COVID19- NEW CHALLENGE FOR TRANSPORT SYSTEM

SITUATION IN MOSCOW: SOLUTIONS AND PROBLEMS

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Moscow is the subject of the Russian Federation with the highest number of COVID19 cases, followed by the Moscow Region and Saint Petersburg. Moscow accounts for slightly less than half of all cases in Russia.
CHRONOLOGY OF THE SITUATION IN MOSCOW

- 16.03-free school attendance
- 17.03-ban of events for more than 50 people.
- 20.03-regime of self-isolation of citizens 65+, schoolchildren, students, persons with chronic diseases.
- 28.03-closing of restaurants, parks and service industry.
- 15.04 - entering the pass regime (electronic passes – working, medical, domestic demands).
- 12.05-reactivation of activities of industrial and construction enterprises.
- 01.06-partial removal of restrictions
URBAN TRANSPORT PERFORMANCE INDICATORS IN MOSCOW IN TIME OF PANDEMIC

- Drop in traffic volumes in April was about 62%. As a result – concentration of harmful substances in the atmospheric air reduced by 30-70%. Since May traffic volumes has gradually increased. In many cases the car has started to be considered as a safer transport mode compared to public transport.
- Drop in freight transportation. Since May freight transportation by roads began to increase.
- The drop in PT transportation volumes was: 25% in March, 86% in April, and 82% in May. In the whole it’s expected a fall of 37-39% for 2020.
- The number of trips by PT per day decreased - in April-by 84%, in May - by 56%; revenue from ticket sales in April decreased by 50%, year-end results expected to reduce revenue by 37%
STAGES OF SITUATION DEVELOPMENT IN PUBLIC TRANSPORT

Several stages in the development of the pandemic situation: isolation, removal of restrictions, a new reality: what is it for public transport?

- **Isolation, restrictions** - reduced PT income, additional expenses on disinfection and protection psychological impact on passengers

- **Removal of restrictions** - uncertainty of further development of the situation (we don’t know exactly what will be the changes in the economy, changes in transport demand); the need to maintain restrictive, preventive and disinfection measures; requirements for the carrying capacity of public transport in conditions of increasing passenger traffic and maintaining social distance

- **New transport reality** – how to implement new business models and a new paradigm of mobility? New solutions, new prospects for the use of digital and transport technologies (autonomous driving, shared mobility, MaaS and so on)? New investments -state investment program, PPP?
WHAT MEASURES WERE REALIZED IN MOSCOW IN RESTRICTIONS STAGE

Common measures:
• closing of shopping centers and stores (other than food stores), restaurants, and service businesses
• transfer of educational institutions and various enterprises to remote operation
• restrictions on movement and introduction of total pass regime
• requirement of mask and gloves in public places
• ban on visiting parks, ban on car-sharing

Measures on transport:
- Introduction of “social distance” in PT vehicles
- desinfection measures
- requirement of mask and gloves for staff and passengers
- requirements to other protective measures for PT staff
- information measures
WHAT HAVE TO BE DONE AT THE STAGE OF RESTRICTIONS REMOVAL

• financial support of public transport, investing in public transport to increase the volume and quality of its services;

• restoring trust in public transport

• changing the distribution of peak loads (for example, by introducing differentiated tariffs),

• developing remote working methods (in Moscow, up to 20% of jobs were remote before the crisis, and this share could potentially reach 35%);

• creation conditions for development of active mobility, shared mobility and other sustainable transport decisions

• implementing air cleaning and disinfection systems in public transport
WHAT WILL BE AT OUR NEW TRANSPORT REALITY?

- Will we return to our previous situation and problems?
- Will we have practically another situation with transport demand?
- Will we have enough resources, political will and public support to change our mobility patterns and ensure proper transport/infrastructure supply?
- What THE PEP may propose?
THANK YOU FOR ATTENTION!