

Digital Mobility in the near Future

A French view

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New context of the French Mobility after the PANDEMIA

- **Waking up after the « Confinement » period we have discovered a new vulnerable planet and the vulnerabilities of our own territories**
- **Climate change is a global problem and a question of comfort for my house**
- **Over population is not only the problem of some countries but poses a threat to meeting places, public transport, social gatherings, sporting events, public or private celebrations**
- **We must invent sustainable mobility for a frugal and happy society**

Globalisation of threats is still a reality

We must add to the list of global problems who require international management:

- **Climate change**
- **Over populated**
- **Lack of energy and natural resources**
- **Biodiversity**
- **Respect of heritage and vocations of territories**
- **Management of Health Crisis**
- **Cross-border health testing and control systems in long distance passenger transport**

Possible solutions proposed by DIGITAL MOBILITY

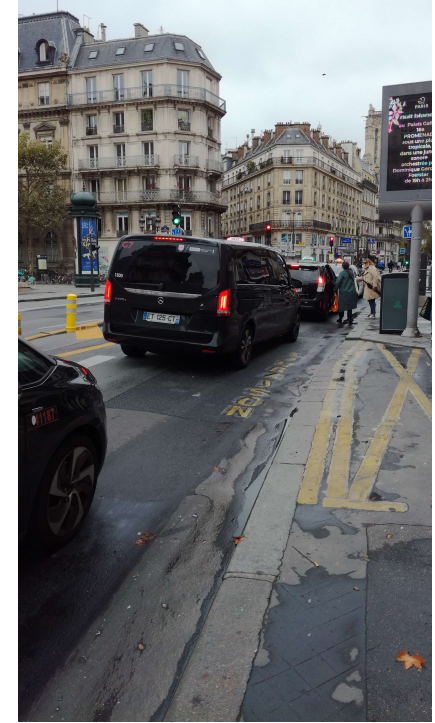
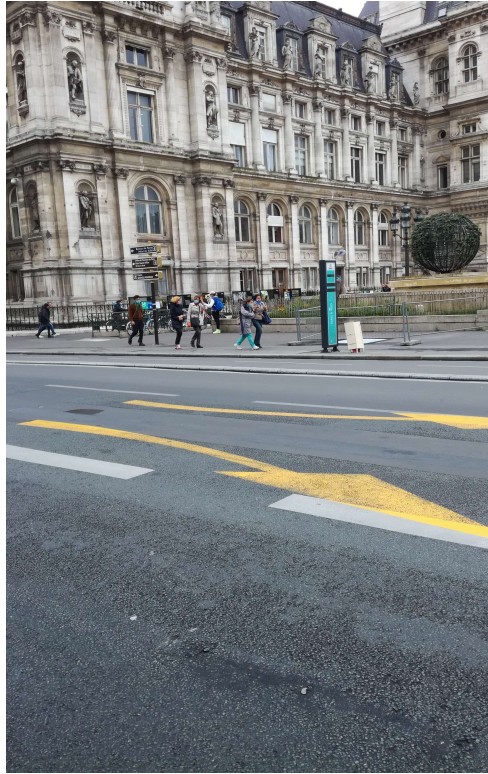
- **Everything exist in theory and prototypes**
- **Almost nothing exist in reality**
- **Why ?**
- **Big disturbance in the mind of all the actors of mobility comes from a bad use (or no use) of digital services and technologies**
- **Mobility is a key factor of C02 emissions, energy consumption, daily traffic jams, desertification of low dense territories, exclusions, loss of competences**

Everything exists...

- **A Law on Mobility as been largely discussed from 2017 and enacted in december 2019**
- **Transport operators are rebuilding themselves as smart enterprises ...**
- **Digitalisation of transport and mobility are now an active European policy: coopetition between public and private operators, between modes, with MaaS under development for real time traveller's information...**
- **Smart phone is the indispensable instrument of this policy, which includes low-energy and low-speed modes of transport walking and cycling**

Active Modes (Walking and Cycling)

Reduce the place of the car is possible in city centers



Paris on the “Day without car” (September 27th 2020) around the City Hall: street reserved to pedestrians, cyclists and taxis

Uniform policies create difficulties

In low dense territories, there is few alternatives to cars to go to activity zones because of land planning rules

In order to safeguard the accessibility, mobility plans are under construction in many enterprise, who have to include teleworking and teleservices in their organisation.

Managers of territories, if they want to be active during these transformations, have an opportunity to increase the attractiveness of the cities (small and medium) as nodes of local mobility services and to design for these places innovative new services.

A possible risk for innovation

- Territories are very different and they are numerous. They need to cooperate to be innovative
- The context create new difficulties to cooperations (national or international) If the territories focus on their specific economic problems they risk to miss innovative solutions
- For instance, autonomous vehicles seem at hand a few years before. Few strategies are based on them today
- Cooperative systems used by vehicles and infrastructures need large scale interoperability. It seems that other domains, like agriculture and industry continue to develop automatisations.