



Governance of New Mobility Services

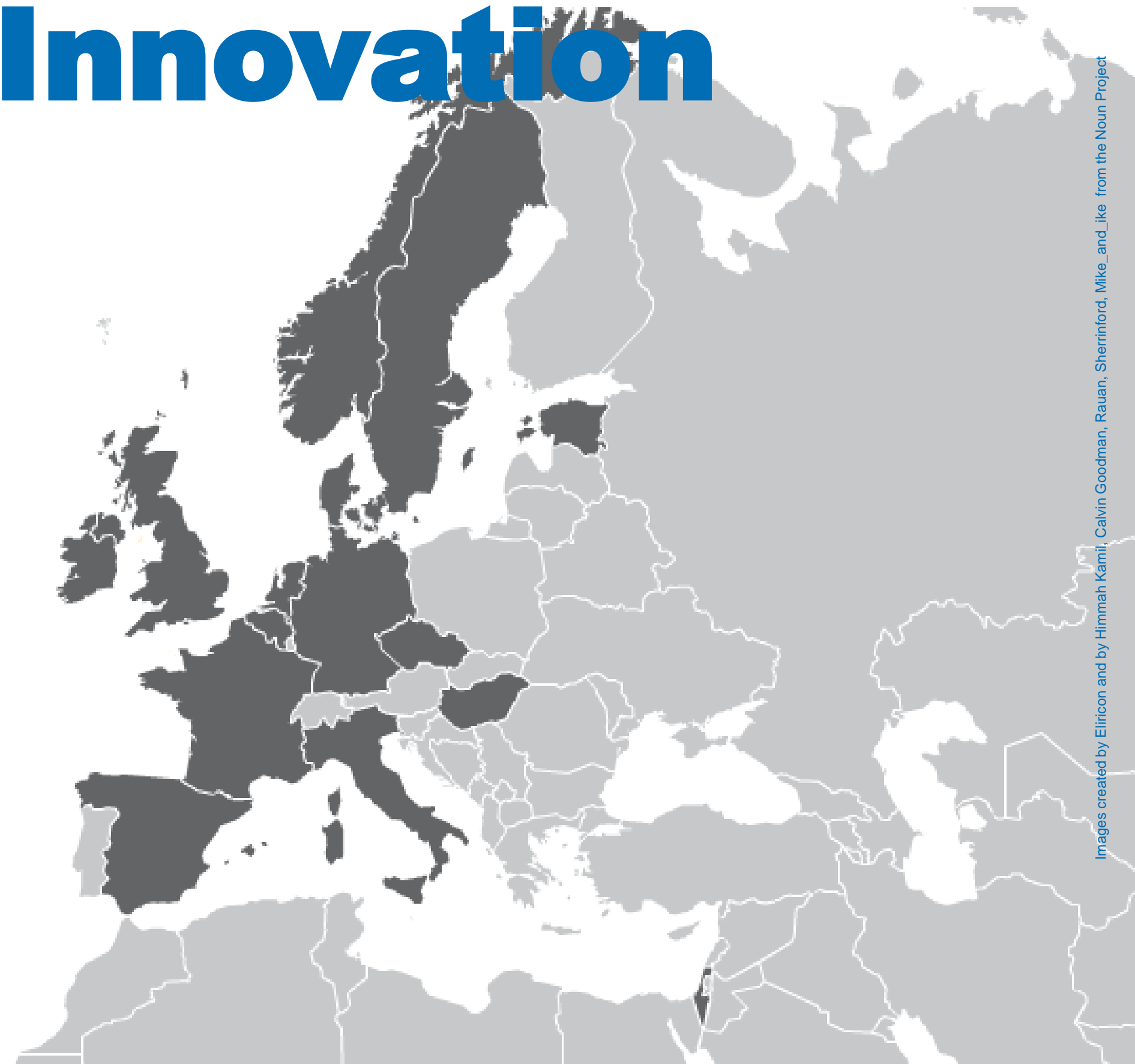
Michel Arnd





Network of Local Authorities for Transport Innovation

73x





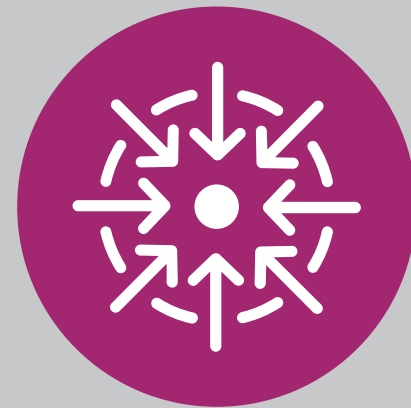
Work streams



**Environment
& Health**



**Traffic
Efficiency**



Access



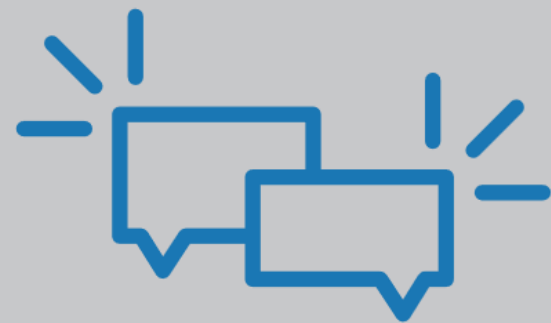
**Road Safety
& Security**



Governance



Activities



Working Groups



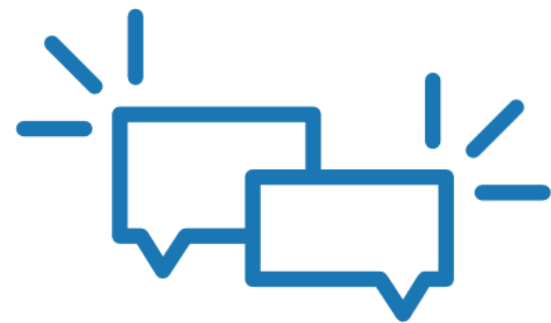
EU Projects



Policy & Advocacy



Peer-to-peer exchange



Working Groups



Environment & Health in Transport

- Active Travel: cycling, walking, health
