

# Welcome to EPF's first online-meeting!

June 6<sup>th</sup> 2020



# ➤ Future of Public Transport in Europe after COVID-19



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- Which modes are being unlocked?
- What is the current situation of Public Transport in Europe compared to the peak of the crisis?
- Is demand discouraged?
- How about vulnerable groups?
- How do journeys look for passengers?
- How is enforcement working?
- Were there changes in passengers' behaviour?





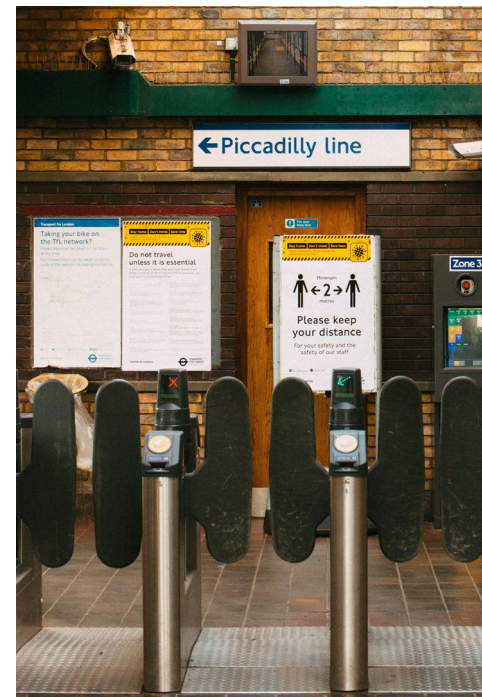
## Which modes are being unlocked?

- Train/trams/metro/buses – essential for workers placement was the priority
- International travel (air/train) being discussed
- Local plane travel restored in some countries
- Non-essential trips mostly not authorized/recommended



## What is the current situation of Public Transport in Europe compared to the peak of the crisis?

- During the crisis: decrease in number of PT
- Now: slow increase
- Restrictive measures:
  - Non-medical masks
  - Social distancing
  - Reduction of number of seats
  - Hand sanitiser
- No health checks!





## Is demand discouraged?

- The general message is to stay home and avoid unnecessary trips: this is by itself discouraging;
- Extra measures on covered spaces and public transport can harm further trust in public transport;
- Public and non-public discourage of using public transport.



## How about vulnerable groups?

- Two opposite examples:
  - Belgium and France: support for people with disabilities stopped
  - Spain and Italy: extra cleaning of the support systems for people with disabilities; organisations that help people with disabilities be independent continued their work





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## How do journeys look for passengers?





## How is enforcement working?



- Spain: overcrowded buses and metros; “no one is controlling”
- Germany and Belgium: great acceptance of the measures
- No evident connection to the fear of contamination or number of deaths
- Possible explanation: difference in the main economic sectors of the countries and their availability to work from home; salary disparities and capacity to afford private transportation; lack of governmental distribution of mouth masks

**Were there changes in passengers' behaviour?**





### Were there changes in passengers' behaviour?

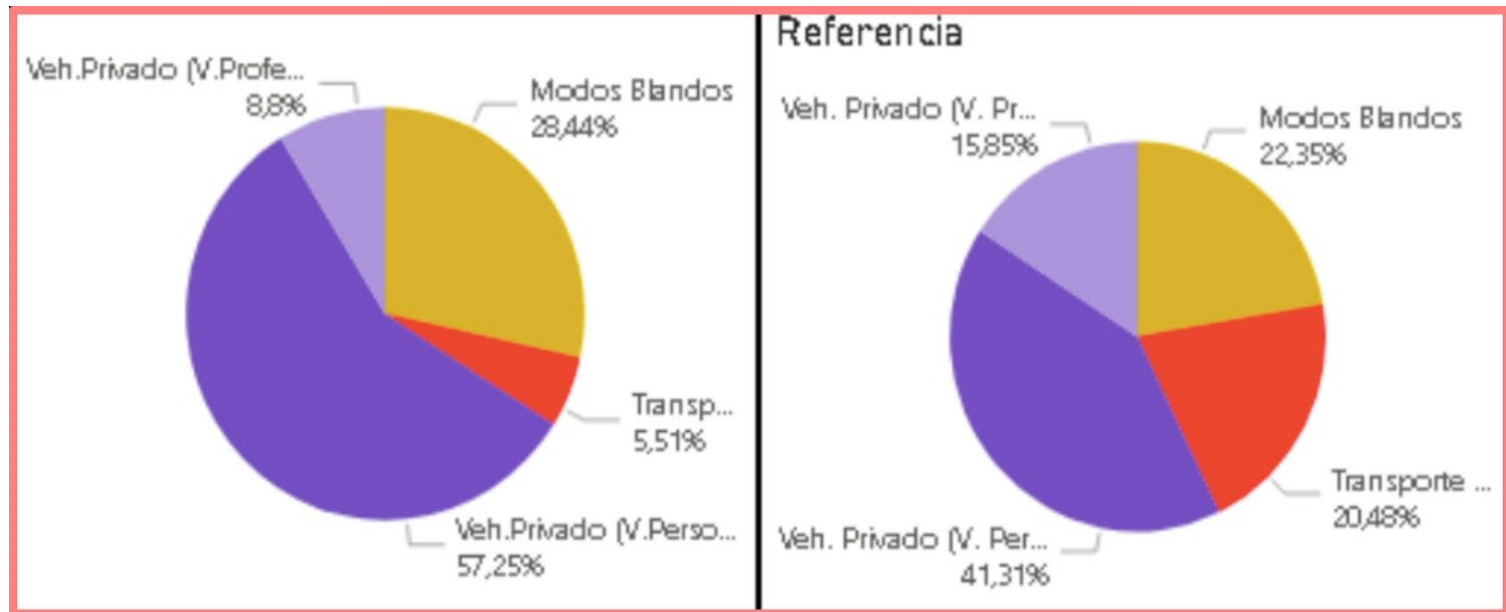


Figure 1 On the left, the distribution of mobility by forms of travel on May 7, by public transport, soft modes (on foot, by bike), personal private vehicle and professional private vehicle (riders, taxis). On the right, data from Madrid prior to the coronavirus (between February 14 and 20). REGIONAL TRANSPORT CONSORTIUM



**Thank you for your attention.**

**Any questions?**

