Transforming urban mobility for a better future

23 April 2015
Tags: sharing economy car urbanisation urban transport mobility

Andrey Berdichevskiy, Senior Community Manager, Automotive Industry, World Economic Forum

Urbanisation, coupled with strong population growth in certain regions, will add an additional 2.5 billion people to cities by 2050, by which point two-thirds of the world’s population will be based in urban areas.

As such, cities around the world will face increasing demand for urban transport, with forecasts suggesting an increase in demand of 2.6 times current levels by 2050.

As new players enter the mobility field, the role of existing players, especially automotive, will change. The combination of new service providers - often technology companies- with new operating models, such as ride and car-sharing, will fundamentally change societies’ default solutions for mobility.

The exponential growth of ride sharing and ride pooling services around the world is just the beginning of a step-function increase in the utilisation rate of existing vehicles and corresponding reduction in the environmental impact of vehicle miles travelled. For example, in the recent evaluation of its carpooling service UberPOOL, Uber estimates to have prevented about 120 metric tons of CO₂ emissions from February to 20 March 2015 in San Francisco alone. A host of other opportunities, such as the maturation of autonomous driving and a technological improvement in infrastructure and vehicle integration, will transform the urban mobility ecosystem in cities in an economically viable, environmental and social way.

In order to leverage these opportunities, cities must introduce a dedicated body to manage such urban
In order to leverage these opportunities, cities must introduce a dedicated body to manage such urban mobility issues. There is no one-size-fits-all mobility concept for cities. However, this dedicated city body must set and communicate clear targets aligned with political priorities on a city and national level, and must have the necessary mandate and resources to proactively communicate the progress towards such targets. This city body must undertake a multi-stakeholder dialogue process to create transparency on existing assets and services, physical and digital infrastructure, as well as the aspirations of different players. This city agency can also help to “connect the dots” for the next steps in the evolution of the city’s mobility e.g. to agree on clear roles and interfaces for data aggregation and management, which in turn allows new urban mobility models to evolve.

During the Annual Summit at the meeting on "The future of automotive urban transportation", members of the Global Agenda Council on the Future of Automotive and Personal Transportation of the World Economic Forum together with Summit participants will discuss:

- The potential economic, societal and environmental benefits of new mobility ecosystems, and;
- Possible recommendations and guidelines for private and public authorities to lead the transformation of urban mobility.

Sources:
ITF “Funding Urban Public Transport” Case Study Compendium (2013) (pdf)
Global Agenda Council on the Future of Automotive and Personal Transportation

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Nicolette van der Jagt is Director General of CLECAT
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