- Air Quality & Clean Vehicles



Traffic Efficiency:

ITS, traffic management, automation, MaaS, data,...



Governance & Integration:

- SUMP, Smart Cities, innovation & disruption
- Small and medium sized cities platform



Road Safety:

VRUs, data collection, vehicles and ISA, ...



Access:

- UVAR, social inclusion, pricing, public transport
- Parking

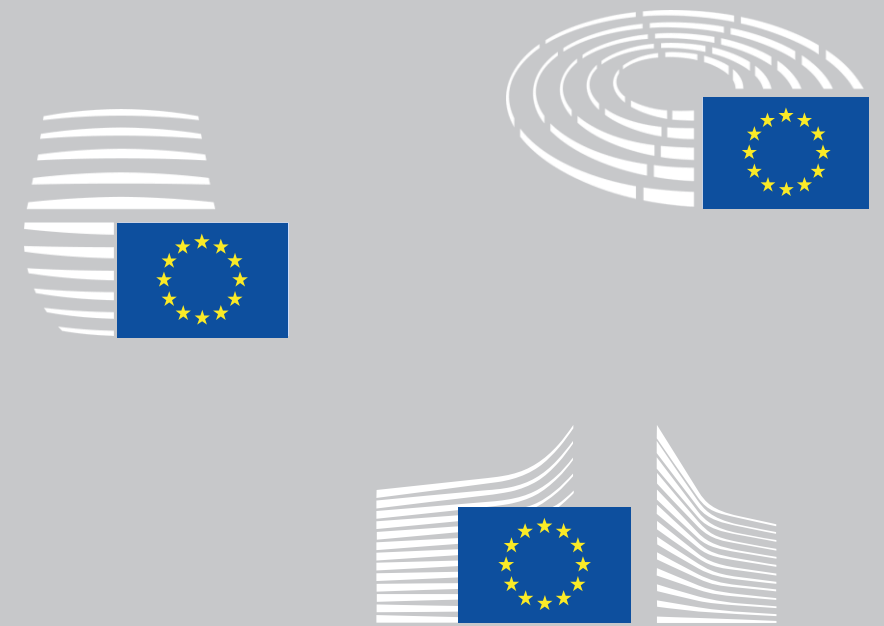




Policy & Advocacy

75%

EU legislation is
implemented locally



Annual Conference 2018

22-23 November 2018 | Old Trafford Stadium, Manchester



Copenhagen is **not** everywhere (yet)





