



29 September 2020

Public transport post-Covid19: an international perspective

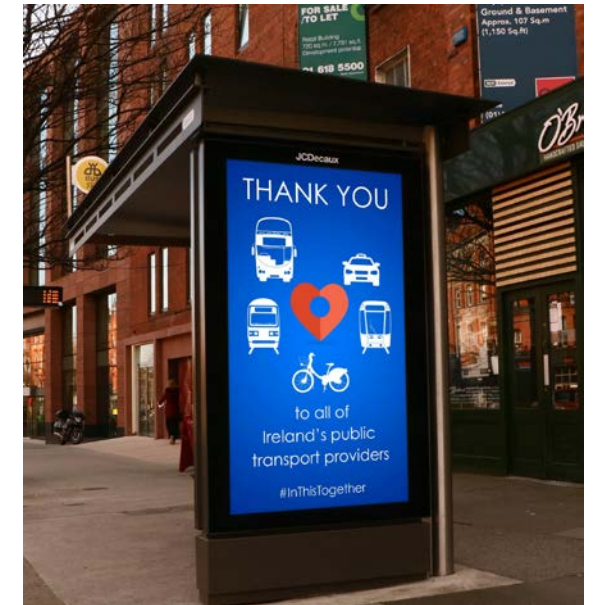
Mohamed Mezghani
Secretary General

 @MedMezghani

Lessons from the crisis



1 > PUBLIC TRANSPORT IS ESSENTIAL



2 > PUBLIC TRANSPORT IS VULNERABLE



FACTSHEET

MANAGEMENT OF COVID-19 GUIDELINES FOR PUBLIC TRANSPORT OPERATORS

FEBRUARY | 2020

OBJECTIVE

These guidelines have been prepared in February 2020 in the framework of the coronavirus disease (COVID-19) outbreak. They aim to assist public transport operators in tailoring business continuity plans responding to the specific challenges of communicable diseases.

CONTEXT

According to the WHO, the new coronavirus is a respiratory virus, which spreads primarily through contact with an infected person through respiratory droplets generated by coughing or sneezing, which can be inhaled or contaminate hands and surfaces. It is still unknown how the virus can survive on surfaces, but preliminary information suggests that it may last a few hours or more.

Public transport systems have to be considered a high-risk environment due to:

- 1 high number of people in a confined space with limited ventilation;
- 2 no access control to identify potentially sick persons;
- 3 a variety of common surfaces to touch (ticket machines, handrails, door knobs, etc.).

Public transport is an essential service to provide mobility, also in times of pandemics, not least to provide access to health care facilities. Shutting down public transport would constitute an extreme measure to be taken by the authorities in the framework of a wider crisis management plan. The key objective for public transport operators therefore has to be maintaining the operation. Consequently, public transport operators should focus their pandemic plan efforts on staff, trying to protect them and preparing to deal with absenteeism.



3 > PUBLIC TRANSPORT IS UNDERVALUED

Gridlock

Metro, facing a deficit of more than \$50 million a month due to coronavirus, seeks emergency federal aid

The transit agency is asking for assistance from Congress to mitigate 'dire financial circumstances'

Public transport is, and will be, a key sector for both economic recovery and the achievement of the #GreenDeal objectives.

...see more



Critical for COVID-19 recovery: CEOs and city representatives call for public transport to be key sector in European plan

This is the letter sent by the French Association of PTAs (GART) to President Macron calling for supporting the sector. The loss in farebox revenue is estimated at 2 Bio€ in addition to 2 Bio€ corresponding to the loss of the mobility levy (Versement Mobilité).

