

Public Transport and Sustainable Tourist Mobility: A Possible Effective Synergy

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Sustainable Mobility for Sustainable Tourism

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The Contribution of the Public Transport to the Sustainable Mobility

- ❖ Is the public transport a sustainable way of mobility?
- ❖ Can public transport as it is today attend to the tourist mobility needs?

Is the Public Transport a sustainable Way of Mobility?



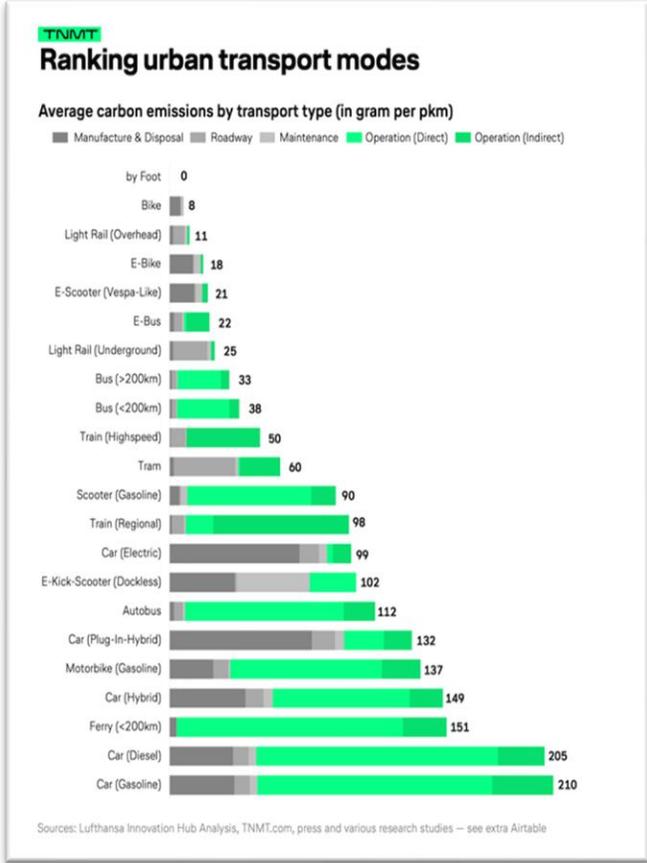
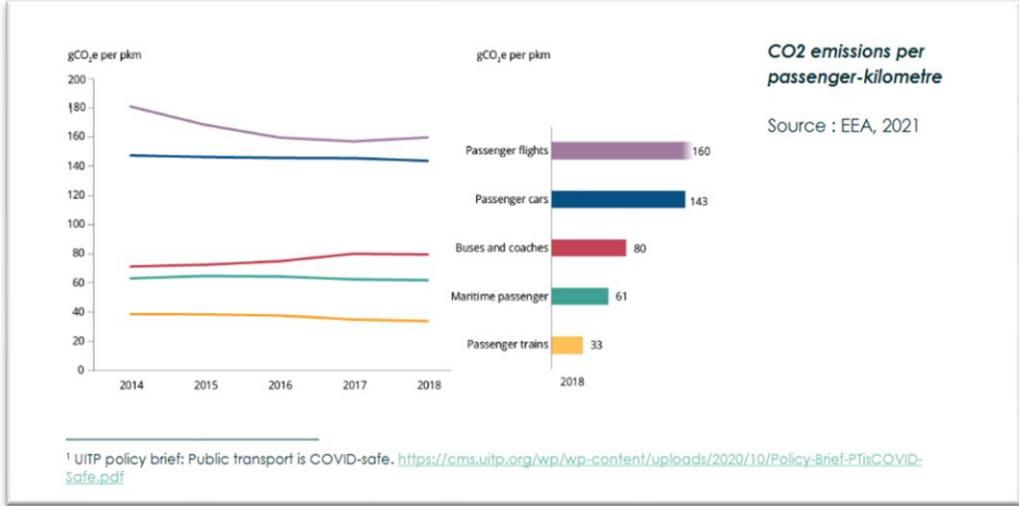
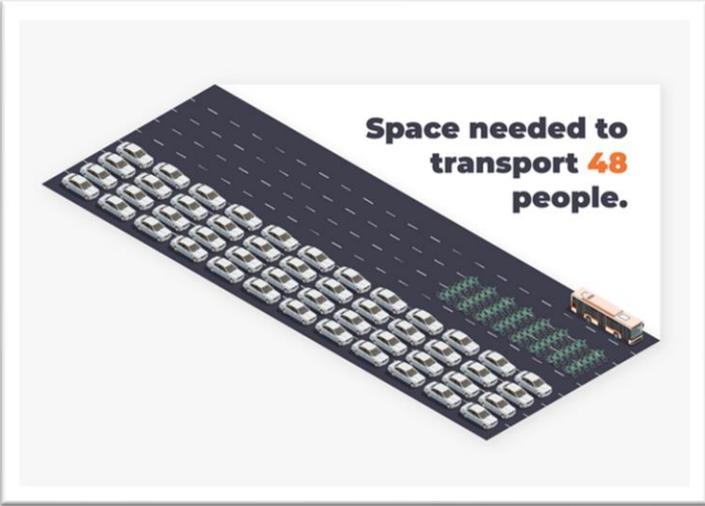
UN Definition of Sustainable

“meeting the needs of the present without compromising the ability of future generations to meet their own needs.”