Rapid Development

**New Mobility
Services**

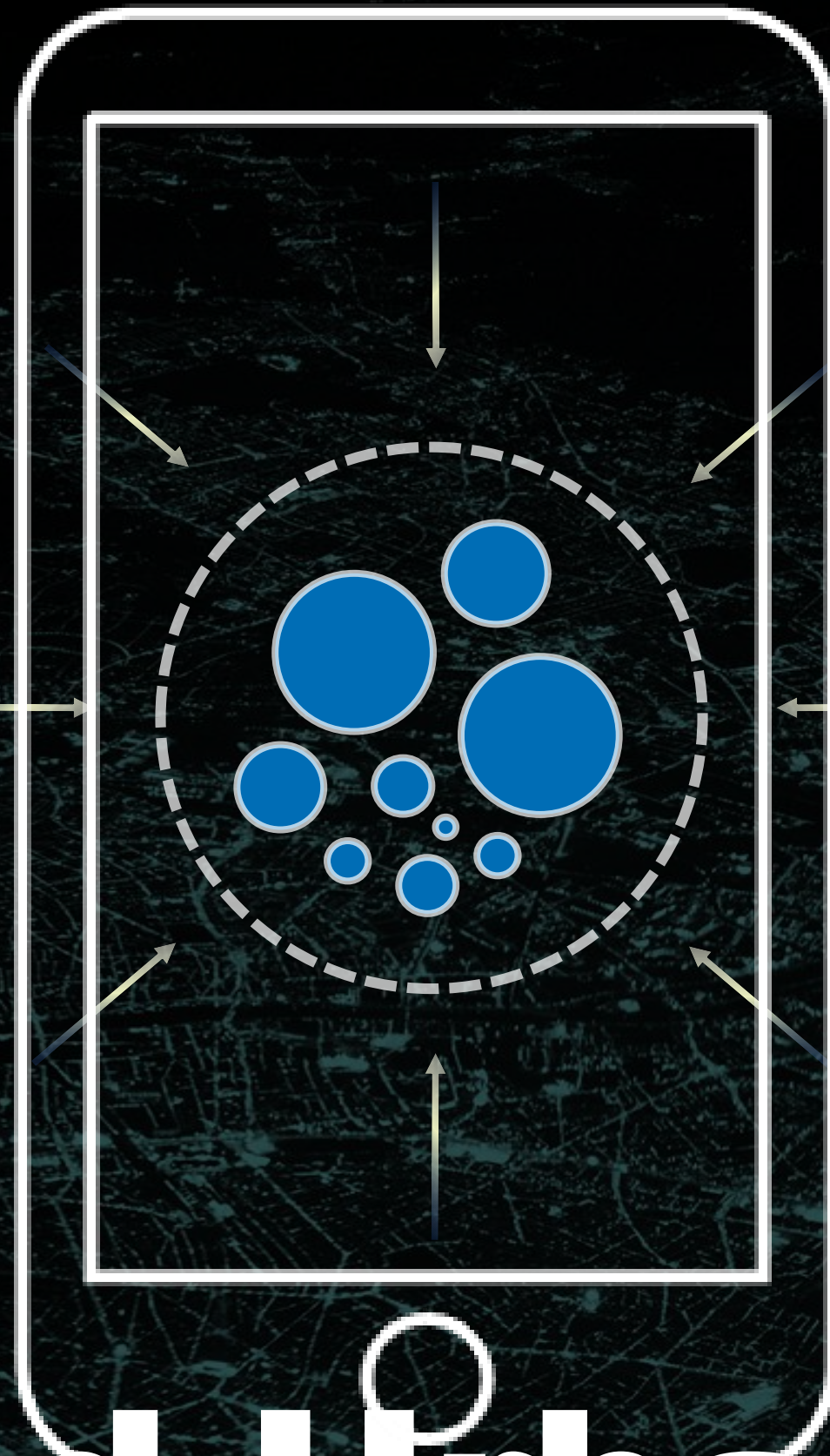
**Shared cars,
motor scooters,
bicycles, and kick
scooters
DRT**

