



Mobility Centre Models: Shifting the Modal Split

Agenda

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- III. A legal Perspective on Mobility Centres
(Germany)
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I. Introduction

The Climate Protection Institute

- The Institute for Climate Protection, Energy and Mobility (IKEM) is a non-profit association and independent research institute since 2009
- Since 2017, IKEM has participated in the United Nations as an accredited non-governmental organisation (NGO)
- The Institute brings together more than 40 scientists from all research fields and regions of the world
- IKEM has produced more than 140 publications to date



What we do



...focusing on existing and future legal frameworks.

Energy Transition in Transport – Projects and Questions

Move Urban

- Focus on spatial efficiency, public transport and less cars in a new residential area in Berlin: How can housing companies and municipalities foster car-free mobility (e.g. sharing, bike lanes and parking, freight transport)?

Mamba (Interreg Baltic Sea)

- 15 partners from six countries - Denmark, Germany, Poland, Latvia, Finland and Sweden – try to find answers: How can mobility and accessibility of services in rural regions be maximized?

ENavi (Kopernikus)

- Embedded in theoretical analyses, behavioral research and modelling, IKEM focuses on legal possibilities of the implementation for new and sustainable concepts: How can decarbonisation of transport be achieved?

II. Mobility Centres – a Part of the Answer



Mobility Centres – a Part of the Answer

- ✓ A well-connected transport system (based on renewable energies) is seen as a goal to reduce motorized individual transport, thus contributing to the climate goals and energy transition
 - ✓ Integrating classic public transport, sharing mobility concepts for (e-)cars and bikes, individual biking, short distance freight distribution and pedestrian traffic
 - ✓ This could be helped by physical and virtual nodal points – called mobility centres.
 - ✓ Not a new concept in itself – mobility centres have been implemented in Germany since 1990 (Franke 2018); but the increase of sharing economy and digital possibilities require an adapted understanding
- ✓ Suggestion for a contemporary definition (Franke 2018):

“Mobility Centres are interconnected facilities and/or service providers, which offer information and services around personal mobility, combining all available transport modes.”

Mobility Centre Models:

Traditional Mobility Centres (Franke 2018)

- ✓ A central physical facility or hotline which offers access to a variety of transport modes to people, in line with the original idea of Mobility Centres from the 1990s.
- ✓ Traditional MC are often complemented with a call centre. For those who live close to the facility or those who only need advice from a call centre it is a user-friendly solution. Also, the fact that in Traditional MC customers are helped by human advisors is beneficial e.g. in a rural environment.
- ✓ However, Traditional MC are costly as, unless they are merely a call centre, they require space in the best locations and qualified staff.


Mobility Centre Models: Advanced Mobility Centres (Franke 2018)

- ✓ A virtual facility or smartphone app which offers access to a variety of transport modes to people, access meaning information, tickets and possibly further services.
- ✓ Their advantage is that they are available day and night, seven days a week at no extra cost. Their services are programmed and hence can be made error-proof.
- ✓ Where customers have a larger proportion of older and/or less technophilic people, however, electronic solutions may exclude some potential passengers.

Mobility Centre Models:

Local Mobility Centres - Mobility Hubs (Franke 2018)

- ✓ A physical location which offers access to a variety of transport modes to people without relying on the presence of staff.
- ✓ Local Mobility Centres can be organised around existing bus stops with services like Bikesharing, Carsharing, Parcelboxes, Wifi-Access etc. made available in the immediate environment.
- ✓ The advantage of this type of MC is that it can offer a wide range of services locally, in urban and even in rural areas.
- ✓ Multiple local Mobility Centres will require some coordination, therefore it can be expected that they would normally be combined with some type of advanced or traditional MC.



III. A legal perspective on Mobility Centres (Germany)

Legal Fields and Legislation (public law)

- ✓ **Federal Passenger Transportation Law – PBefG – and following state laws**
 - ✓ Regulation of local transport authorities' ("Aufgabenträger") responsibilities, public transport planning and finance
- ✓ **State legislation on roads** and the planning of public space allocation ("Straßenrecht")
 - ✓ Public dedication of spaces as roads ("Widmung")
- ✓ Security-orientated **federal road traffic regulations** ("Straßenverkehrsrecht")
 - ✓ Regulations of road usage, parking, etc, e.g. through traffic signs
- ✓ **Laws privileging sharing concepts and E-mobility** (new federal laws CsgG-2017, EmoG-2015; state legislation adopting those)
- ✓ **Data and data protection laws** (for digital solutions; not a focal point within this talk)