Current Sustainability of the Public Transport

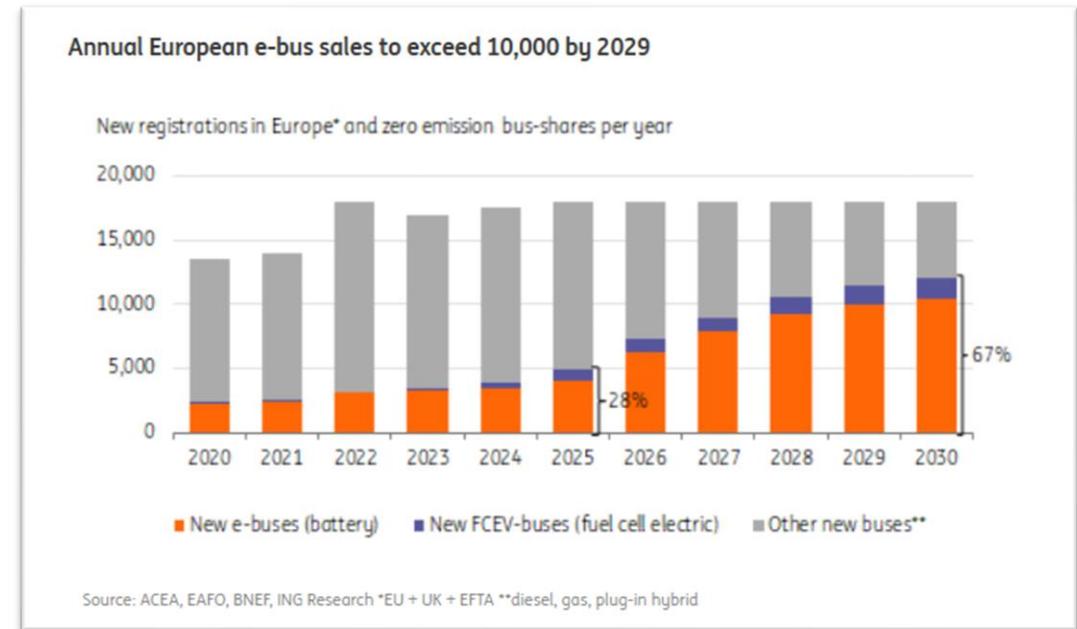
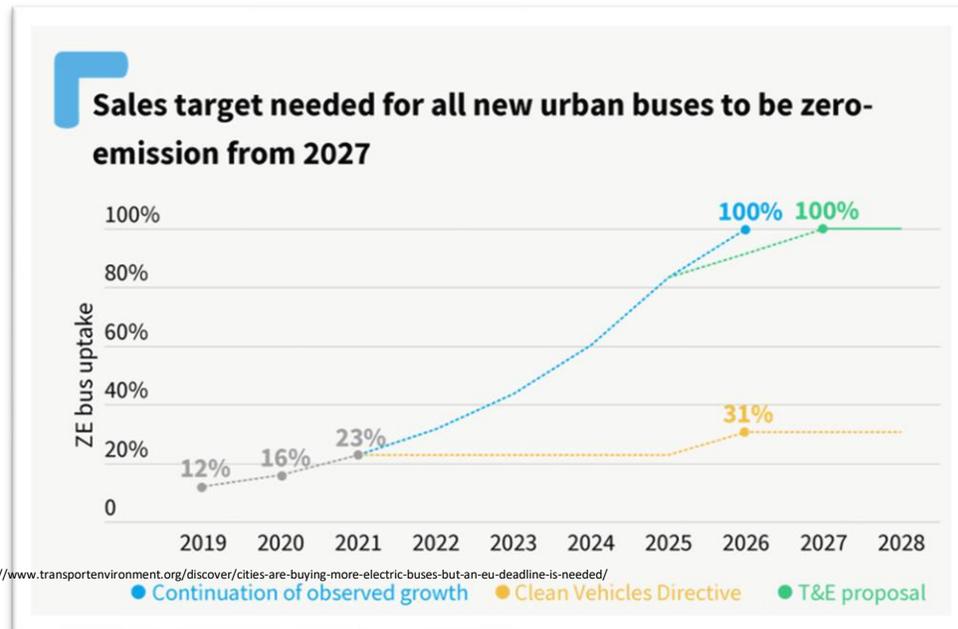
- ❖ It is the less polluting way of mass mobility
- ❖ It has the smallest emission per person/km transported



Current Sustainability of the Public Transport

The transformation into a sustainable system is progressing very quickly

- The European Clean Vehicle Directive targets to reach 50% of ZE bus purchases by 2030. Figures of 2021 show that the trend will exceed this target.