**Mobility as
a Service**

Apps and tools

Policy

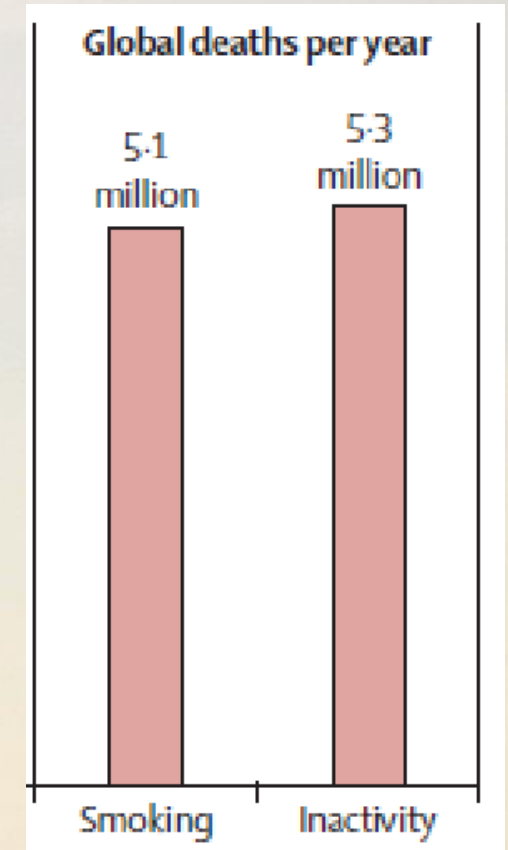




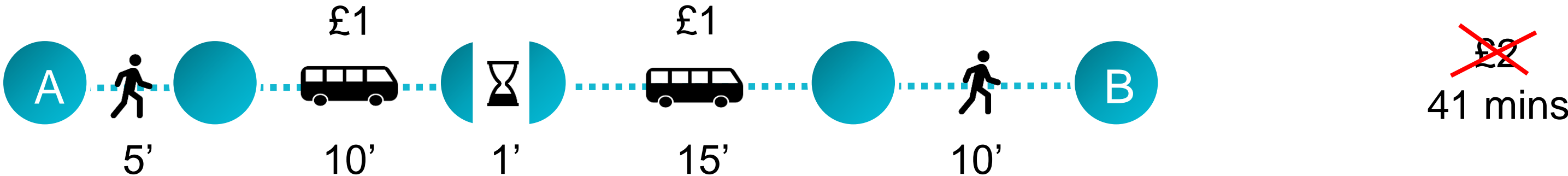
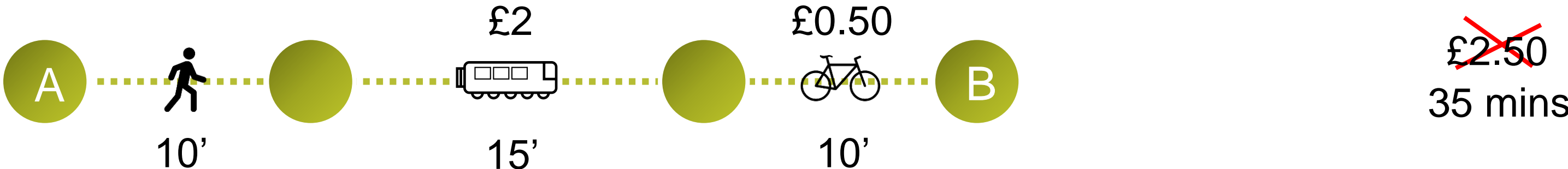
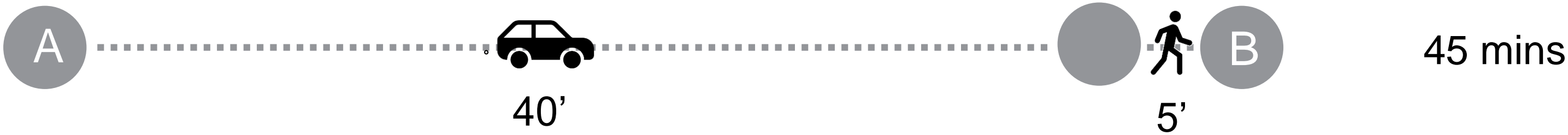
Connected Urban Mobility

