PriMaaS

Interreg Europe

European regional mobility ecosystems towards sustainable MaaS

Edinburg April 6 2022

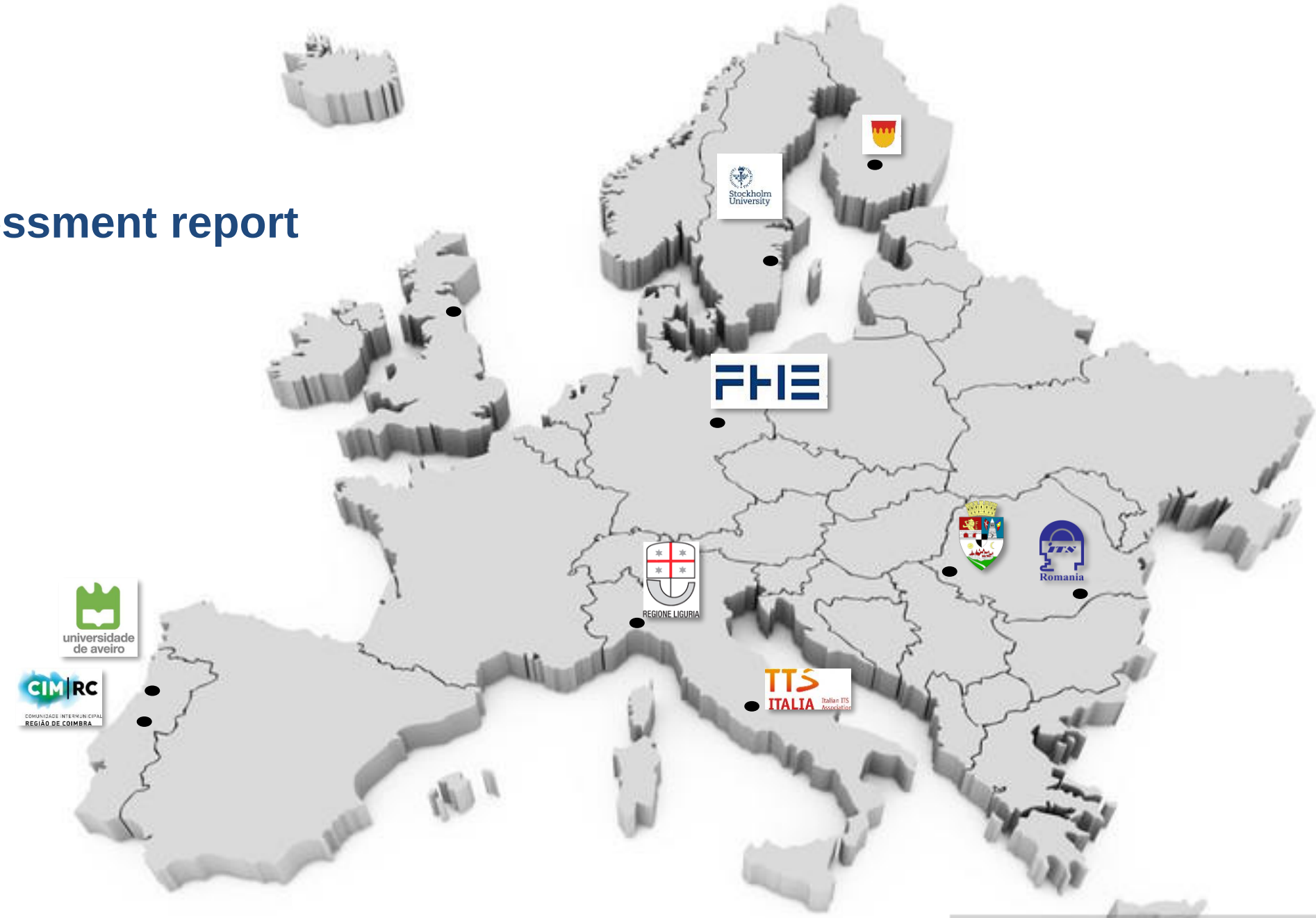
Eloisa Macedo, Sofia Suarez, Jorge Bandeira

Agenda

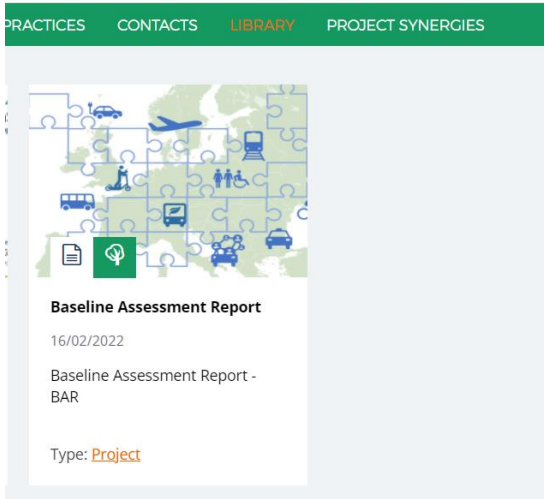
Baseline Assessment report – overview

Action plans

Next steps



Baseline Assessment Report



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Transport Costs and COVID 19 impact on PT

Transport external costs

Table 4 Total external costs in the PriMaaS countries.