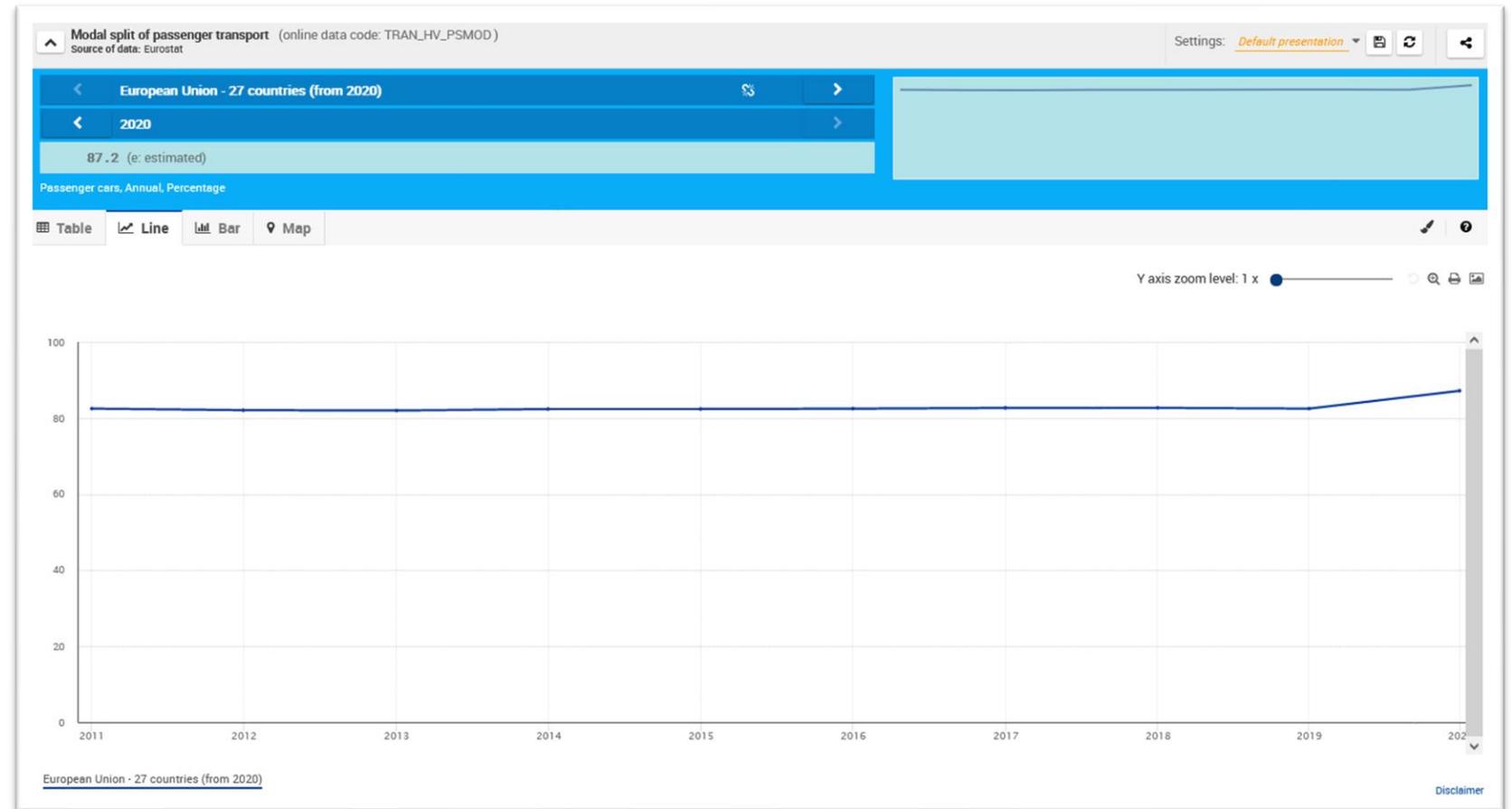
Current Sustainability of the Public Transport