Why look at MaaS?

- Determine best role for cities and regions
- Ensure MaaS developments are not entirely business and technology driven, but contribute to your goals
- Ensure public transport and active modes (walking and cycling) are not neglected in MaaS discussion
- Promote integration of new and traditional mobility services



MaaS might Influence Mobility Behaviour

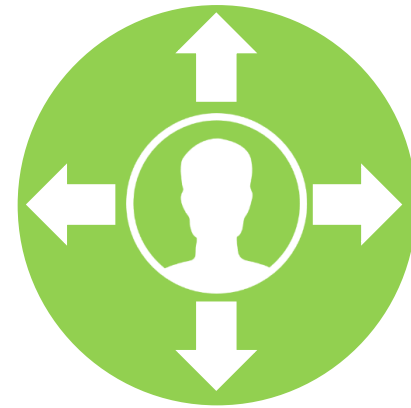




Advantages of MaaS



**Improving
efficiency
of the overall
system**



User centric



**Enhancing
access to
transport
services**



**Gamut of
choices**

→ Promoting sustainable travel by offering a viable alternative



Dangers of MaaS



**Higher costs
for the user or
transport
provider**



**Disconnect
between the
user, transport
provider/autho
rity**



**Dis-
incentivising
sustainable
mobility**

→ **Need for the public to steer development**



Governance of MaaS

- Defining the **best role** for transport authority in the MaaS environment
- Finding the **right public-private sector balance**
- Understanding the **impact of MaaS** on travel behaviour
- Ensuring the user-centric approach delivers **system benefits**
- Determining the **best market environment** for MaaS
- Understanding the **business model** and who will pay
- Exploring the potential long-term impact of MaaS on transport **service procurement**



Key points

1. Focus on journeys that can't be accommodated by existing public transport.
2. Start small: Diversity single MaaS model unlikely. But stay open!
3. Whatever MaaS approach is adopted, there is a need for public sector oversight.

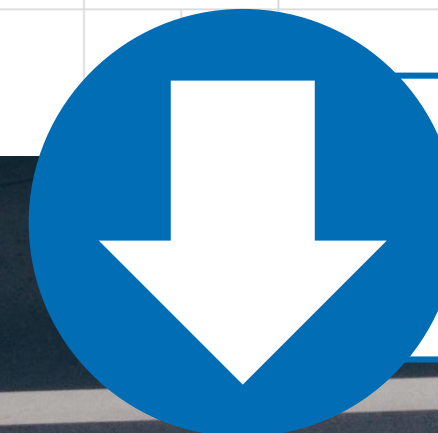


https://www.polisnetwork.eu/uploads/Modules/PublicDocuments/polis-maas-discussion-paper-2017---final_.pdf