	Total external costs				
Country	Road bn €	Rail bn €	IWT bn €	Total bn €	% of GDP
EU 28	820,4	17,87	2,90	841,1	5,7%
Finland	7,4	0,23	0,073	7,7	4,4%
Germany	165,7	5,37	1,228	172,3	5,8%
Italy	115,0	2,20	0,009	117,2	6,8%
Portugal	16,8	0,18	-	16,9	7,2%
Romania	21,2	0,46	0,171	21,8	6,5%
Sweden	15,3	0,46	-	15,8	4,5%
United Kingdom	99,4	1,42	0,009	100,8	4,9%

Source: Handbook on the external costs of transport, January 2019.

Google mobility Reports

- **Transit stations affected in all PriMaaS regions**
- **Slower recovery of PT compared to other sectors**
- **Significant differences among PriMaaS regions**

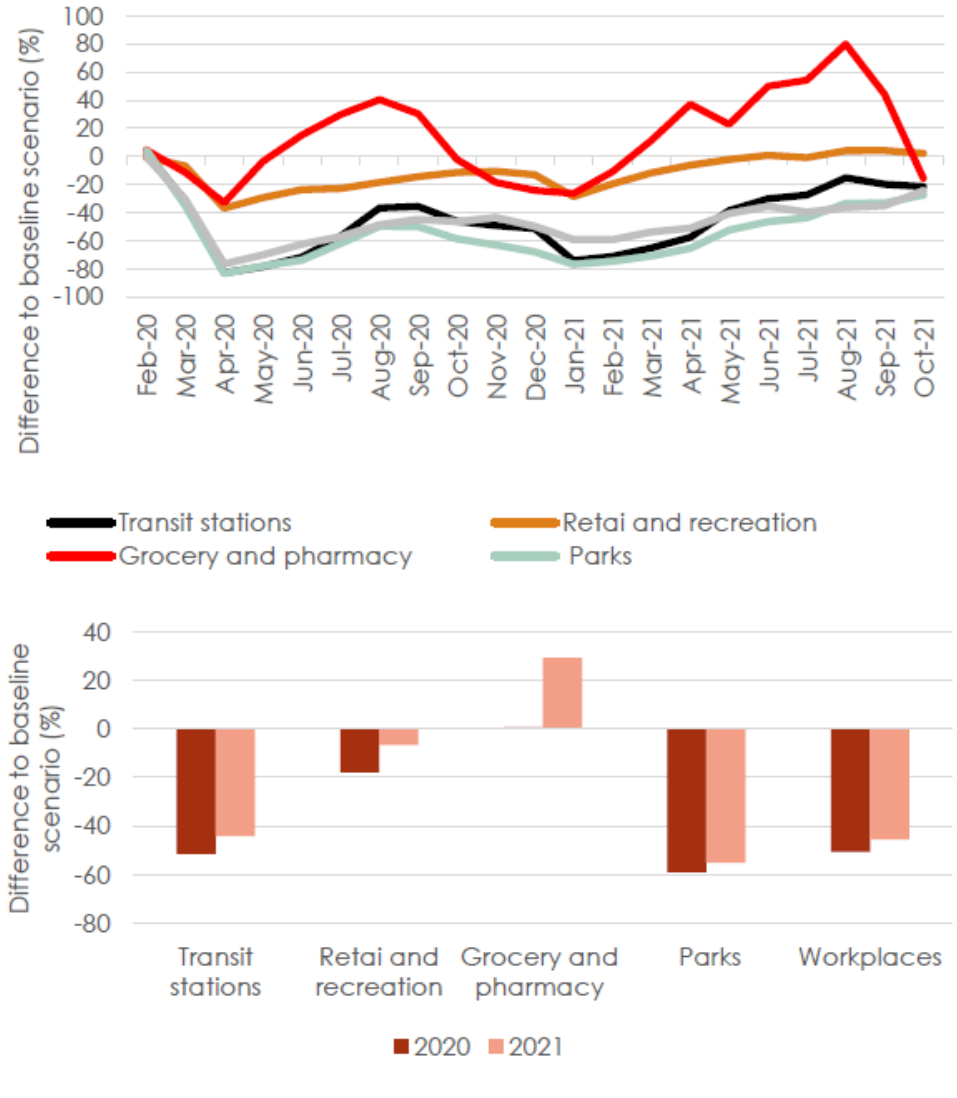
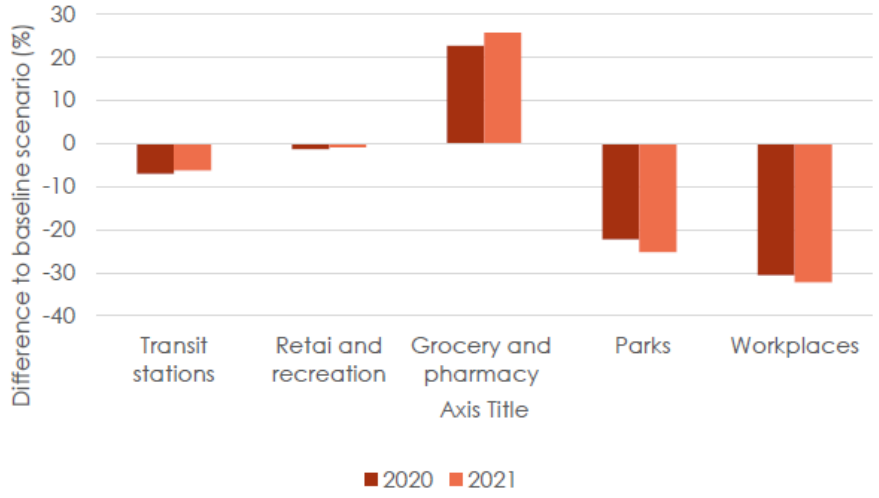


