

AI OG MOBILITET

FROKOSTSEMINAR MED ITS NORGE OG
KOMMUNAL- OG
MODERNISERINGSDEPARTEMENTET

World Holland, Wageningen, The Netherlands

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ITS
NORWAY

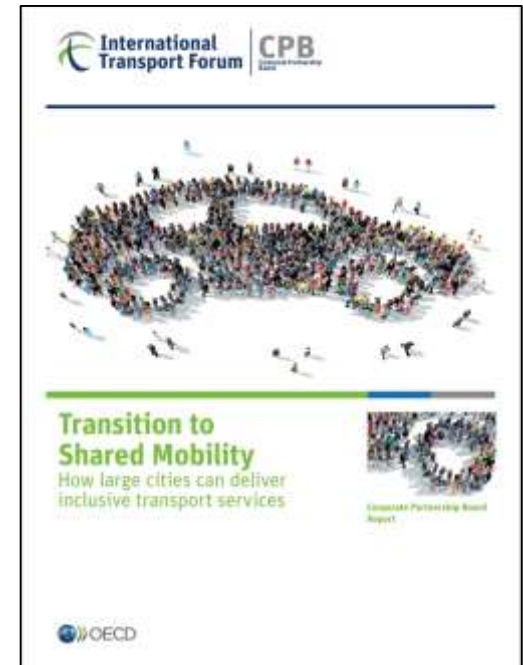
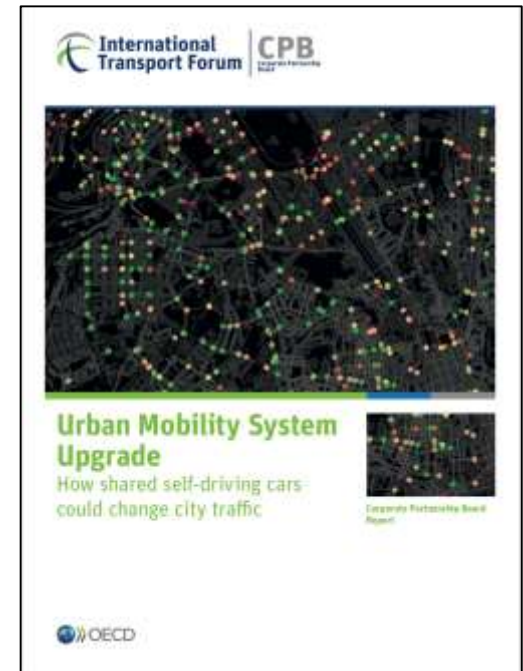
HYPE: MAAS - THE LISBOA CASES

What we found:

- Nearly the same mobility can be delivered with 10% of the cars
- The **10% av kjøretøyene (inkludert selvkjørende) kan utføre hele transportbehøvet**
- Impacts on congestion depend on system configuration
- Reduced parking requirements in public and private space
- Ride sharing with TaxiBots replaces more vehicles than car sharing with AutoVots
- The size of the self-driving fleet needed is influenced by the availability of public transport
- Managing the transition will be challenging

What we recommend

- Start to integrate shared mobility solutions into existing urban transport plans
- Leverage shared mobility to increase use of existing high-capacity public transport
- **Start med å planlegge delingsmobilitet inn i eksisterende mobilitetsløsninger**
- Deploy shared mobility services in a phased way that maximises public access
- Optimise overall efficiency while assuring a healthy level of competition in the market.
- Limit overall capacity of shared vehicles to avoid the erosion of traffic reduction and CO2 emissions benefits
- Leverage the significant potential of improved territorial accessibility created by shared mobility
- Make shared mobility services fully accessible to citizens with reduced mobility



SAMVIRKENDE SYSTEMER