App-based DRT

Michel Arnd ▶ Public		App-Based-DRT-Europe															Download	Print	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
1	App-based DRT in Europe																		
2	Name	Netliner	Allygator	Berlkoenig	EcoBus	MyBus	FreYfahrt	Ioki Shuttle	MOIA	MOIA	IsarTiger	SSB Flex	Wittlich Shuttle	Kyyti	Flexigo				
3	Country	DE	DE	DE	DE	DE	DE	DE	DE	DE	DE	DE	DE	FI	FR				
4	Location	Aachen	Berlin	al-Zellerfeld and surr	Duisburg	Freyung	Hamburg	Hanover	Munich	Stuttgart	Wittlich	Helsinki	Ile de France						
5	Polis member?		POLIS Member									POLIS Member			POLIS Member				
6	Urban/rural	subrban	urban	rural, urban	urban	rural	suburban	urban	urban	urban	urban	urban	rural		suburban				
7	Operator	ASEAG	Door2Door + ADAC	BVG + Viabus	weig, DB, Max-Plan	DVG (cooperation C	Prager Reisen, Do	DB + HWV	MOIA (VW) (coop. I	MOIA (VW)	MVG + Door2Door	SSB + Moovel	ioki (DB)		IdF + Trans				
8	Operation Model	public	Private	PPP	PPP	Public	PPP	PPP	PPP	Private	PPP	PPP			PPP				
9	Fare	basic fare	PT + €1	€0.05/km	distance based (tbc)	PT fare	VRR Tariff (€3.20)												
10																			
11	Vehicles	Travel Card	Yes + 0.50	not accepted		PT fare	reduction												
12		Number			up to 50		5												
13		Passenger Seats	minibus		up to 8		5												
14		Fuel			unknown		unknown												
15		Accessibility			partially														
16	Service Area Coverage	Muetzenich, Monschau, Rohren, Hoefen, Keltendorf	Central Berlin (S-Bahn Ring)		Clausthal-Zellerfeld, Hahnenklee-Bockswiese, Lautenthal	Hochheide, Meiderich, Ruhrort, Neuenkamp, Rheinhausen													
17	Stops	Virtual, PT, s2v	door to door	Virtual + PT stops	Door to door														
18	Booking means	Phone, Web	App only	App only	App, Web, Phone	App only													
19	Operating hours	Week																	
20		Sat	8-12 am, 3-8 pm	Fri 5 pm - 1 am	planned 24/7	6 am - 10 pm, Fri until 2 am	Fri, 7 pm – 2 am	Mo-Thu 6 am - 10 pm, Fri 3 pm - 6 pm	24/7	24/7	Mo-Wed 6-midnight, Thu 6 am - 2 am, Fri 6 am - 4 am	Fri, 7 pm – 2 am	Mo-Wed 6 am - 9 pm, Thu-Fri 6 am - 2 am (Bad Canstatt)	5 am - 8 pm	6.30-9 am / 5-9 pm				
21	Launch	Pilot		no service		8 am - 2 am	7 pm – 2 am	8 am - midday			6 am - midnight	7 pm – 2 am	no service						
22		Regular	1-Aug-16	no service		8 am - 10 pm	no service		8-Jul-18	8-Aug-18	Oct-17	7/7/2018	no operation	1-Jun-18					
23	Registrations			Summer 2018	Winter 2019 (tbc)	Oct-17	2-Aug-18	8-Aug-18	1-Jan-19	30-Jul-18 capped at 15000	Summer 2020	tbd 01-Jan-20	24-May-18						
24																			

24



<https://www.polisnetwork.eu/publicnews/1768/45/Overview-of-DRTs-in-Europe>

App-based DRT

- Based on Case Studies (SSB Flex, Citymapper Smart Ride, Flexigo, Breng Flex)
- Two different models: inner city premium services and peripheral access
- Different business models: Procurement (of components) vs private
- Impact on travel behaviour



Photo: Leon Wallis – Wikimedia – CC BY SA 3.0



DRT take-aways

- 1. Fully integrate DRT with other transport modes.**
- 2. Establish transparent regulation or voluntary agreements for independent private services to define the market and ensure the integration of services**
- 3. Establish a procurement scheme that allows flexible remuneration depending on passenger numbers**
- 4. Purposefully design DRTs as premium or supplementary offer**
- 5. Where regular busses routes can fully utilised keep or introduce them**
- 6. Establish long-term evaluation framework that enable transparent evaluation of modal shift related to DRT.**
- 7. Involve cities and regions in the development of policy at EU and national level**

Thank You



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