GART letter to President Macron • 3 pages

GROUPEMENT DES AUTORITÉS
RESPONSABLES DE TRANSPORT

Monsieur Emmanuel MACRON
Président de la République
Palais de l'Élysée
55, rue du Faubourg Saint-Honoré
75008 PARIS

Paris, le 20 mai 2020



London needs £2bn to keep transport system running until autumn



4 PUBLIC TRANSPORT IS UNFAIRLY ACCUSED



French Prime Minister says he didn't download the Covid-19 tracing app because he doesn't use public transport



Mohamed Mezghani
@MedMezghani

Le Premier Ministre qui justifie de ne pas avoir installé #StopCovid par le fait qu'il n'utilise pas le transport public. Du grand n'importe quoi. @santeprevention il faut le briefer de temps en temps.



Vous avez la parole @VALP · 2 j

« Je ne l'ai pas téléchargée » : interrogé sur l'application #StopCovid, @JeanCastex explique qu'il ne l'a pas installée sur son téléphone #VALP

[Afficher cette discussion](#)



13:29 · 25 sept. 20 · Twitter for Android

EL MUNDO: SÁBADO 26 DE SEPTIEMBRE DE 2020

19

SALUD

El transporte público tiene un bajo riesgo de contagio

● Trayectos relativamente cortos, poca interacción y mucha ventilación son las claves



Tableau 2. : Clusters par type de collectivités (hors Ehpad et milieu familial restreint), entre le 09 mai et le 14 septembre 2020, (N=2 026) (Source : MONIC)

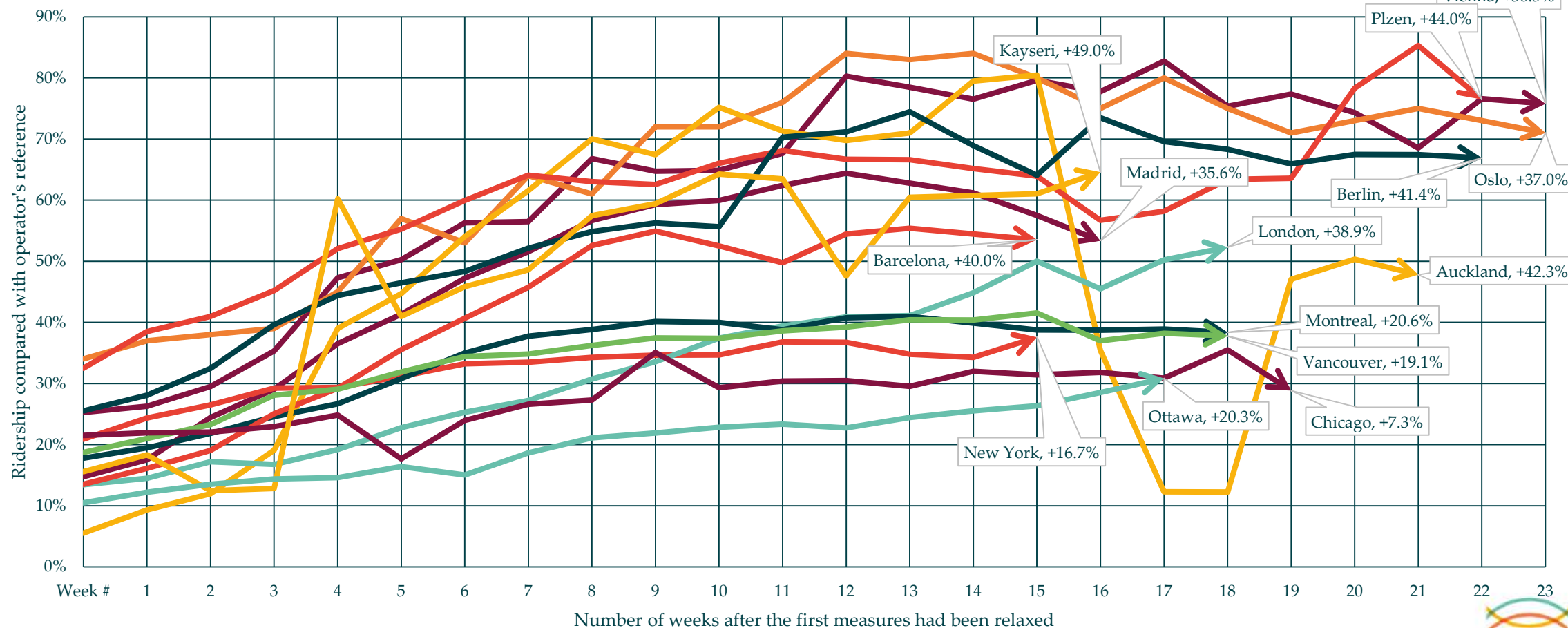
Type de collectivités	Ensemble des clusters		Clusters en cours d'investigation	
	N=2 026	%	N=737	%
Entreprises privées et publiques (hors ES)	554	27	181	25
Evènement public ou privé : rassemblements temporaires	271	13	92	12
Etablissements de santé	229	11	76	10
Milieu scolaire et universitaire	198	10	160	22
Milieu familial élargi (concerne plusieurs foyers familiaux)	188	9	22	3
Etablissements sociaux d'hébergement et d'insertion	100	5	25	3
EMS de personnes handicapées	68	3	32	4
Communautés vulnérables (gens du voyage, migrants en situation précaire, etc.)	42	2	11	1
Crèches	35	2	13	2
Unité géographique de petite taille (suggérant exposition commune)	29	1	16	2
Transport (avion, bateau, train)	25	1	3	0
Etablissements pénitentiaires	22	1	7	1
Structures de l'aide sociale à l'enfance	17	1	11	1
Structures de soins résidentiels des personnes sans domicile fixe	0	-	0	-
Autre	248	12	88	12

