TOMORROW’S MOBILITY – THE INNOVATIVE ROLE OF PUBLIC TRANSPORT

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UITP
A WORLDWIDE ASSOCIATION

16 offices, 2 centres for transport excellence
UITP : A DIVERSE GLOBAL MEMBERSHIP

1500 member companies
  ‣ Operators (all modes, incl. shared mobility)
  ‣ Authorities
  ‣ Policy decision-makers
  ‣ Research institutes
  ‣ The sustainable mobility supply and service industry
  ‣ Associations

18,000 contacts
96 countries

UITP unites the sustainable mobility community
UITP TAXI PLATFORM

TAXI AT UITP

The UITP Taxi Platform brings together regulators, operators, transport network companies and the industry. The platform provides a forum in which UITP members interested in the latest developments within the taxi sector can share knowledge and explore business opportunities.
UITP TAXI PLATFORM

What we work on:

✅ Observatory of Transport Network Companies (TNC’s)
✅ Taxi regulations around the world
✅ Benchmarking of KPIs related to taxi regulations and operations
✅ Integration of taxis with public transport
✅ Taxi driver training
✅ Electric taxis

...and much more!

OUR MEMBERS INCLUDE...

- Grab
- Land Transport Authority
- OLA
- RTA
- SMRT
- Transport for London
Upcoming activities:

- 9 – 11 May 2018 - Hong Kong + Shenzhen, China Taxi Platform Meeting & Technical Visit
- September 2018 – Taxi Platform Meeting & Technical Visit in São Paulo, Brazil
- 3-5 September 2018 - Training Programme on Transport Network Companies, Brussels Belgium part of the UITP Diploma Programme on New Mobility Services
- Training Programme on Autonomous Mobility 15-17 October 2018, Lyon, France
- 2019 UITP Taxi Seminar, Kuala Lumpur, Malaysia
ONE OF THE GREATEST CHALLENGES FOR CITIES: MOBILITY

• Urbanisation, changes in society, digitalisation, growing mobility demand, air quality

• Green, smart and sustainable mobility is part of the top priorities for urban decision makers

• New innovative services are on everyone’s lips, but still at small scale, need to ensure alignment to match cities goals
PT IS THE BACKBONE OF INTEGRATED URBAN MOBILITY

- High quality public transport is the only alternative able to fulfill the lion’s share of trips by using a minimum of space
- Without public transport, other sustainable & innovative mobility services cannot offer an affordable alternative to car ownership
Better match of supply and demand with new mobility services

Difficulty to efficiently serve less densely populated areas

Need for extended operational times

Traveller’s perspective: ever more complex mobility needs

Public Transport on its own is not able to compete with the private car in terms of flexibility and convenience
Combined Mobility is the answer!

Flexibility + convenience = Door-to-door solution

Public transport +
Car-sharing
Bicycle and bike-sharing
Walking
Ride-sharing
Taxis and shared taxis
Ride-hailing
On-demand transport
...

SOLUTION
THE ROLE FOR TAXIS

Principles for a city:
accessible, safe, green, affordable, equitable, inclusive mobility

Taxis:

• Essential element of the multimodal urban transport system
• Complementary to public transport: First/last mile, low PT supply, social role
• Taxis = PT
• Help to reduce need for car ownership
MODAL INTEGRATION –

• GOVERNANCE & PLANNING
• TICKETING & FARE
• PHYSICAL INTEGRATION
• INFORMATION INTEGRATION
• MAAS
WHAT IS MAAS?

Public access
- Demand Responsive Transport
  - Train, tram, bus, metro...

Private access
- Ride-sharing/carpooling (private or corporate)
- Chartered services

Individual use
- Taxi
- Rent-a-bike
- Rent-a-car
- (e-)Car-sharing
- (e-)Bike-sharing
- (e-)Bike
- Pedestrian
- (self-driving) Car

Collective use
- Ride-selling apps
- Shared taxi

Integrated Mobility Platform
WHAT IS MAAS?

Mobility as a Service, MaaS, is the integration and access to different transport modes in one single digital mobility offer. This offer should include tailor made travel suggestions based on user needs, available anytime and offering integrated planning, booking, payment as well as en route information.
MaaS requires a business ecosystem where multiple organizations act in **collaboration**, mixing the traditional boundaries of business sectors and companies, and involving users in the co-creation.
MAAS: AN ALTERNATIVE TO CAR-OWNERSHIP

Without a private car, households change their habits

32% use bike more often

70% use car less often

40% use PT more often

Impact of carsharing on customers of stationbased services that got car-free and live in innercity areas, bcs 2016
ROLE OF THE INTEGRATOR/MAAS PROVIDER

Not who will be the integrator but who can make it fly?

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<thead>
<tr>
<th>Positive effects</th>
<th>Utilization</th>
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<tbody>
<tr>
<td>mode shift</td>
<td>number of users</td>
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<td>car ownership</td>
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MAAS AND PUBLIC TRANSPORT
WHAT ROLE FOR PUBLIC TRANSPORT?

Local integrator

National integrator

KVV.mobil powered by Moovel

Partner

Mobility provider

National technical integrator

Samtrafiken
PUBLIC TRANSPORT AS INTEGRATOR

- MaaS generates more revenue (more customers)
- Reduction of transactional costs
- Intermodal mobility data analytics creates value
  - Better understanding of customer needs
  - Optimisation/ better network planning
- MaaS as a political tool to reach public policy goals
- Important investment into the future (AV)
Autonomous vehicles will only help to meet public policy goals if they come as shared fleets integrated with public transport.

**Autonomous vehicles**

**Shared fleet of vehicles**
- Strong reduction in number of cars (reduced car ownership, effective use of cars as they operate most time of the day)
- Drastically improved mobility for people that do not own a car

**Privately owned cars**
- No effect on car ownership
- No effect on number of parked cars (cars unused most of the day)
- No effects on costs/km
- No effects on mobility for people that do not own a car
- Even more car traffic (as it is even more comfortable and attractive to go by car)

**Fleet cars COMPETING with traditional public transport services**
- Street reclaiming (less parked cars)
- Improved access to public transport
- Improved mobility for people that do not own a car
- More traffic (strong increase in Vehicle Miles Traveled - VMT)
- Inefficiency (small vehicles replacing buses and trains)
- Passenger loss for traditional public transport walking and cycling

**Fleet cars INTEGRATED with traditional public transport services**
- Large scale street reclaiming
- Highly improved access to public transport
- Highly improved mobility for people that do not own a car
- Strong decrease in VMT
- High gain of efficiency (large and small vehicles perfectly mixed)
- Low costs/km

> Unsustainable, even more car traffic

> Better mobility, less efficiency

> Sustainable, better mobility and equity
THANK YOU!

Do not hesitate to get in touch

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