Figure 24 a) Average monthly change in people mobility trends between February 2020 and October 2021 for various categories in Sout Scotland; b) Average annual change in people mobility trends between 2020 and 2021 in South East Scotland

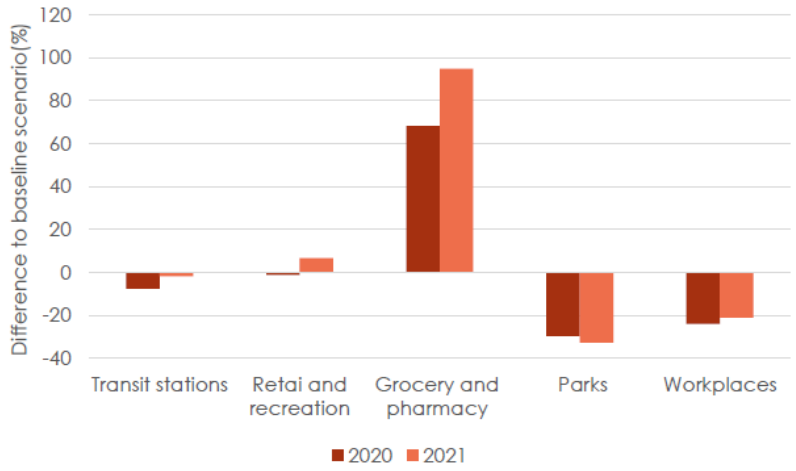
Google mobility Reports

Tempera and Stockholm - High PT resiliance



B)

Figure 28 a) Average monthly change in human mobility trends between February 2020 and October 2021 for various categories in Stockholm; b) Average annual change in human mobility trends between 2020 and 2021 in Stockholm