Only 1% of Covid-19 clusters are linked to public transport
(Source: French Public Health Institute)



> SPEED OF RECOVERY (SOURCE: UITP)

Multimodal operators - overall recovery since first relaxation measures



The lines in this graph refer to multimodal operators and networks where a total figure for ridership has been calculated.

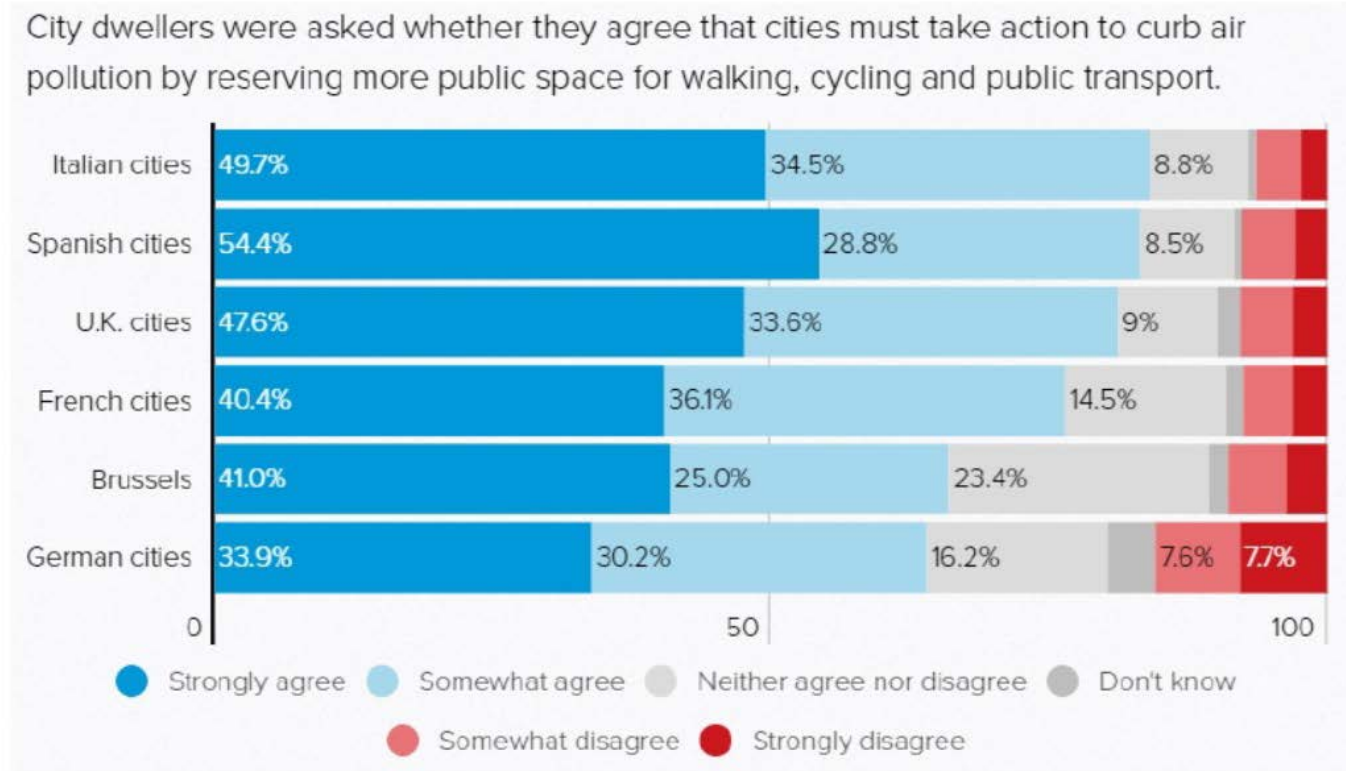
This graph presents the rate at which ridership levels have been recovering after the strictest of the measures put in place have been relaxed in the various cities presented. The graph allows you to only see some of the lines if you so wish. From the 'Chart tools' above, click on 'Select data' to show only some of the lines.



