



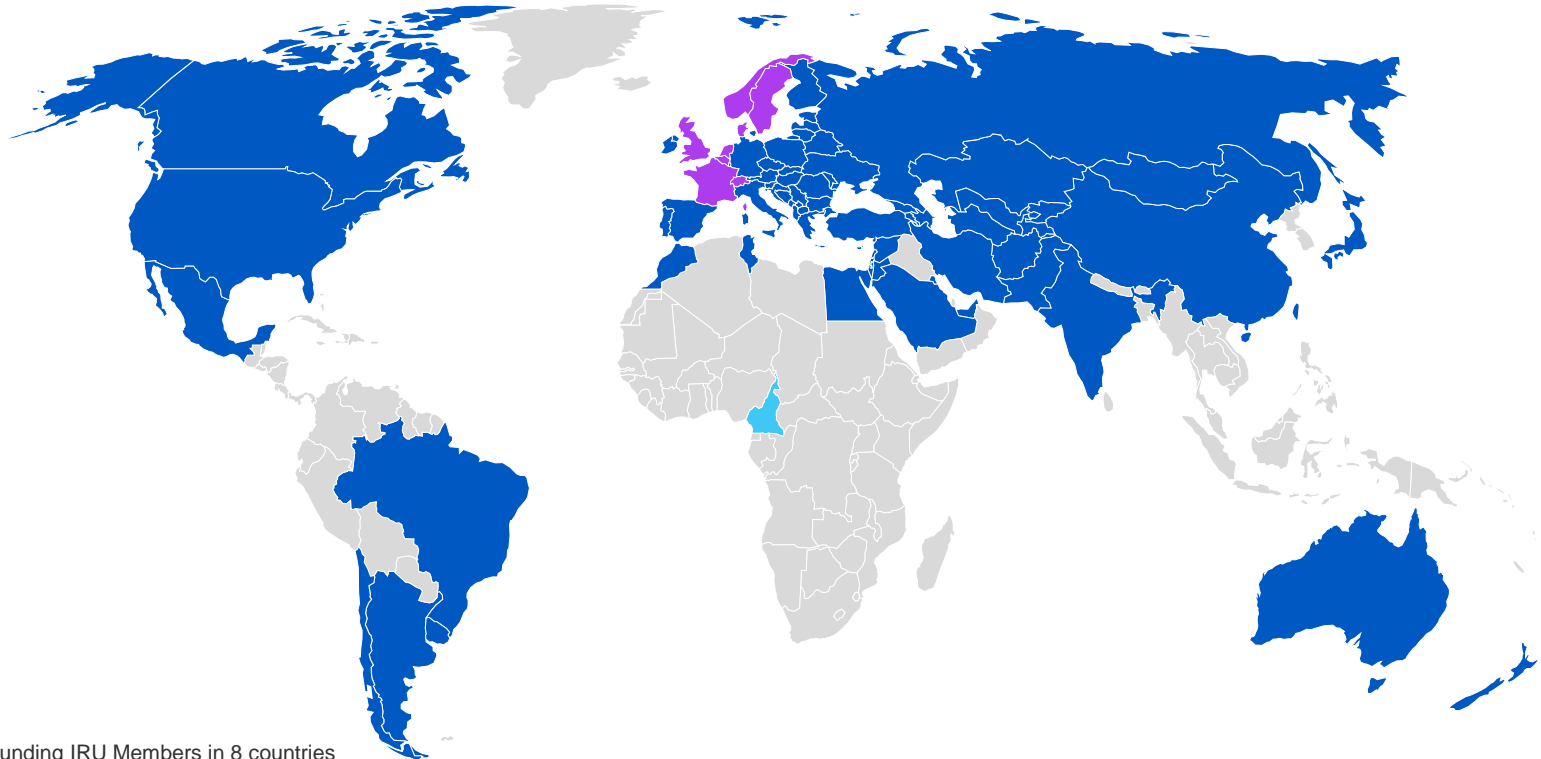
MaaS



**UNECE Working Party on Transport Trends and
Economics Trends in the road transport sector**

Geneva, 4-6 September 2017

iru.org

Founding members in 1948

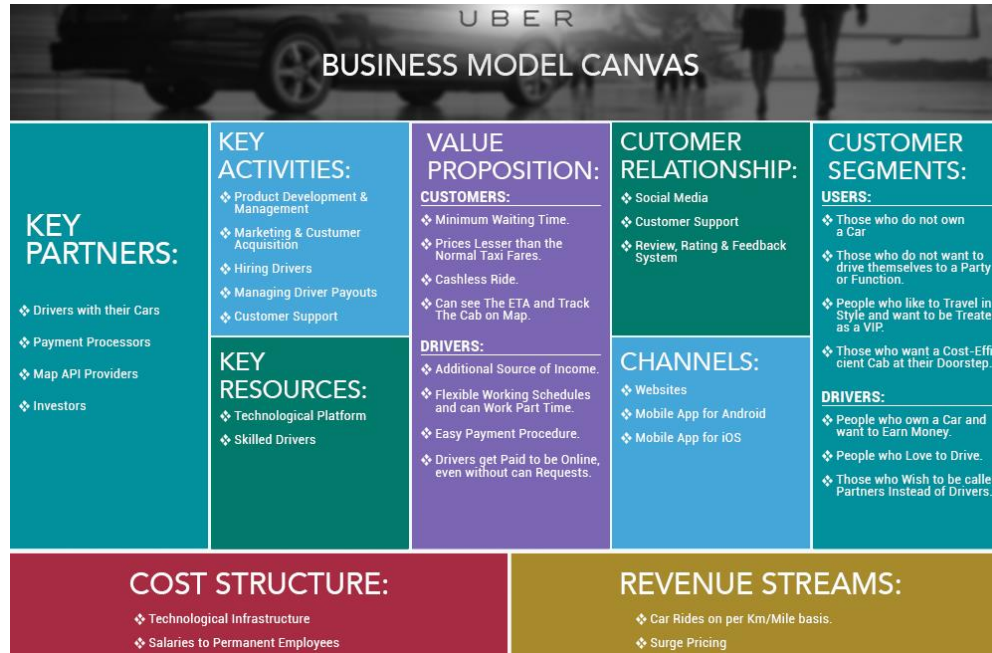


-  14 Founding IRU Members in 8 countries
-  IRU Members

Definition

Mobility as a Service (MaaS) is the integration of various forms of transport services into a single mobility service accessible on demand. To meet a customer's request, a MaaS operator facilitates a diverse menu of transport options. For the user, MaaS can offer added value through use of a **single application to provide access to mobility**, with a single payment channel instead of multiple ticketing and payment operations.

TNCs – understanding new trends and concepts



Source: Juggernaut, 2015

TNCs – matchmaker and asset heavy



Source: Budweiser, Otto 2016

ILO Resolution on Transport Network Companies



INTERNATIONAL LABOUR ORGANIZATION
TSMRTS/2015/10

Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector Geneva
12–16 October 2015

Resolution on transport network companies – “Transporting tomorrow”

The ILO Tripartite Sectoral Meeting on Safety and Health in the Road Transport Sector having met in Geneva on 12–16 October 2015,

Reiterating the important role the road transport industry plays in contributing to the global socio-economic development and the need to constantly improve the quality and safety of transport services as well as the working conditions and lives of its workers,

Bearing in mind the Sustainable Development Goal 11 (target 11.2) which calls for providing access to safe, affordable and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons,

Sharing the common objective of promoting innovation and the use of latest technology in full compliance with the legislative and regulatory framework,