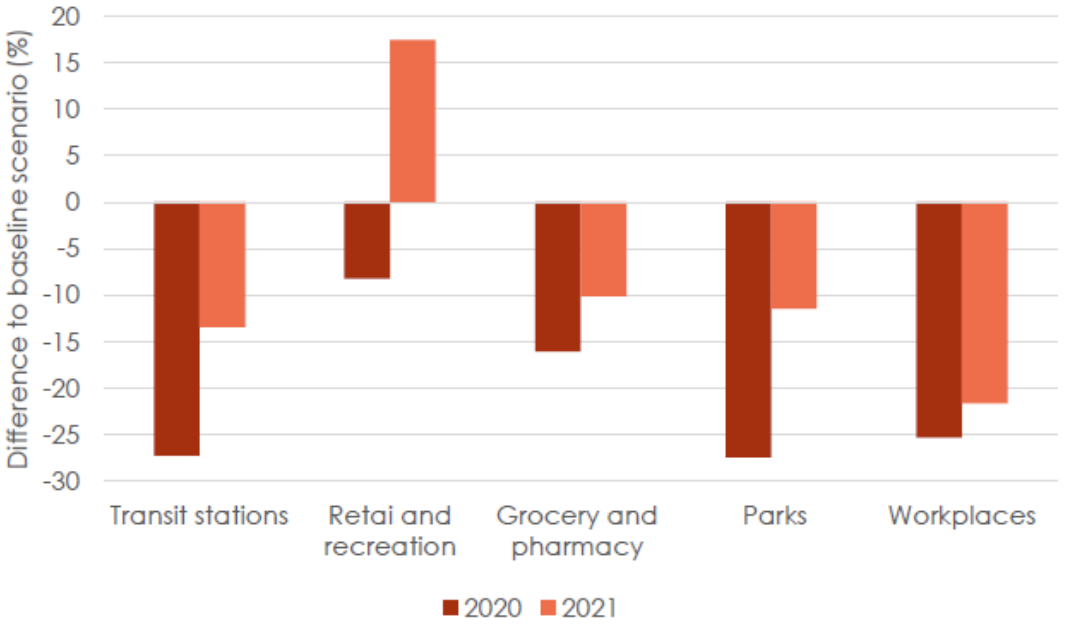


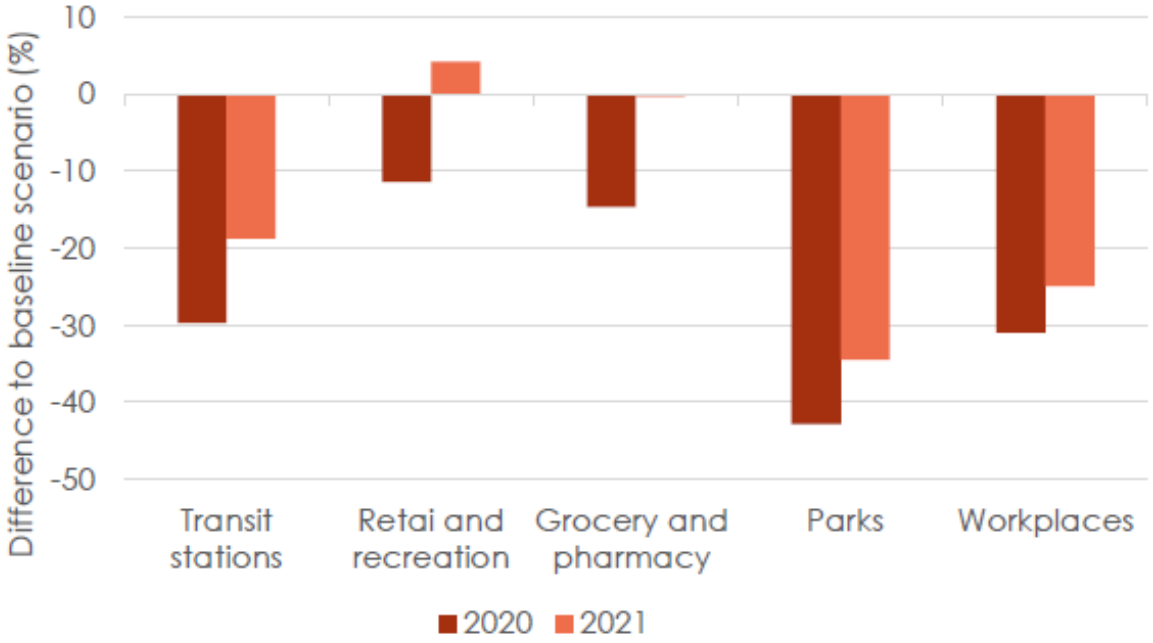
B)

Figure 32 a) Average monthly change in human mobility trends between February 2020 and October 2021 for various categories in Tampere; b Average annual change in human mobility trends between 2020 and 2021 in Tampere

Google mobility Reports

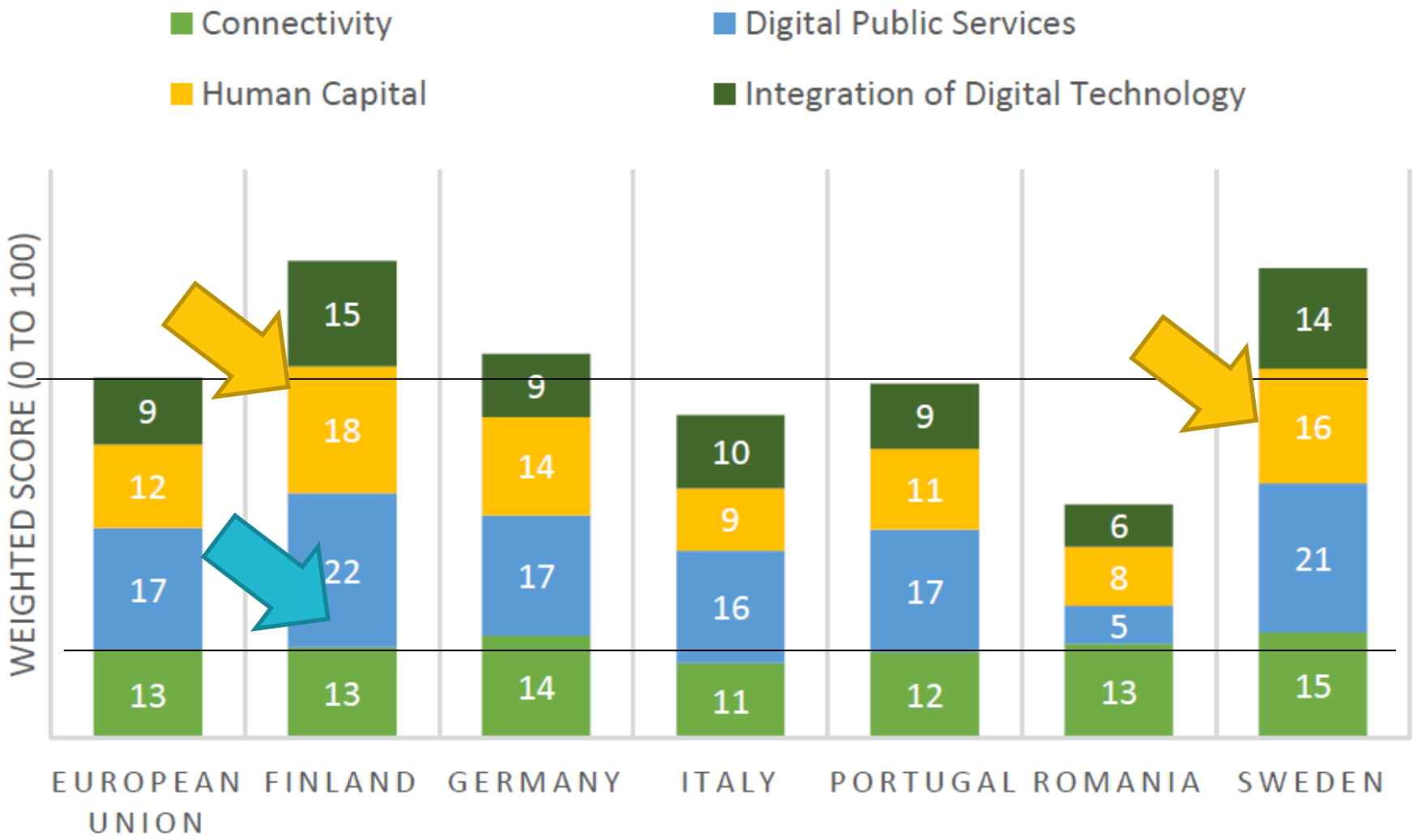
Coimbra and Timisoara (lower PT resilience)





