LEADING THE TRANSITION FOR BETTER MOBILITY
Be part of it

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SECRETARY GENERAL, UITP
A DIVERSE MEMBERSHIP

1400 member companies
- Operators (all modes, also CS)
- 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 COMBINED MOBILITY COMMISSION

Public transport in synergy with other modes like car-sharing, taxi, and cycling...

Some of our members:
ONE OF THE GREATEST CHALLENGES FOR CITIES: MOBILITY

• Urbanisation, changes in society, digitalisation

• 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 very small scale
URBAN MOBILITY SOLUTIONS: MORE AND MORE OPTIONS

Collective use
- PT: train, tram, bus, metro, AV shuttles
- DRT
- Shared taxi
- Integrated Mobility Platforms - MaaS

Individual use
- Ride-sourcing TNC’s
- Taxi
- Rent-a-bike (a-car)
- (e-)Car-sharing (FFC, P2P,..)
- (e-)Bike-sharing
- (e-)Bike
- Pedestrian
- (autonomous) Car

Public access
- Chartered services

Private access
- Ride-sharing/ Carpooling (private or corporate)
CITY PERSPECTIVE: PUBLIC TRANSPORT IS THE MOST EFFICIENT IN TERMS OF SPACE AND CAPACITY

Daily trips in urban areas worldwide are going to rise from 7.5 billion in 2005 to 11.5 billion in 2025.
BUT..

- 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
- Ridesourcing/TNC’s
- Taxis and shared taxis
- On-demand transport

A real alternative to the private car
A key to change citizens travel behaviour
HOW NEW MOBILITY SERVICES CAN HELP TO MEET PUBLIC POLICY GOALS

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

• Role of Authorities: a framework and measures needed to ensure new mobility services bring benefits to principles and modal split objectives

• Urban space = most precious good, need to use it wisely

• Role of integrated multimodal mobility platforms – MaaS is to connect all urban mobility services now and in the future

Examples: Wienmobil (Wiener Linien) & Mobility Shop (üstra)
WHY PT IS THE BACKBONE OF INTEGRATED URBAN MOBILITY

• High quality public transport is the only alternative able to fulfil 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

• Public transport is the backbone of sustainable mobility and expert in the organisation of mobility solutions
FUTURE CHALLENGES FOR CITIES: AUTONOMOUS VEHICLES

Increase of individual comfort

- Time saving
- Smart driving
- Personal preferences
- Liberty

« Natural » choice for the individual
Consequences

- More purchase of cars
- Average A.V. drives more
- Empty cars on the road
- Urban sprawl
- Loss of public space
- For the rich
- Decrease of use of PT, walking and cycling

Challenge:
Convince the individual to make a shift to shared AV’s
Autonomous vehicles will only help to meet public policy goals if they come as shared fleets integrated with public transport.

**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/fin
- No effects on mobility for people that do not own a car
- Even more car traffic (car is even more comfortable and attractive to go by car)
- Unsustainable, even more car traffic

**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
- Better mobility, less efficiency

**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
- Sustainable, better mobility and equity
Possible applications of autonomous vehicles (AVs) as part of a diversified public transport system

- High capacity core network with fixed line service
- Swarm of AVs as Robo-Taxis and on-demand shuttles
- AVs used as feeders to public transport stations
- Autonomous Car-sharing vehicles
- Area-based on-demand autonomous mini-buses

Source: UMT/Listen
WHAT ABOUT CARSHARING?

• What does the arrival of autonomous vehicles represent for carsharing companies?

• Will there be a difference between round trip, point to point or free-floating carsharing offers?

• Will there be a difference between taxis, TNC’s and carsharing?
LEADING THE TRANSITION

To reach the vision of a diversified integrated urban transport system, we need (amongst others):

- High quality high capacity public transport system
- Better walking & cycling infrastructure
- Integrated mobility platforms – MaaS
- Fleets of shared AV’s of different sizes for different needs: shuttles, mini-buses, robo-taxis

➢ Who will operate these fleets?
JOIN THE TRANSITION

• UITP & car-sharing association share the same values
• Long history of cooperation between Public Transport & Carsharing
• Let’s join forces to lead the transition
LEADING THE TRANSITION

• Partnerships: shared mobility providers & public transport
• Integrated mobility platform - MaaS
• Prepare citizens for shared mobility

Encouraging shared mobility now will pave the way for the shared use of shared AVs in the future!
CONCLUSION

Let’s partner up to build liveable cities that provide access for all and respond to today’s and tomorrow’s lifestyle.
More information in the latest UITP Position on Autonomous vehicles on www.uitp.org