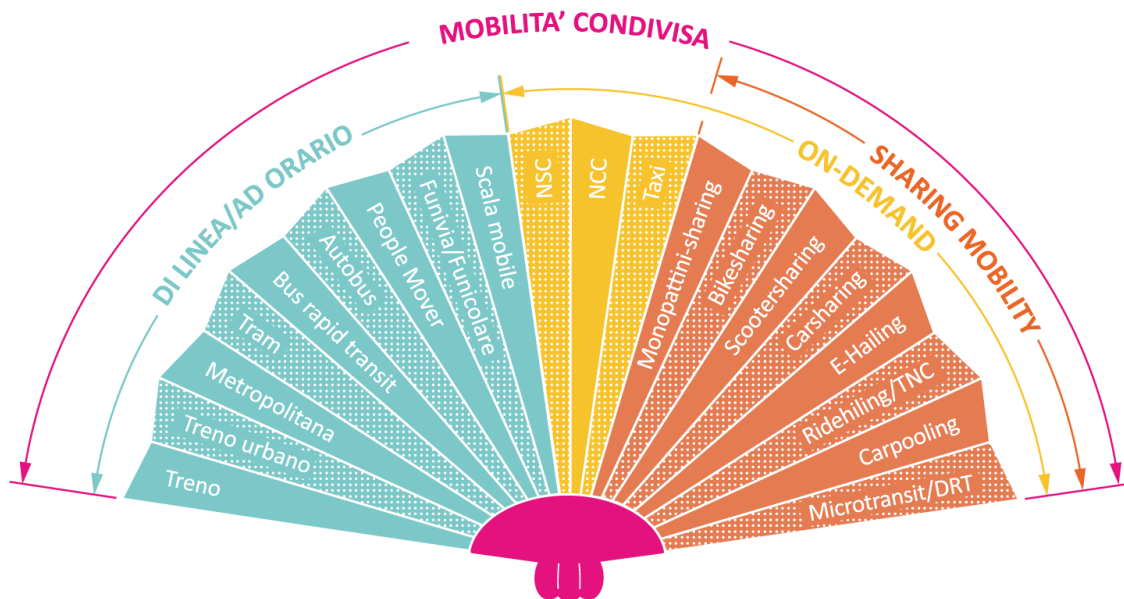


Abstract || Future Ways report: goals, content, sources, timeframe

Background: shared mobility

Getting around can be done by using one's own means of transportation or by accessing a mobility service and sharing its availability with others. While in the former case the term private mobility- or that of individual or personal mobility-is commonly used, in the latter case there is no unambiguous and equally recognized term. This lexical gap is revealing of a mobility model that is not perceived as a single system, particularly by those offering the services that are part of it.

The Foundation for Sustainable Development, as part of the activities of the Sharing Mobility Observatory, has developed its own concept and guiding image that includes all the different mobility and transportation services into a single whole: the **shared mobility range**.



According to this *concept*, the common trait that characterizes even very different mobility services is that the need to move is met through access to a service that always involves an organization that provides it, from the simplest to the most complex, and a sharing of this service among a plurality of parties. Shared access can occur in two different ways: *sequentially*, for example, when using a cab or carsharing, or *simultaneously*, when for example, using a bus or carpooling.

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Shared mobility services are divided into two major families according to the accessibility and availability offered by different mobility and transportation services:

- **scheduled services**, offered along a predetermined route and available according to a timetable
- **on-demand services**, offered point-to-point, on-demand and on a route, to be determined from time to time (on-demand services).

In land transport, all guided-route services such as railways, subways, tramways, and **scheduled road transport services** such as city and suburban buses belong to the first family. Traditionally part of the second family are **cab services** and **chauffeur-driven** and **driverless rental**. The advent of **sharing mobility** services has further expanded the range of shared mobility services, bringing a new genre into the family of on-demand services. The genre of shared mobility services is in turn divided into two major species: **vehiclesharing** and **ridesharing** services.

The objectives of the Report

The objective of the **Future Ways Report** is to describe the state of the art, the trends and the main drivers of change affecting **the range of shared mobility**, in light of the innovation imparted by the green and digital transition, which has led to the emergence and affirmation of new mobility services, new needs, new organizational models, and new criteria for the combination and complementarity between different types of services, modes and means of transport.

This transformation, which also affects mobility behaviors and styles, foreshadows extremely promising scenarios for the three dimensions of sustainability: environmental and social benefits related to modal rebalancing, reduction of personal car use in addition to improved accessibility of the territory, and growth of one of the key sectors of the *green economy*.

Boundary of analysis

The perimeter of analysis of the **Future Ways Report** includes all shared mobility services (passenger/terrestrial mobility) but also all those solutions that promote the planning, use and integration between services, their decarbonization and digitization. Establishing a scope of investigation in which, at a single glance, all mobility services are included together as part of a single system implies a prospective will.

Although the sources used in the Future Ways Report will be those of existing databases, national and otherwise, the originality of the analysis consists in tracing the common horizon of transport and mobility sectors hitherto perceived as separate: local public transport, collective transport under competition such as railways and bus lines, non-scheduled public transport, distinguished in turn between cabs and Ncc, sharing mobility, digital platforms with various characteristics and functions.

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