Digitalization

Digital Agenda Score Board



Internet users

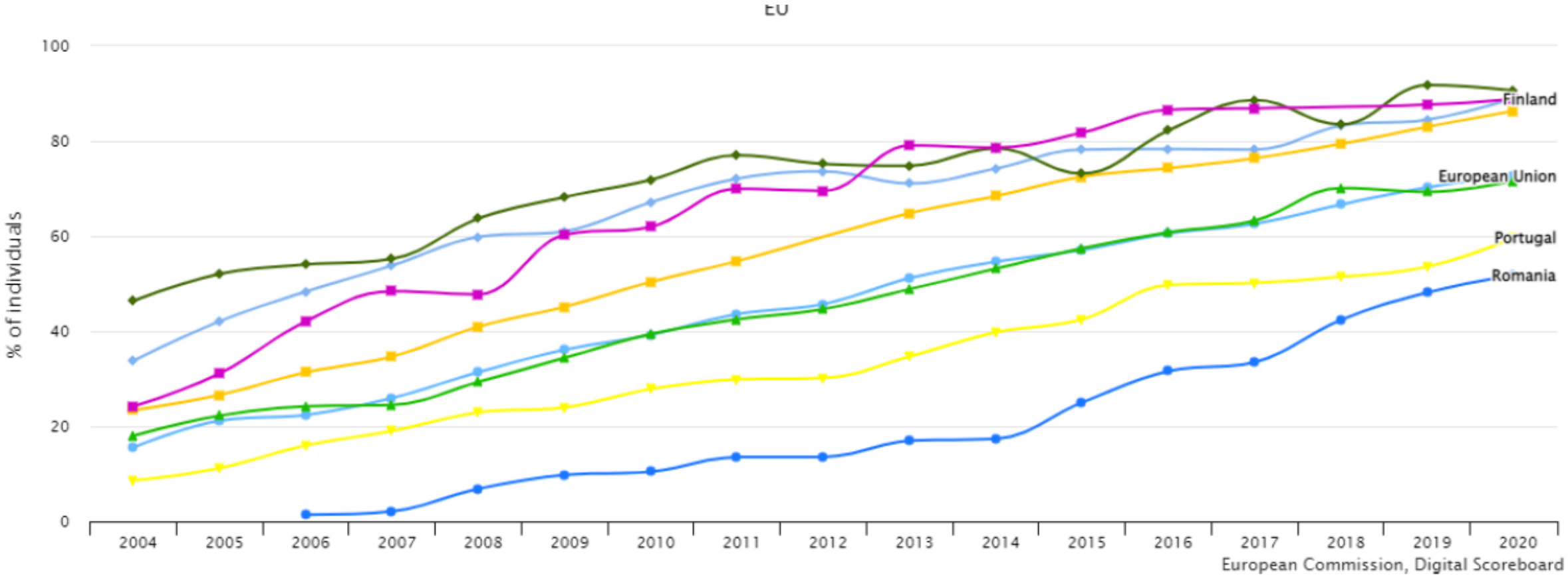
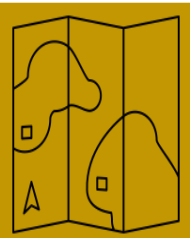


Figure 18 Evolution of internet users per country

MaaS Characterization

Methodology – Main concept

Coverage		Functionality		Sustainability	
					
Geographic area	**Multi modality**	**Integration of services**	**IT personalization**	**Environmental policy**	**Social cohesion policy**
5	4	2	1	2	3
4		1		2	
(5+4+2+1+2+3)/30 = 0,5					

