrid (van/lorry, 3.5t)		297.6	
Petrol (van/lorry, 3.5t)		348.7	
Fuel cell (van/lorry, 3.5t)		230.1	
Battery-powered (in-depot charging; van/lorry, 3.5t)		177.9	
Diesel (van/lorry, 7.5t)		527.9	
Diesel hybrid (van/lorry, 7.5t)		522.6	
Diesel plug-in hybrid (van/lorry, 7.5t)		475.2	
Petrol (van/lorry, 7.5t)		508.0	
Fuel cell (van/lorry, 7.5t)		419.6	
Battery-powered (in-depot charging; van/lorry, 7.5t)		328.8	
			<b>Total emissions</b>
			<b>0.0</b>

## Annex B – Business travel

The company breaks down the kilometres travelled by all employees according to the different modes of transport.

When travelling by public transport, there are two options. Either the company chooses the category 'public transport (Switzerland average)' without differentiating the means of public transport. Or they differentiate between the different modes of public transport. If the drive type of a bus is not known, the category 'City bus (diesel)' should be selected.

Mode of transport	Total kilometres per year	CO2 equivalent (in g) per passenger km	Total emissions (in kg) per mode of transport
<b>Human-powered mobility</b>			
Walking		0.0	
Bicycle		5.6	
E-bike (< 25 km/h)		11.3	
E-bike (> 25 km/h)		9.8	
E-scooter		45.7	
<b>PT</b>			
PT (Switzerland average)		25.4	
Train (average regional & long-distance traffic)		7.1	
Tram		42.7	
City bus (diesel)		134.2	
City bus (hybrid diesel)		125.0	
City bus (gas)		103.4	
City bus (fuel cell)		87.7	
City bus (battery electric; recharging on occasion)		55.6	
City bus (battery-electric; charging in the depot)		56.4	
<b>Train international</b>			
Germany (average regional & long-distance traffic)		40.8	
Germany (high-speed train)		33.4	
France (average regional & long-distance traffic)		12.5	
France (high-speed train)		12.5	
Italy (average regional & long-distance traffic)		73.5	
Italy (high-speed train)		60.5	
Austria (average regional & long-distance traffic)		14.9	
<b>Scooter</b>			
Petrol (< 4 kW)		156.5	
Petrol (4-11 kW)		134.1	
Battery-powered (< 4 kW)		65.7	
Battery-powered (4-11 kW)		74.1	
<b>Motorcycle</b>			
Petrol (4-11 kW)		121.7	
Petrol (11-35 kW)		155.8	
Petrol (> 35 kW)		205.0	
Battery-powered (< 4 kW)		57.9	
Battery-powered (4-11 kW)		68.6	
Battery-powered (11-35 kW)		81.7	
Battery-powered (> 35 kW)		118.1	
<b>Passenger car (1 person per vehicle/vehicle kilometre)</b>			
Petrol (fleet average)		299.1	
Diesel (fleet average)		303.5	
Petrol hybrid (medium-sized)		224.5	
Diesel hybrid (medium-sized)		189.1	
Petrol plug-in hybrid (medium-sized)		205.3	
Diesel plug-in hybrid (medium-sized)		181.0	
Battery-powered (fleet average)		144.7	
Fuel cell-powered (medium-sized)		148.8	
Car sharing: as passenger		0.0	
<b>Utility vehicles</b>			
Diesel (van/lorry, 3.5t)		381.3	
Diesel hybrid (van/lorry, 3.5t)		334.6	
Diesel plug-in hybrid (van/lorry, 3.5t)		297.6	
Petrol (van/lorry, 3.5t)		348.7	
Fuel cell (van/lorry, 3.5t)		230.1	
Battery-powered (in-depot charging; van/lorry, 3.5t)		177.9	
Diesel (van/lorry, 7.5t)		527.9	
Diesel hybrid (van/lorry, 7.5t)		522.6	
Diesel plug-in hybrid (van/lorry, 7.5t)		475.2	
Petrol (van/lorry, 7.5t)		508.0	
Fuel cell (van/lorry, 7.5t)		419.6	
Battery-powered (in-depot charging; van/lorry, 7.5t)		328.8	
<b>River transport</b>			
Passenger ferry (diesel)		161.3	
<b>Plane</b>			
Within Europe, economy		290.60	
Within Europe, business		447.10	
Intercontinental, economy		190.20	
Intercontinental, business		393.00	
Intercontinental, first		605.60	
		<b>Total emissions</b>	<b>0.00</b>

## Annex C – Commuter/per person

When travelling by public transport, there are two options. Either the company chooses the category 'public transport (Switzerland average)' without differentiating the means of public transport.

Or they differentiate between the different modes of public transport. If the drive type of a bus is not known, the category 'City bus (diesel)' should be selected.

Mode of transport	Home-work distance (return trip in km)	Number of trips per year	Total kilometres per year
<b>Human-powered mobility</b>			
Walking			
Bicycle			
E-bike (< 25 km/h)			
E-bike (< 45 km/h)			
E-scooter			
<b>PT</b>			
PT (Switzerland average)			
Train (average regional & long-distance traffic)			
Tram			
City bus (diesel)			
City bus (hybrid diesel)			
City bus (gas)			
City bus (fuel cell)			
City bus (battery electric; recharging on occasion)			
City bus (battery-electric; charging in the depot)			
<b>Scooter</b>			
Petrol (< 4 kW)			
Petrol (4-11 kW)			
Battery-powered (< 4 kW)			
Battery-powered (4-11 kW)			
<b>Motorcycle</b>			
Petrol (4-11 kW)			
Petrol (11-35 kW)			
Petrol (> 35 kW)			
Battery-powered (< 4 kW)			
Battery-powered (4-11 kW)			
Battery-powered (11-35 kW)			
Battery-powered (> 35 kW)			
<b>Passenger car (1 person per vehicle/vehicle kilometre)</b>			
Petrol (fleet average)			
Diesel (fleet average)			
Petrol hybrid (medium-sized)			
Diesel hybrid (medium-sized)			
Petrol plug-in hybrid (medium-sized)			
Diesel plug-in hybrid (medium-sized)			
Battery-powered (fleet average)			
Fuel cell-powered (medium-sized)			
Car sharing: as passenger			
<b>Utility vehicles</b>			
Diesel (van/lorry, 3.5t)			
Diesel hybrid (van/lorry, 3.5t)			
Diesel plug-in hybrid (van/lorry, 3.5t)			
Petrol (van/lorry, 3.5t)			
Fuel cell (van/lorry, 3.5t)			
Battery-powered (in-depot charging; van/lorry, 3.5t)			
Diesel (van/lorry, 7.5t)			
Diesel hybrid (van/lorry, 7.5t)			
Diesel plug-in hybrid (van/lorry, 7.5t)			
Petrol (van/lorry, 7.5t)			
Fuel cell (van/lorry, 7.5t)			
Battery-powered (in-depot charging; van/lorry, 7.5t)			