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How can public transport contribute to a greener future mobility and social inclusion?

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WORLD

EUROPE

Our Members

Membership: Full Associate Global

Heterogeneity of public authorities around Europe
a. City, provincial and regional authorities, eg, city of Paris, Brussels region, Province Noord Holland
b. Metropolitan authorities/urban communities, eg, Lille Urban Community
c. Passenger transport authority (PTA), eg, HSL (Helsinki),
d. Integrated transport authorities (PTA+), eg, Transport for London, BKK (Budapest),

Roles and responsibilities of public authorities wrt PT
a. Direct
    a. Planning and awarding PT service contracts (& setting fare regimes)
    b. Providing infrastructure for PT (dedicated lanes, stops, priority at lights, interchanges, multi-modal hubs, etc)
    c. Integrated information and ticketing
b. Indirect
    a. Prioritising PT in transport strategy and planning (carrot + stick measures)
    b. Regulating access to space (restricting car access, more space for sustainable modes)

Main urban mobility challenges & policy goals

AIR QUALITY

MODAL SHIFT

SAFER ROADS

DECARBONISATION

POLIS

Peer-to-peer exchange: WG

Environment & Health
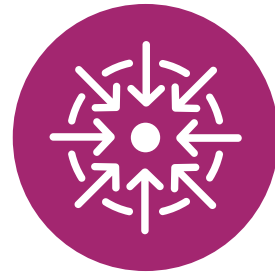
Active Travel & Health

Clean Vehicles & Air Quality

Traffic Efficiency

Traffic Efficiency (ITS, traffic management, MaaS, data, automation...)

Access

Access (public transport, infrastructure, pricing...)

Parking

Safety & Security

Safety & Security (street and road safety, protecting vulnerable users, gender...)

Governance & Integration

Governance & Integration

Urban Freight

Small and medium sized cities platform

Regions platform

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Polis Working Group meetings

Security of Public Transport Facilities: an effective approach

The shift to sustainable mobility happens one user at a time. To prompt this choice, the user must be comfortable with the new mode of travel. This is a critical issue when it comes to public transport. A sense of insecurity...

Public Private Partnerships meeting: Partnering to fill the gaps of mass transit

On 6 and 7 May 2021 POLIS' Working Group Governance...

Electrifying the Curb: POLIS discusses the future of EV charging

POLIS Parking and Clean Vehicles Working Groups joined for a meeting on 19 May, 2021.

POLIS

Challenges (& opportunities) for PT

Decarbonisation

Digitalisation

Disruptions
- Micro-transit & micro-mobility
- Digital platforms

EU (and national) policy
- ITS Directive/MMTIS -> *access to data*
- Multimodal Digital Mobility Services (MDMS) policy initiative -> *grow market of digital ticketing resellers*
- Public Service Obligations interpretative guidelines -> *limiting role of public sector in procuring services*
- TEN-T urban nodes (400+) -> *SUMPs, interchanges and SUM indicators (SUMI)*

Micro-transit & micro-mobility

Novelties

- Technology-centric: App-based; on-demand; algorithm-driven

- Business model: commercial services, venture capital-backed

- Network effects: grow fast (value derived from customer size not profit generated)

Complementing or substituting PT?

Proven shift from private car?

Reduction in kmt?

Subsidy? Conditions?

Micro-transit in Innisfil (Canada)

Subsidised ride-hailing service in lieu of scheduled public transport

High ridership numbers – many happy customers

But

Budget has exploded (more than planned bus budget)

Subsidy reduced

Trips/passenger must now be capped

Walking trips substituted - more cars on road

source: Guardian newspaper

Multi-modal digital service (aka MaaS) platforms

Momentum for MaaS grown substantially in last 5 years

Leading to national legislation and EU action

Much support for establishment of broader range of redistribution channels provided:

- Public authorities can steer implementation of MaaS locally

- Conditions for resale of PT tickets can be decided locally (to ensure end users benefit from public subsidy)

- Plurality of MaaS models

- Passengers rights in multimodal context

- 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**

MDMS policy initiative

Aim: to accelerate growth of multimodal digital mobility services market

How?: require mobility operators to create a ticketing API allowing access to MDMS providers

When? EC expected to propose legislation end 2022.

Multistakeholder forum to guide EC on EU multimodaility policy, incl. MDMS

MDMS initiative

- MDMS proposal (new legal basis): should focus on **ticketing / booking / payment services (intermediaries)**:

4. New proposal to support the development of MDMS (action 37) **KEY INITIATIVE 2022**

- **SO1:** Enhance cooperation and fair competition between MDMS platforms and transport operators

- **SO2:** Facilitate the re-sell and integration of all mobility offers in MDMS, including through-tickets by tackling commercial and technical challenges.

- **SO3:** Ensure that MDMS support the efficiency and sustainability of the transport system and societal goals.

European Commission

PSO regulation interpretative guidelines

Public Service Obligations allow awarding of PT service contracts (competition law exemption)

Interpretative guidelines aid interpretation of complex legal text

EC proposed revision of guidelines:

- Public service only in case of market failure (ie, to fill the gaps)

- Public service only where proven user demand (ex ante assessment)

-> Creates legal uncertainty

-> shows misunderstanding of role of PT as means to achieve sustainable mobility goals

4 MAY 2022

COALITION POLITICAL STATEMENT
ON THE PROPOSAL BY THE EUROPEAN COMMISSION FOR A REVISION OF THE PSO INTERPRETATIVE GUIDELINES

Help - not hinder - public transport's ability to deliver Green Deal goals!

Avoid undermining the legal framework for public transport organisation

We, representatives of public transport, rail transport, and active mobility, and representatives of local & regional government, welcome the opportunity to comment on the proposal by the Commission to revise its interpretative guidelines on Regulation (EC) No 1370/2007 on public passenger transport services by rail and by road ("the PSO Regulation"), even though we regret that only a limited number of actors were initially consulted. This Regulation sets out the conditions under which transport operators can be compensated or given exclusive rights by public authorities to provide public transport services in the general interest. The regulation, and the way it is interpreted, is therefore of critical importance to the European public transport and rail sector and to competent authorities implementing EU policy goals.

Governance of the evolving mobility system

How can cities plan for new types of mobility services and business models?

Which policies should cities adopt to secure positive outcomes and minimise negative effects?

What role should cities play in this new mobility paradigm?

- What are the most appropriate governance models?

- Which powers should they have and what regulation needed?

Conclusions

Disruption challenges inertia and may deliver positive outcomes in right conditions,

however

Sustainable travel behaviour is naturally at odds with general business interests

therefore

Public authorities must retain oversight of evolving mobility market

- Do they have the requisite powers today?

- What impact will EU policy have on their ability to manage mobility locally?

We need evidence about impacts of micro-transit, micro-mobility and MaaS apps:

- on travel behaviour/trip choice,

- vehicle km travelled (VKT) by car,

- safety and equity