Results - Application

	Coverage		Functionality		Sustainability		Overall	Sochor et al., 2018	Transport Tech., 2018	Lyon et al., 2019
	Geo	Modes	Integration	Person	Environ	Social				
Whim (Helsinki, FI)	2	4	5	2	1	1	0,5	3	4	4
SWA Mobil (Augsburg, DE)	2	4	3	3	0	0	0,4	3	4	4
VMT App (Erfurt, DE)	2	3	3	3	0	0	0,37	2	4	4
DB Navigator (DE)	3	2	3	3	0	0	0,37	2	4	
Google Maps (Erfurt, DE)	**5**	3	2	4	0	1	0,5	1	0	1
Moovit (Coimbra, PT)	4	1	2	2	1	0	0,3	1	0	1
AMT (Genoa, IT)	2	4	3	3	1	3	0,6	3	3	4
Uber (Stockholm, SW)	4	1	3	3	2	1	0,4	1	NA	2
Ubigo (Stockholm, SW)	2	4	5	2	1	1	0,5	3	4	4
Resplus (Swdeen)	3	4	5	1	1	1	0,5	3	2	3
FreeNow (Timisoara, RO)	4	1	3	3	0	0	0,3	1	NA	2
Flixbus (International)	**5**	1	3	1	0	0	0,33	1	NA	2

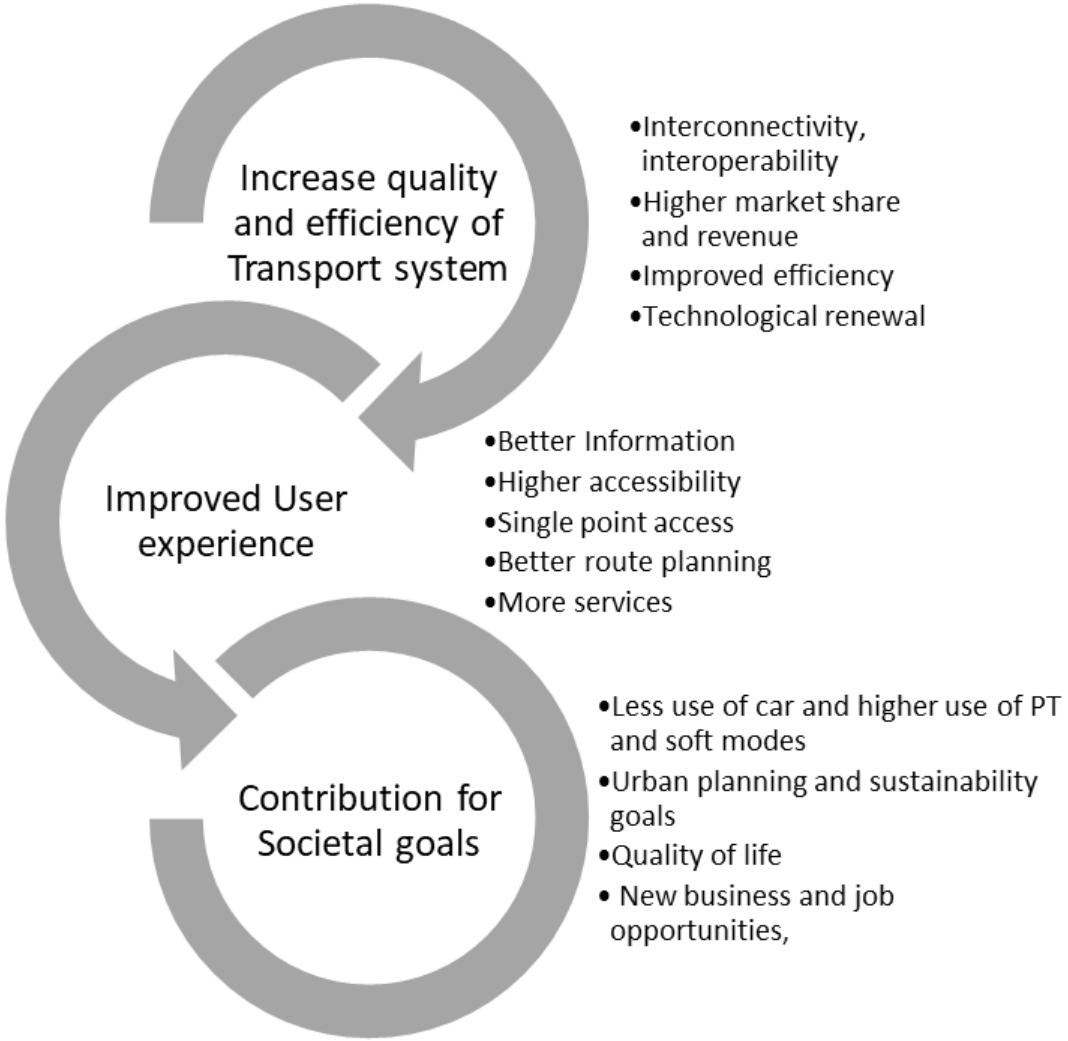
Stakeholder perspectives

Stakeholder survey

Country	Participants [#]	Participants [%]	Requests	Private Sector Participants [%]
Finland (Tampere)	17	8%	100	65%
Germany (Thuringia)	30	14%	47	63%
Italy (Rome, Liguria)	40	19%	174	73%
Portugal (Coimbra Region)	52	25%	180	12%
Romania (Timisoara and Bucharest)	14	7%	55	50%
Scotland (Sotheast Scoltland)	37	18%	120	57%
Sweden (Stockholm)	21	10%	133	62%
Total	211	100%	809	50%

- What are the main barriers regarding a collaborative MaaS App;
- What are the main risks regarding a MaaS App?
- What are the main opportunities that may result from MaaS?.