The transformation into a sustainable system is progressing very quickly

- The Clean Vehicle Directive results of 2021 show that the target to reach 50% of Zero Emission vehicles by 2030 will be exceeded
- European Green Deal: 2050 100% of the transport vehicles will be ZE
- UITP, the largest public transport organization in the world is committed to advance in the sustainability of the Public Transport in the world
- New sustainable energies for public transport vehicles
 - Bio Fuel
 - Hydrogen
 - Electric
 - Solar Energy
- PT transformation is currently limited by external factors

The increase in PT use will immediately have a positive impact against pollution

Passenger cars accounted for 83.3 % of inland passenger transport in the EU-28 in 2012, with motor coaches, buses and trolley buses (9.2 %) and trains (7.4 %) both accounting for less than a tenth of all traffic (as measured by the number of inland passenger-kilometres (pkm) travelled by each mode)



Is the Public Transport a Sustainable Way of Mobility?

Under the UN, Public Transport is not yet itself sustainable, but:

- a) It is the less polluting way of mass mobility
- b) The transformation into a sustainable system is progressing very quickly
- c) There is a huge margin to reduce the contamination by using more the public transport

How Can Public Transport Attend to the Tourist Mobility Needs?

- All PT stakeholders are dedicating their efforts and energy to attract more and more users to the system
- What are we doing?



How Can Public Transport Attend to the Tourist Mobility Needs?

- **Available and Accessible**
 - Cover all urban and rural areas
 - Connect all the cities
 - Accessible, easy, etc
- **High Quality and Affordable**
 - Clean, punctual, comfortable, safe, quick, modern, connected
 - Tourists have different travel patterns, some times using the empty capacity (non-peak hours)
- **Integration**
 - Expand the means of transport in the same mobility environment. Bicycles, taxis, shuttles, individual electric mobility, sharing mobility, etc
- **Technology**
 - Use new technology to facilitate the way of traveling
 - Boosting innovation and AI
- **New Mobility**
 - Automated multimodal mobility
 - MAAS
 - Demand Response Transport
 - Combined mobility

How Can Public Transport Attend to the Tourist Mobility Needs?

- The first step is being sustainable and PT is definitely the best and the only choice under the current circumstances and at the same time is one of the sectors where the transformation to the sustainability is faster
- The second step is to become more attractive, to become the preferred way of mobility. The whole sector around the world is transforming itself to attract more and more people.



Ninth Environment for Europe Ministerial Conference

5-7 of October 2022

Nicosia-Cyprus



Thank you

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Ministry of the Environment
of the Czech Republic



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Swiss Confederation

Federal Department of Economic Affairs,
Education and Research EAER
State Secretariat for Economic Affairs SECO



CYPRUS
SUSTAINABLE
TOURISM
INITIATIVE

THE PEP

Transport, Health
and Environment
Pan-European Programme



ANNEX

UITP VISION FOR URBAN AND REGIONAL TRANSPORT



AVAILABLE AND ACCESSIBLE

- Covering all parts of cities, suburbs and rural areas (“no blank spot without public transport”), providing better commuter opportunities between cities as “core” and the suburbs and the wider (rural) environment
- Increased capacities to allow for safe distancing and to cater for additional passengers
- Affordable services to all citizens including the elderly and persons with reduced mobility
- Multiple, easy links to other modes of transport; HIGH QUALITY
- Comfortable
- Clean
- Excellent quality of service, including up-to-date customer information
- Improved commercial speed, frequency and reliability thanks to dedicated (bus/tram) infrastructure and public transport prioritisation;
- Providing new services and flexible capacities, depending on demand
- Safe and secure for passengers, employees and third parties
- Providing quick information and restoration of services in case of an incident
- Customer friendly, offering positive human interactions with the staff

SUSTAINABLE AND RESOURCE EFFICIENT

- Providing carbon neutral public transport by 2050
- Fully applying the circular economy approach
- Guaranteeing a sound financial management
- Flexible services better adapted to the demand (on-demand mobility)

INNOVATIVE AND INTEGRATED

- Improving operations based on artificial intelligence and new tools
- Smooth digital customer information, ticketing services and complaint/incident handling
- Effective multimodal and cross-border cooperation Traditional mass public transit with complementary, shared sustainable mobility options, all co-ordinated in a MaaS-like system with the oversight of a strong public regulator;
- Cooperation based on mutual and fair data exchange between all (public and private) actors involved RESILIENT
- Prepared for and able to withstand new crises linked to climate change, pandemics, changing mobility behaviour, flexible demand, etc.
- Backed by sustainable public financing plans that guarantee that sufficient funding for the necessary investments is available in the short and long term

GOOD EMPLOYER

- Offering safe jobs that cannot be delocalised
- Employing people at all levels of education
- Offering equal opportunities to people of all genders and backgrounds

<https://cms.uitp.org/wp/wp-content/uploads/2021/11/UITP-Position-Paper-on-Urban-Mobility-Framework.pdf>