



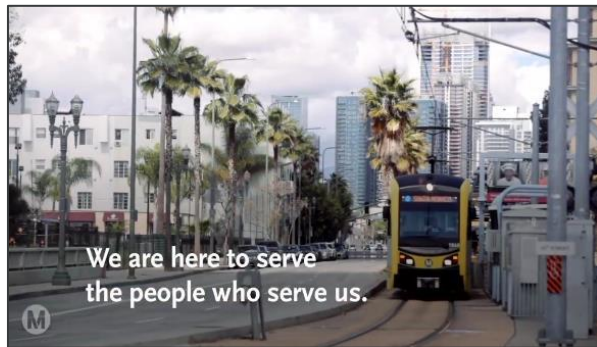
# Post-Pandemic Priorities for Public Transport

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# ➤ LESSONS FROM THE CRISIS

Public transport is an **essential** service



Public transport is a **vulnerable** service



Public transport is **undervalued**

COVID-19

## Les transports collectifs, grands oubliés du plan de sauvetage

Publié le 17/06/2020 • Par Nathalie Arensonas • dans : A la une, A la Une finances, Actu experts finances, actus experts technique, France



Sept milliards d'euros pour le secteur aérien, huit pour l'automobile, quinze pour l'aéronautique, un « Plan Marshall » pour le tourisme, mais pas un euro pour les transports publics dont le déficit pourrait atteindre quatre milliards sur l'année 2020. L'Ile-de-France est la région la plus touchée.

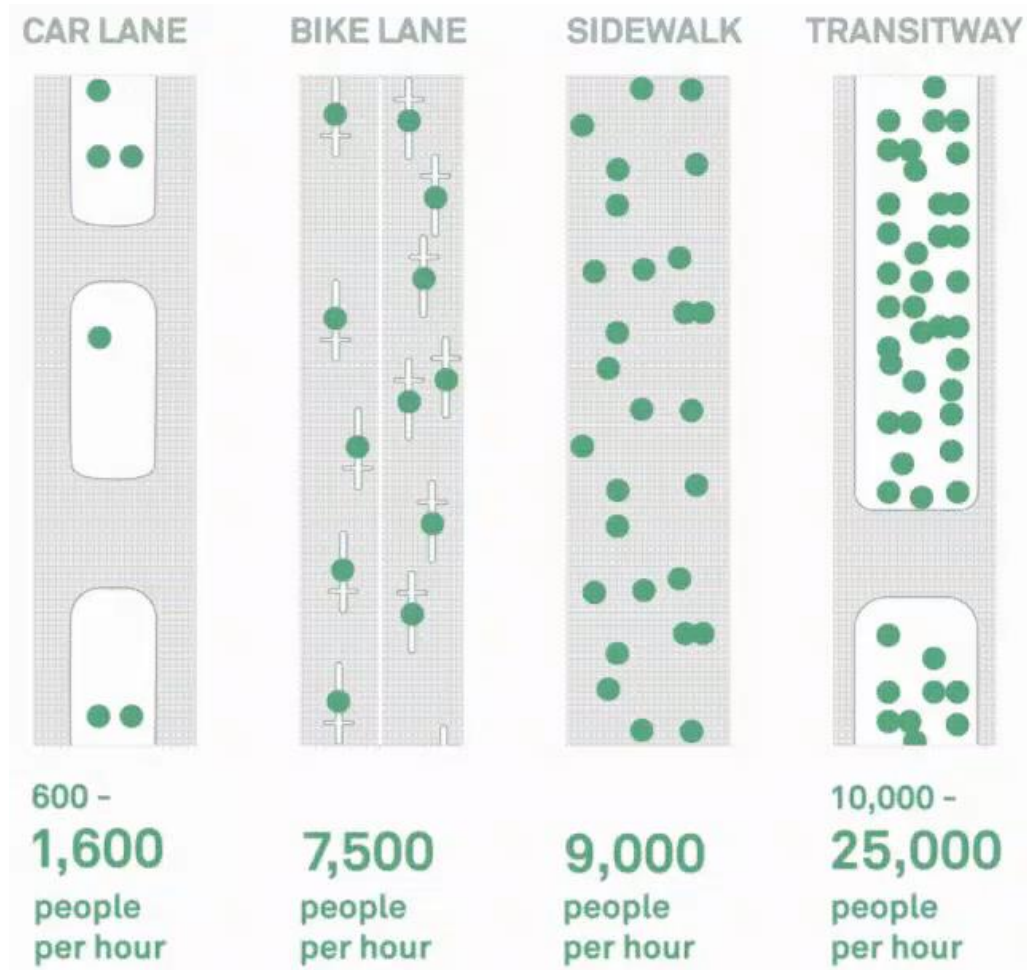
Agence Conversationnel/Syral

Gridlock


## Metro, facing a deficit of more than \$50 million a month due to coronavirus, seeks emergency federal aid

The transit agency is asking for assistance from Congress to mitigate 'dire financial circumstances'