How to #BuildBackBetter urban mobility?

1> CITIES FOR PEOPLE

"I say in all firmness that it is out of the question that we allow ourselves to be invaded by cars, and by pollution", [Anne Hidalgo](#) Mayor of [Paris](#)

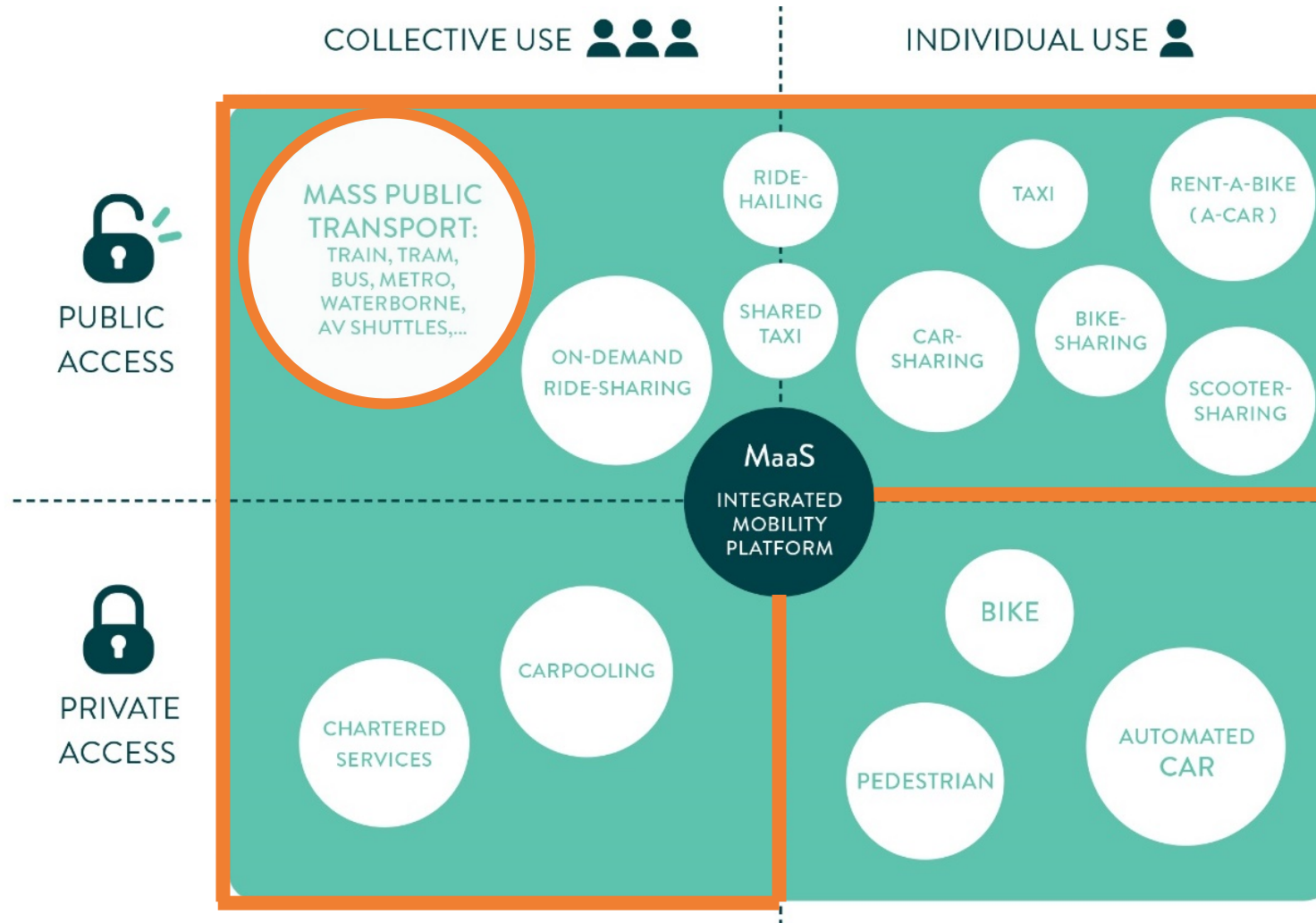


Source: NACTO

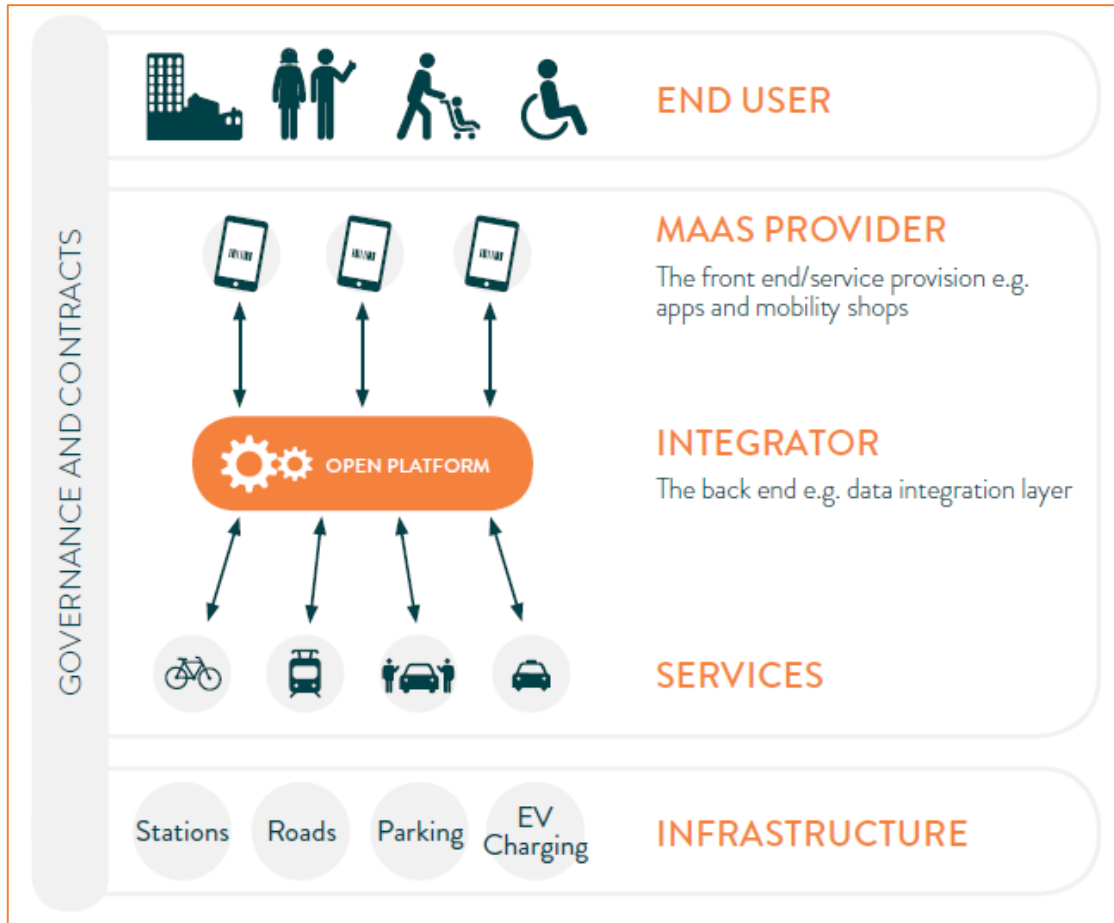
