

ATEC ITS FRANCE



RESILIENT TRANSPORT SYSTEMS (POST COVID)

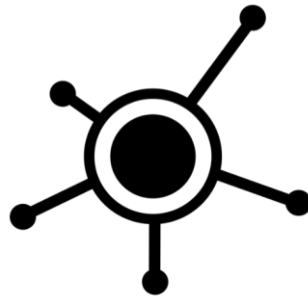
SUMMARY

- Intro : ATEC-ITS France who are we
- COVID 19 and Transports system
resilience: feedback from French case
- From mobility resilience to Smart City
resilience
- Q&A

ATEC ITS FRANCE : #1 NETWORK FOR SMART MOBILITY



Breaking new ground in the field of ITS since 1973



330 members from more than 130 organizations



Public-private collaboration

WHAT IS ATEC ITS FRANCE DOING ?

- LEADING** a large professional network
- INFORMING** about the latest innovations
- BRINGING TOGETHER** all the actors of ITS
- CONTRIBUTING** to projects, to spur growth in ITS
- PROMOTING** French initiatives in ITS

CONTRIBUTE TO THE DEVELOPMENT OF SUSTAINABLE, INCLUSIVE AND RESILIENT MOBILITY SOLUTIONS



Quartely magazine



Annual Congress

Workgroups, white papers
Maas & shared data, Maas and road data, Big Data, City & Autonomous vehicle, urban logistics, low-carbon mobility, connected vehicle, ...

130 members : State, gouvernement administrations, local authorities, private sectors, large companies, start-up,...

Digital at heart of all the reflections



TRANSPORTS SYSTEM RESILIENCE, FEEDBACK FROM FRENCH CASE

Consequences of the pandemic :

- Sanitary “anxiety”: modal split in favour of individual modes (walk, bicycle) for short distance and individual car for longer distances...
- Less travels in mass transit ... around 30% decrease !
- Less travels thanks to tele-working: $\approx + 50\%$ for executives (from 14% to 20%), $\approx + 200\%$ for employees in major cities (from 2% to 5%)

First urgent measures:

- Adaptation of the infrastructure: deployment of dedicated lanes for cyclists (“corona lanes”)
- Encouragement for teleworking
- Encouragement for walking, cycling, ..

WORKING GROUP WITH MOBILITY ACTORS

- **Participants : Ministry in charge of transports, Public transport operators: national Railways, Transdev, Keolis, RATP (Paris PT operator), ATEC-ITS France**
- **Objective: identify digital solutions and services for accompanying measures. Some of them:**
 - Social “distancing”: in addition to marking in stations, vehicles, video supervision and warning (messages)
 - Warning of users on affluence in stations,
 - Acceleration of contactless payment solutions,
 - Adaptation of transport offer to demand,
 - ...

SITUATION TODAY

- Trend for coming back to physical presence at work, but teleworking continues to be promoted.
- Public transport frequentation still under the level before the crisis
- Increase of road traffic, and subsequently of traffic jams in large conurbations.

→ Need for drawing lessons from the pandemic situation and increase resilience.

FROM CITY MOBILITY RESILIENCE TO CITY RESILIENCE

Resilience is a continuous improvement approach aiming at building a city's capacity to recover durably from disturbances, caused by various types of events: storms, flooding, extreme sanitary situations, etc.

Need for a holistic approach:

- Transport networks are interconnected
- Transport networks rely on energy network: no electric power → no train, no metro, no traffic lights !
- Transport networks rely on telecommunications: no communication → no control-command, no user information.

CITY RESILIENCE

The resilience concept is becoming a cutting edge in urban management and design.

- Take uncertainty into account
- Grasp urban systems complexity
- Assess short- and long-term evolutions
- Adapt to changing constraints
- Manage urban operation stability

In conclusion: co-working with all stakeholders feeds the whole approach.

Any question ?

**THANK
YOU**

ATEC ITS France

38bis, avenue René Coty

75014, Paris, France

+ 33 (0) 1 45 24 09 09

contact@atec-itsfrance.net

martial.chevreuil@atec-itsfrance.net

www.atec-its-france.com