# > CITIES FOR PEOPLE



Source: NACTO



ADVANCING  
PUBLIC  
TRANSPORT

**POLICY BRIEF**

## CITIES FOR PEOPLE: PUBLIC TRANSPORT FOR BETTER LIVES

MAY | 2020

**INTRODUCTION**

The crisis generated by Covid-19 has had a major impact on public transport systems across many regions of the world. Public and private sector stakeholders have adapted all the necessary measures to guarantee service continuity, ensuring the mobility of essential front-line workers.

Existing services have been kept running or new ones put in place so that people who cannot stay home and must travel have an adequate mobility alternative. Supply has been adapted to the newly required distancing measures, face masks have been mandated across most cities, and station and vehicle cleaning has been scaled up with no regard to the extra costs. All this has been done while protecting workers and customers.

However, the health situation has powered a widespread and unsustainable fall in public transport ridership and associated farebox revenues of close to 90%, despite supply for outstripping demand since the crisis began,


and is now literally fighting to survive. Ride-hailers have also experienced declines of up to 70%, and many micro-mobility and carpooling enterprises have suspended services.

With a progressive resumption of activities after lockdown, it is imperative to step in with exceptional measures or the system will collapse. According to the International Labour Organization (ILO), 305 million jobs are expected to be lost worldwide by mid-year, including losses in the transport sector (public and private transport operators, subcontractors, industry, new mobility providers...).

Climate, health, social inclusion, road safety and the economy are all under attack and public transport, driven by innovation and service quality, is a vital part of the solution.

With an expected 10% fall in GDP<sup>1</sup>, we must act now to prevent the health crisis triggering a social and economic tsunami whose curves will be very difficult to flatten.

Indeed, we are facing a global pandemic that is profoundly deepening inequalities and undoing progress on the Sustainable Development Goals (SDGs), pushing over 150 million people into poverty, according to the World Bank. At the same time, we continue to face many global challenges with irreversible impacts for people. In the responses to these interconnected crises, we cannot afford to tackle just one or the other.



<sup>1</sup> McKinsey Centre for Future Mobility, 2020. The impact of Covid-19 on future mobility solutions.