Source: YouGov Survey



2 > REDEFINING PUBLIC TRANSPORT



3 > NEW GOVERNANCE MODELS



'The economic crisis also massively impacts the financial resources of PUBLIC TRANSPORT AUTHORITIES. The specificities of public transport services must not be forgotten by the decision makers.'

Karima Delli, Chairwoman of the Transport and Tourism Committee of the EU Parliament



 Conclusion: Seize the moment

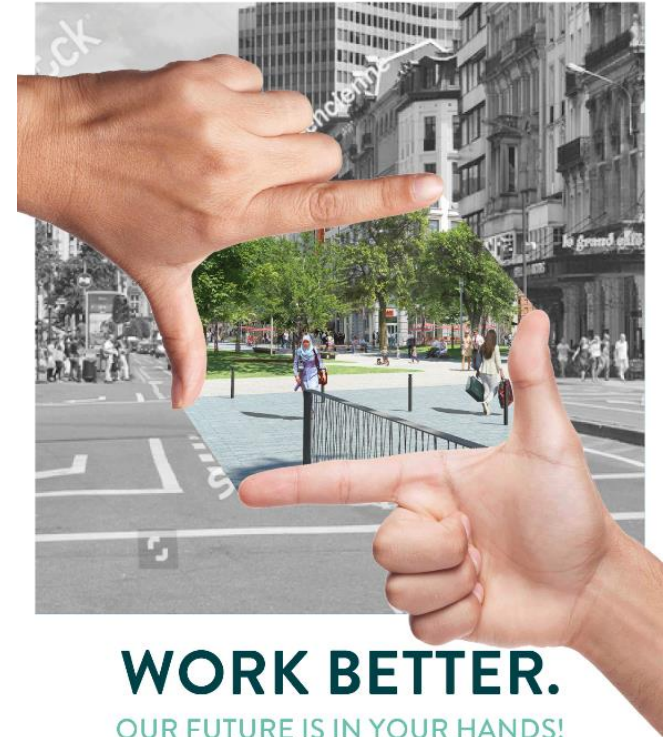
> SEIZE THE MOMENT



BREATHE BETTER.
OUR FUTURE IS IN YOUR HANDS!



MOVE BETTER.
OUR FUTURE IS IN YOUR HANDS!



WORK BETTER.
OUR FUTURE IS IN YOUR HANDS!