MaaS Benefits – stakeholder perspective open questions



MaaS risks – stakeholder perspective (open questions)

Economic

Economic viability
- User acceptance
- Uncertainty
- Revenue sharing

Market
- Monopolization
- Small companies' access

Operational Management

Technological issues
- Connectivity issues
- Ticketing control
- Privacy and data security

Administrative
- Conflict of interests
- Bureaucracy
- Fragmentation

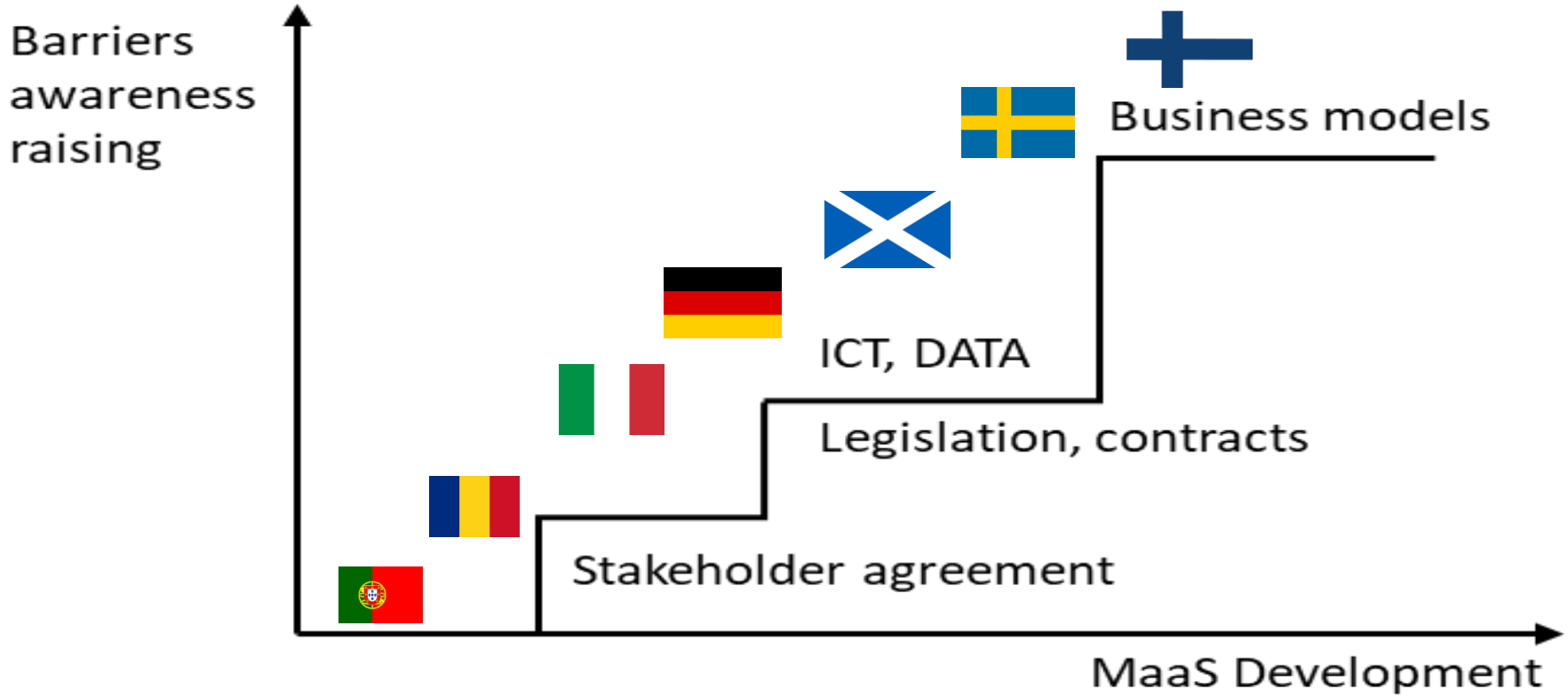
Sustainability and social inclusion

Sustainability
- Profit instead of sustainable goals
- Loose of public control

Social inclusion
- Digital exclusion
- Low density areas exclusion

MaaS Barriers – stakeholder perspective open questions

The climb to (economically) sustainable MaaS



Conclusions

Digitalization, literacy and **Human Capital** impacts MaaS development

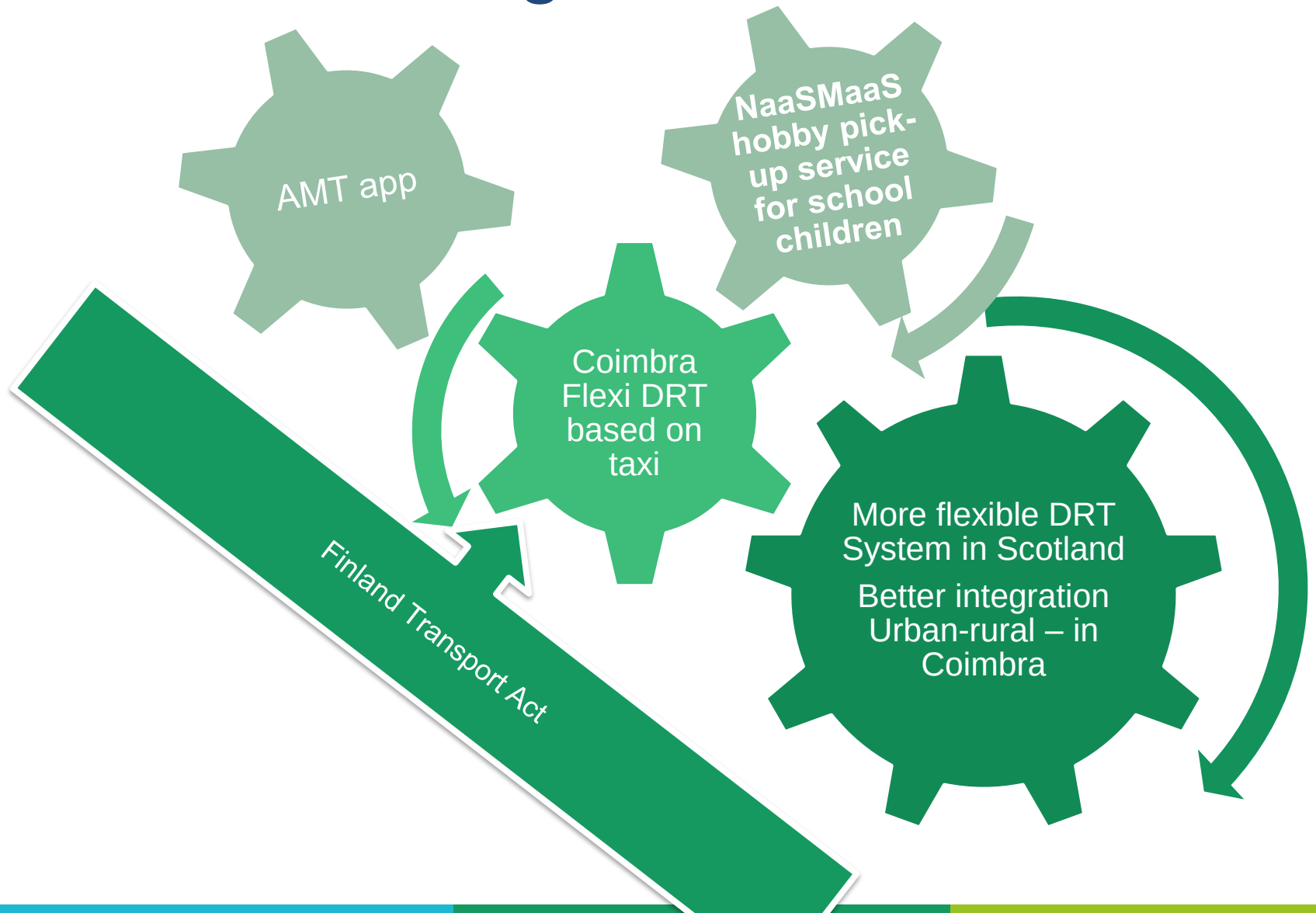
More integration => Lower transport costs => Higher PT resilience

(Better Accessibility and PT => More integration => Less transport costs => Higher PT resilience)

Trust => Legislation => Data => Business models

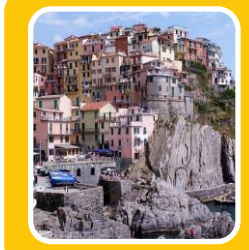
Action plans -- Policy Improvement

Win-Win collective Learning



Time for Action (Plans)

Linking Urban and Rural Areas **in Coimbra Region**- the path to a MaaS system



Smart Ticket **Liguria**: towards the renewal of the Liguria Public Transport tariff system

New measures for implementing a MaaS service **Timisoara Growth Pole** SUMP

Implementing a new ticketing system that will have the possibility of integrating other

Creation and placement of a specific MaaS funding line in the RIS **Thuringia**.

Adding Sustainable Mobility as a mission in the Tampere region strategy in order to ensure funding

Adding MaaS Dimension to the regional traffic System Planning

Develop a MaaS scheme for the SEStran region

Cevelop a Demand Responsive Transport (DRT) service for the SEStran

Promote the adoption of Open Data Standards in the SEStran region

Next steps

Multidimensional assessment online calculator

- **New Good practices**
- **Partner Staff Exchanges**
- **MaaS Bundling - tailored to specific regional contexts**
- **Action Plans conclusion**

2nd Phase
- Action plans Implementation and monitoring

- Final dissemination conference

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Thank you!

jorgebandeira@ua.pt
Dep. Eng. Mecânica
Universidade de Aveiro,
Portugal