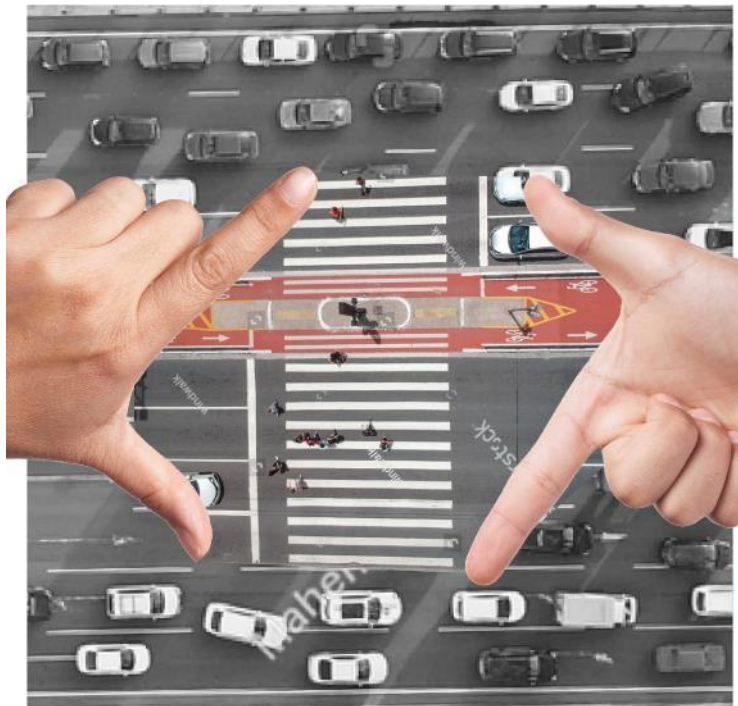
# ➤ BACK TO #BetterMobility



**BREATHE BETTER.**  
OUR FUTURE IS IN YOUR HANDS!



**BACK  
TO BETTER  
MOBILITY**



**MOVE BETTER.**  
OUR FUTURE IS IN YOUR HANDS!



**BACK  
TO BETTER  
MOBILITY**



**WORK BETTER.**  
OUR FUTURE IS IN YOUR HANDS!



**BACK  
TO BETTER  
MOBILITY**

# RENEWED PRIORITIES



RESILIENT URBAN &  
PUBLIC TRANSPORT



DECARBONISED &  
LOW EMISSIONS  
MOBILITY



ADVANCING URBAN  
MOBILITY SYSTEMS  
AND SERVICES



REDEFINITION OF  
PUBLIC TRANSPORT  
IN URBAN  
ENVIRONMENT



# RESILIENT PUBLIC TRANSPORT





# DECARBONISED MOBILITY






# ADVANCING SYSTEMS & SERVICES

## 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


### 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/km

➤ Sustainable, better mobility and equity



## POLICY BRIEF

### AUTONOMOUS VEHICLES: A POTENTIAL GAME CHANGER FOR URBAN MOBILITY

#### INTRODUCTION

*Imagine providing affordable, sustainable and convenient mobility options to all citizens including less mobile persons, the elderly, children and people living in suburban or rural areas. Autonomous vehicles (AVs) can help to build that future.*

ownership through more effective car-sharing schemes, driverless AVs could dramatically enhance public transport. This paper details the challenges ahead and outlines a way forward for the introduction of autonomous vehicles in our cities.

Indeed, a future with autonomous and connected vehicles can have various outcomes depending on how they are to be regulated and used. Will they lead to even more cars on the road, more urban sprawl and more congestion? Or will they contribute to shaping sustainable and liveable cities, the regaining of urban space, less vehicles on the road and a higher quality of life?

#### A NEW CHANCE FOR AN EVER-PRESENT PUBLIC TRANSPORT SYSTEM

Cities play a crucial role as engines of the economy, as places of connectivity, creativity and innovation. The arrival of driverless autonomous vehicles represents a unique opportunity for a fundamental change in urban mobility and could lead to healthier, more competitive and greener cities - but only if public authorities and public transport companies take an active role now and integrate AVs into an effective public transport network. If employed as shared 'robo-taxis' and mini-buses as well as used to reduce car

Imagine providing affordable, sustainable and convenient mobility options to all citizens including less mobile persons, the elderly, children and people living in suburban or rural areas. Imagine these mobility solutions opening the way for decarbonisation, to enable your city to regain valuable urban space to be reallocated to green zones, economic activities or affordable housing and to provide flexible, around the clock on-demand transport that is safe and cost-efficient. Autonomous vehicles can help to build that future.



➤ Which future will you choose?







# REDEFINING PUBLIC TRANSPORT

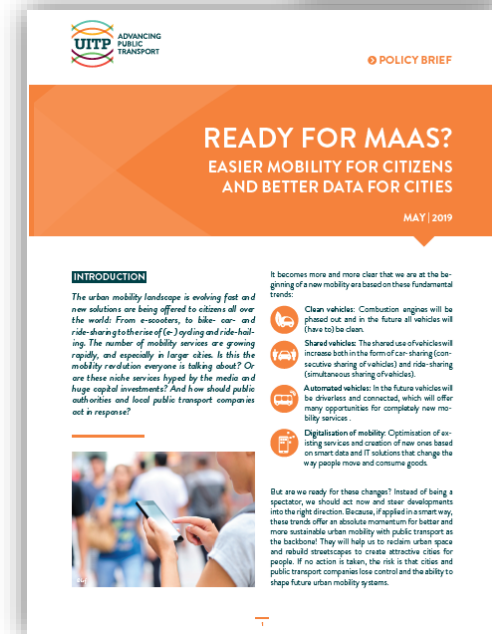
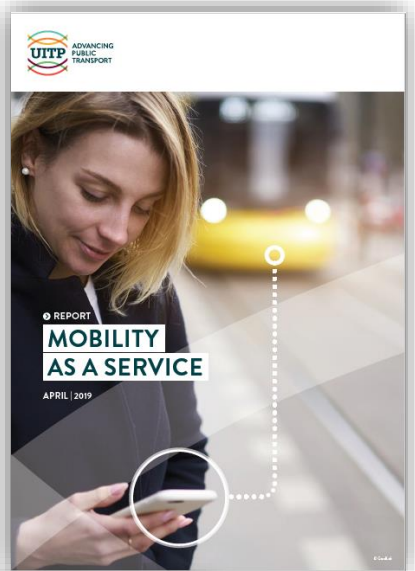
What if all transportation was converged...



...and tailored to your need as monthly packages?



Maas GLOBAL



MOBILITY  
FOR *Life*