Highlighting, the need for a level playing field which ensures that all transport network companies are covered by the same legal and regulatory framework as established for transport companies, in order to avoid a negative impact on job security, working conditions and road safety and to avoid an informalization of the formal economy,

TSMRTS/2015-10-WPR-Chart_resolution-En.docx 1

Further highlighting the importance of decisions taken by competent authorities or judiciary in relation to self-proclaimed “ride-sharing” for-reward transport platforms, to be fully implemented and enforced,

Emphasising the need to promote social dialogue and observe the fundamental principles and rights at work and human rights as defined by the “Universal Declaration of Human Rights” and the “ILO Declaration on Fundamental Principles and Rights at Work and its Follow-up” in particular when an industry is in its transformation,

Invites the Governing Body to:

- (a) invite governments, social partners and the International Labour Office (Office), within their respective mandates to elaborate, promote and implement rules and regulations that promote occupational safety and health and innovation while at the same time ensuring a level playing field for all in line with the ILO’s Decent Work Agenda and within the context of the ILO Future of Work debate;
- (b) call upon the competent authorities of the member States of the ILO to ensure that national rules and regulations in relation to self-proclaimed “ride-sharing” for-reward transport platforms are fully implemented and enforced; and
- (c) invite the Office to collect and disseminate statistics and information on the “sharing economy” or “on-demand economy” and its impacts on decent work.

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European Court of Justice statement



Member States may prohibit or punish the illegal exercise of transport services provided by UberPop. Uber is a transport service provider rather than an intermediary between driver and customer – and as such should comply with the appropriate regulations.



