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| Minutes of Meeting |
| Date: | 15.06.2020 |
| Time: | 0830 - 1200 |
| Place: | Teams |
| Participants: Participants enrolled in the conference |

# Dialogue Conference on Ridesharing/Carpooling

15th June – 0830 – 1200 (CET)

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| **Sak nr.** | **Beslutning/tiltak** | **Frist** | **Ansvar** |
|  | **Welcome and agenda**The following was presented:* Background for the conference and introduction
* A brief presentation of Movia, Skånetrafiken, Ruter and Kolumbus
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|  | **Vy and GoMobile****Ridesharing: delivering efficient flexibility**Presented by Kristian Kolind.GoMobile, an on-demand tech company owned by Vy, offer a flexible platformthat integrates and optimizes multiple on-demand solutionsWe serve both PTAs, taxi companiesand others, and have integrated most leading taximeter systems in the Nordics.Three examples of sustainable transport were shown:1. Ski holiday in Sjusjøen and Gol without your own car (corner to corner bus)
2. Door-to-door in Revetal and Horten (door-to-door bus)
3. Order a taxi when you book your train or bus journey (from address to address).

 Vy and GoMobile have these types of solutions in operation today.**Combines two types of solutions**We need to find the best solution for the customers in collaboration with the local PTA.They have opened up for taxi booking in some areas at the same time as you buy your train ticket.**Questions****What kind of data do Vy and GoMobile share?**The essence is that it is a flexible system so if the PTA want to use the data, we build this together and can share the data.**What type of vehicle do you use for the door-to-door transport?**We use the Mercedes Sprinter (16 seats). |  |  |
|  | **ViaVan Platform**Presented by Victoria Markovitz.ViaVan’s mission is to build the world’s most efficient,convenient, and accessible shared mobility solutions.ViaVan are based in Berlin and have partnerships all over the world. ViaVan are a technology company and have the ambition to build the most efficient on-demand service. The virtual bus stop is patented by ViaVan. No fixed lines and no fixed schedules. We have been doing this for some time now and in various markets. We have over hundred projects in 20 different countries. During covid-19 the services have also been used to deliver goods etc. **Questions****How can we cooperate?**ViaVan can enter into partnerships and provide the technology. ViaVan want to be as flexible as possible and can adapt to the special needs of the PTAs.**Can you elaborate on the interaction with the "regular" public transport? e.g. busses?**It can be fully integrated.**Do you motivate privately owned car drivers to share their cars, or only with your own/others professional fleets?**So far, we have not done that. |  |  |
|  | **TaMed/FDM – Carpooling app for citiziens and companies**Presented by Clement Guasco.TaMed/FDM is a carpooling platform and our members are generally car owners.**Who uses Ta’Med today**? * Partner communities: companies, universities, municipalities
* Regular commuting and leisure trips (daily/weekly basis)
* Users: 60% as driver, 40% as passenger. 1/3 are from partner communities, 2/3 are independent users.
* Average Length of trips: 21 km
* Home to office/university/leisure
* Both rural and urban, but most often in suburban/rural areas.

The goal is to get better mobility - Ta’Med provide additional mobility in areas where public transport is less present. There is no set-up and operational cost. **What is the business model of FDM ta´med?**Is a non-profit model for the users. To promote ridesharing, we suggest two ways of operating:* Public mobility authorities include shared mobility offers
* Public Authorities can subsidize sustainable mobility offers

**Which system are you referring to when you say 2 million users globally? Not FDM? Do you use a ridesharing app platform which is open source? Or did you build your own system?**It is a technology platform, from B to B. It is a propriety solution. **What is your policy on datasharing**We share data and heat maps. |  |  |
|  | **SammeVei****Emission free, Congestion free, urban transportation**Presented by Pelin Smines.We believe in on demand shared mobility. We will continue driving our own cars until 2050. Private car trips will continue to increase – 78% of all road transport. Ridesharing is the solution. * No driver cost
* No new vehicles
* No infrastructure investment
* No detour: multiple passenger route aggregation
* Legal and championed by authorities.

There are 60 000 electrical vehicles in the Oslo area. 5 % conversion to shared mobility equals100 electrical buses. It would be very efficient and economical for society.**Project Target – Mobinext*** Integrating ridesharing into public transportation mix
* Enabling seamless connection between other modes of public transportation and ridesharing experience
* Piloting ridesharing with several different use cases to build self-sufficient sustainable communities
* Where applicable offer ridesharing as substitute or

 complimentary transport mode* Giving total journey plan experience by single ticket, single app

**Pilots**We spend six weeks to make a pilot and have a blue print for this.**Based on your experience - what is the biggest hurdle for a significant rise in number of ridesharing?**This is a behavioral issue. A central incentive is needed. If we find the right way, we can make Norway the biggest user since they have the biggest ownership of electrical cars.**Is SammeVei based on google IP** The service is based on Google. |  |  |
|  | **BNR A/S in collaboration with Oslo Taxi and CenCom****Innovation the taxi customer experience**Presented by Morten Revsbæk.BNR have been working for the last five years with Oslo Taxi in Norway. The taxi fix app comprises: * 40+ Norwegian taxi companies
* 1.000.000+ yearly taxi bookings accross Norway
* Launching a fully redesigned app this summer