Mobility Centre Models and Passenger Transportation Law

- ✓ Public Transport is a part of public services (“Daseinsvorsorge”) and is planned and organized by local authorities (§ 8 Abs. 3 PBefG)
- ✓ Within the planning process, local authorities – whereas provided with discretionary power – have to consider certain public interests (“abwägungserheblicher Belang”) – in this case, combined Mobility centre concepts
 - ✓ As an effective measure for the integration of public transport, they are predestined to help shifting the modal split away from motorized individual traffic
- ✓ The Transport transition (“Verkehrswende”) as a goal to reduce transport CO₂-Emissions and the excessive use of transportation spaces (roads, parking spaces...) is one of those interests
 - ✓ E.g. recital 4, Regulation (EG) Nr. 1370/2007 on public passenger transport, “regard to (...) environmental factors”
 - ✓ E.g. § 8 p.3 s.2 PBefG, “environmental quality of transport services”

Mobility Centre Models and Road (traffic) legislation

- Basic principle: Differentiation between road traffic law (federal law) and road laws (state legislation), slide 13 – the creation of (combined) Mobility Centre Models is linked to both
 - Road signs necessary for perceptibility of MC are based in traffic laws, special use permits e.g. for parking spots reserved for carsharing vehicles are based in road laws
- Regulations for new mobility concepts are under development, but a “Mobility Centre Law” doesn’t exist (...yet?)
 - The history of German traffic law is quite car-centered (rooted in security laws)
 - The distinction of responsibilities is sometimes not easy and requires good reciprocal communication between the local authority departments – in some cases this is already well-established, other communities need to develop these structures; regulations might help
 - The road traffic and road legislation sector is quite fragmented and faces new challenges in association with energy and transport transition – examples:

Mobility Centre Models and new Mobility Legislation

- ✓ Federal Level: Integration of Electric vehicles (EV) and Sharing vehicles in MC is facilitated
 - ✓ Electromobility Law (“Elektromobilitätsgesetz”, EmoG; 2015), a statutory federal law. EVs can be privileged by providing exclusive parking spaces or charging cheaper parking-fees or no fees at all. Another possible privilege is the use of streets reserved for specific purposes.
 - ✓ Carsharing Law (“Carsharinggesetz”, CsgG; 2017), a statutory federal law. Carsharing vehicles (stationary and free floating) can be privileged by providing exclusive parking spaces or charging cheaper parking-fees or no fees at all.
- ✓ State legislation Level: Implementation is slowly underway.
 - ✓ “Berliner Mobilitätsgesetz” (MobG BE; 2018) – exceeds the traditional scope of road acts, as it regulates the development of traffic and explicitly the public transportation network and bike traffic. Rules regarding commercial transportation, pedestrian traffic and smart mobility are planned. BMobG BE is the first law of this type and might be followed by other federal states – it’s explicit goal of interconnecting different mobility services will be beneficial for implementing Mobility Centre concepts.

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IV. Conclusion

- ✓ In view of the highly probable non-achievement of the climate goals and the motorized individual transport's contribution to this, **alternative transportation concepts need implementation**
- ✓ (Combined) concepts for **Mobility Centres can help the integration of public and individual transport**, and thus help transportation passengers shift their modal split towards more sharing and bike-based transport, if wisely allocated
- ✓ From a German public legal perspective,
 - ✓ **Taking Mobility centres into account during the planning process of public transport infrastructure is already mandatory within existing laws (PBefG)**
 - ✓ **Local authorities need to establish new communication procedures** as the implementation of combined mobility services requires at least the cooperation of road traffic authorities (road signs, regulation of usage) and road authorities (e.g. special use permits necessary for different transport concepts in public spaces)
 - ✓ **New mobility regulations on federal and state level** take the integration of transport increasingly into account – within this developing framework, the traditional sharing of administrative responsibilities might shift. Mobility centres and their legal framing are one of the examples for this process towards the transport transition.



V. Questions and Discussion

Thank you for listening!

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Further Reading

- ✓ Franke, Peter: Pre-Study of Mobility Centre Models, 2018 (Franke 2018),
https://www.mambaproject.eu/wp-content/uploads/2018/09/Report_Mobility-Centre_GoA_2.3.pdf
- ✓ Ellner, Maximilian/ Pfeifer, Friederike/ Schumacher, Oskar: Die Mobilitätszentrale aus öffentlich-rechtlicher Perspektive, in: ZUR 3/2019, S.137-144 (Ellner et. al. 2019, p...)