Court of Justice of the European Union
PRESS RELEASE No 72/17
Luxembourg, 4 July 2017

Advocate General's Opinion in Case C-320/16
Uber France SAS

Press and information

According to Advocate General Szpunar, Member States may prohibit and punish, as a matter of criminal law, the illegal exercise of transport activities in the context of the UberPop service, without notifying the Commission of the draft law in advance

The French company Uber France operates an electronic platform which enables users, with the aid of a smartphone equipped with the corresponding application, to order urban transport services in the cities covered. The UberPop service is a service whereby non-professional private drivers transport passengers using their own vehicles.

Criminal law proceedings have been brought against Uber France for having organised, by means of the UberPop service, a system for putting customers in touch with non-professional drivers who transport passengers for consideration using vehicles with fewer than ten seats. Uber France maintains that the provision of French law on which those proceedings are based constitutes a technical regulation which directly concerns an information society service within the meaning of the directive on technical standards and regulations.¹ That directive requires Member States to notify the Commission of any draft law or rules laying down technical regulations relating to products and information society services. The French authorities did not notify the draft law to the Commission before its promulgation. Uber France infers, therefore, that it may not be prosecuted on the charges set out above.

The tribunal de grande instance de Lille (Regional Court, Lille, France), before which the matter was brought, has asked the Court of Justice whether the French authorities were required to notify the Commission of the draft law in advance.

In today's Opinion, Advocate General Maciej Szpunar takes the view that, irrespective of whether the UberPop service falls within the scope of the directive, Member States may prohibit and punish the illegal exercise of a transport activity such as UberPop without having to notify the Commission of the draft law in advance.

More specifically, the Advocate General recalls that, in accordance with his Opinion of 11 May 2017 in the *Uber Spain* case,² the UberPop service falls within the field of transport and, consequently, does not constitute an information society service within the meaning of the directive. In such a situation, the directive is not applicable and notification of the draft law to the Commission is unnecessary.

The Advocate General also examines the situation should the Court find that the UberPop service constitutes an information society service within the meaning of the directive. In that situation, the Advocate General concludes that prohibiting and punishing the activity of an

IRU is a member of the European MaaS Alliance



The screenshot shows the MaaS Alliance website. At the top left is the MaaS Alliance logo. To its right is a navigation menu with links: MAAS, THE ALLIANCE, NEWS AND EVENTS, LIBRARY, JOIN, CONTACT, LOGIN, and a search icon. The main content area features a large image of hands holding a smartphone. Overlaid on this image is the text "Join the MaaS Alliance" and "Become a part of the MaaS Alliance today and pave the way forward in seamless and effortless mobility". Below this text is a "DISCOVER MORE" button. To the right of the main image is a social media feed for #MaaS_Alliance, showing three tweets from MaaS Alliance. At the bottom of the page, under the heading "They have already joined", are five logos: IRU, Liikennevirasto, FIA, ERTICO ITS EUROPE, and CUBIC.

Join the MaaS Alliance
Become a part of the MaaS Alliance today and pave the way forward in seamless and effortless mobility

[DISCOVER MORE](#)

#MaaS_Alliance

MaaS_Alliance @MaaS_Alliance

MaaS Alliance @MaaS_Alliance
RT @CubicTS: #ThursdayThoughts MaaS: Multiple Perspectives. One Objective. [#mobility](https://t.co/a1LK6Mu8ZQ) <https://t.co/UTOX5na3K9>
22k retweets · 1 day ago

MaaS Alliance @MaaS_Alliance
RT @samphietanen: Hello Canada here we come. Many good areas that could show the way in Mobility as a Service. <https://t.co/iC8TXLB075>
Aug 17 reply retweet favorite 1 day ago

MaaS Alliance @MaaS_Alliance
RT @CubicTS: On-demand economy currently attracts >22.4M consumers/yr; transportation is 2nd biggest category - ... <https://t.co/dt5x7ftbDD>
Aug 16 reply retweet favorite 1 day ago

They have already joined

UpTop




BUILDING A STRONGER AND
SMARTER TAXI



GLOBAL
TAXI
NETWORK

An IRU initiative


Managing the future








International Transport Forum

Managing the Transition to Driverless Road Freight Transport

Case-Specific Policy Analysis



Managing the future – good governance



- Facilitate a single open market and full deployment of MaaS Services (interoperability of data and services - ensure technology neutrality)
- Empower customer and enable innovative services
- Same rules - a level playing field is a must
- Governments need only set a legal framework
 - move away from specific sector and transport mode regulation
 - simplify regulation as governments can't keep up with the pace of technological development



Thank you!



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