As we gain more experience, we continue to develop the app.The question is how can we provide a service which combines the taxi with the PTA? A new product which combines convenience and price would be perfect. For instance, how to you get to the airport? How to you reach the business segment at a reasonable price? Can we make the taxi alternative significantly cheaper in order to compete with the local PTA?We have built the taxi fix app and we can provide cars. We need to make taxi sharing known and discoverable. We need to find the time window and the customer needs. In the back end we need to build the algorithm and to couple the needs.  The app is coupled to the API which can be shared.**Do you see advantages for the customers in close collaboration with Public Transport?**The advantage for the customer would be if they could be offered to buy their trip together with for instance a bus or train ticket.**Are you in the developing phase? Why not cooperate or buy some of the other companies/solutions?**We have the first pilot projects going. We see this as part of the future for traffic management. We are launching pilots now.**In which areas are you operating?** There is a pilot in going on in Stavanger.  |  |  |
|  | **Ioki****Inspiring smart mobility**Presented by Isac Larbi.People want to move freely, and it should be easy to do so.The mobility of tomorrow should be a mix of different services and solutions, efficiency, flexibility and cost effective.Our solution is to provide a meaningful supplementation and intelligently integrate it into existing public transport systems.We are the first company to start an autonomous bus. We are combining on demand with autonomous shuttle.**Theses**No1 - Ridepooling should be an integral part of public transportNo2 - Data-based analysis of the entire public transport network for optimal planningNo3 - Agile traffic planning under public responsibility**Any plans for the Nordic region?** We are interested in working with the Nordic countries and aim to connect with possible collaborators.**How important is the full pricing integration (with PT) to the service?**It is quite important from our point of view. For the customer it is essential to have a ticket for the entire journey. |  |  |
|  | **NaboGo****Together with strong partners we create the best alternative to driving alone in cars**Presented by Kasper MikkelsenNaboGO sell mobility solutions to municipalities and traffic companies.The trend is now to electrify private cars and we need to mode the future. We work to have carpooling peer-to-peer and use what is already running in the streets. Support public transport with other modes of transport.The app is prepared for Vipps in Norway. All our customers are municipalities and traffic companies. We do this with local stake holders – partnerships are the key to successful carpooling.The goal is to couple our services from the urban areas to the rail stations to avoid bottle necks in the centre. **Why do you need to integrate Vipps when there is no user fee?**There is payment between users, the users pay each other. The platform does not have a transaction fee. |  |  |
|  | **Bilkollektivet**Presented by Morten Munch-Olsen.Bilkollektivet are the largest car sharing company in Norway.**Car-cooperative**100 % shared which means that the cars are owned by the members. It is a non-profit organization. **The purpose is:**To provide smart, environmentally friendly and non-profit vehicle sharing, which fully replaces the members' needs for their own private car.Through this we will contribute to a greener city and better environment, with fewer cars and less unnecessary driving.As of today, we have about 500 cars and 160 locations, mostly in Oslo and some in Stavanger. We have a full range of cars. Whatever you need you will be able to get it through our services. We have developed our own app and are able to customize to our own experience. We are working to be more flexible towards the business markets.**When is the next version of your app being launched, with Bluetooth?** This is scheduledaround January 2021.**Are you in cooperation with any ridesharing / Peer-to-Peer companies?** Not now, but we are looking into this.**Are your cars used for commuting?** **Ie. Drøbak-Oslo?** Not for commuting, but for business assignments, customer meeting and private use. Practically no commuting. |  |  |
|  | **Trapeze**Presented by Christian Erikstrup.**Public MaaS – OnDemand people transportation**Fixed route – flexible - door-to-doorMore than 100 000 thousand journeys per day in Scandinavia.The platform is integrated and monitored into the national travel planner. You need to have a complete planner if you are going to succeed.**There seem to be a lot of different platforms out there; what's you view on that? More cooperation, more fusions/mergers?**Many new techs are coming, and their technology is fantastic. We need more competition which we welcome.**Do you see peer-to-peer ridesharing as a part of the mix in the future?**I believe it will be 100 – 150 000 trips per year. We are still waiting for it to take off. It depends on how the PTAs prepare their tender and how they plan their strategy.**Where is your most active areas in operation?**Chicago, Stockholm and Flex Denmark. |  |  |
|  | **What next?****Sharing is caring** All presentations will be shared at *kollektivanbud.no* from the 18th of June. <https://ruter.no/kollektivanbud/moter/dialogue-conference-on-ridesharin-and-carpooling/>**Next step** After the conference, please contact us to schedule a 1:1 meetings.• Skånetrafikken, Movia, Ruter and Kolumbus prefer to schedule video meetings together, but feel free to contact us individually as well: ‣ Claes Kanold, Ruter (Oslo): claes.kanold@ruter.no ‣ Anette Enemark, Movia (Copenhagen): aen@moviatrafik.dk ‣ Mårten Rignell, Skånetrafiken (Malmö): marten.ringnell@skanetrafiken.se ‣ Espen Strand Henriksen, Kolumbus (Stavanger): espen.strand.henriksen@kolumbus.no |  |  |