

Sustainable Mobility: Policy Making for Data Sharing

The next generation of urban mobility and transportation is likely to take the form of progressively more evolved intelligent transportation systems. Increasing digitalization of mobility presents us with an opportunity to accelerate the transition toward sustainable urban mobility. Many disruptive mobility businesses are built on the backbone of advanced data collection, processing, and use capabilities. Similarly, governments are using data to understand and monitor transportation systems better, complementing—and in some cases replacing—traditional methods to regulate transportation systems, and plan infrastructure to meet future needs. Although raw data alone are not sufficient, sharing of data can help generate actionable insights, which are necessary to achieve these goals (figure 1) and ultimately facilitate the decarbonisation of transport also by supporting solutions that incentive customer behaviour change.

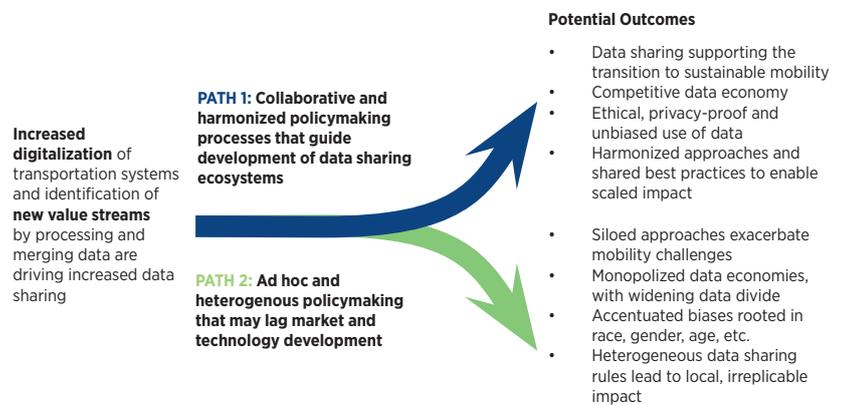
The report “Sustainable Mobility: Policy Making for Data Sharing” builds on synergies between the *Global Roadmap of Action toward Sustainable Mobility* (GRA) Policy Tool developed by the Sustainable Mobility For All Initiative (SuM4All), which highlights the need to support data-sharing programs and platforms, and the World Business Council for Sustainable Development (WBCSD) Transforming Urban Mobility Project’s work on Enabling Data Sharing: Emerging Principles for Transforming Urban Mobility. Led by the WBCSD’s Transforming Urban Mobility Project and the International Road Federation (IRF), under the umbrella of SuM4All, a group of experts developed this policy framework and actionable guidance to support policy making on data sharing for sustainable urban mobility. The report “Sustainable Mobility: Policy Making for Data Sharing” is accessible on www.sum4all.org.

Why policy making matters

Well-orchestrated policies will be critical to shape future data-sharing ecosystems, realize shared value for the public and private sectors, and achieve the desired sustainability outcomes. Data-sharing policies should also aim to minimize risks around privacy and cybersecurity, minimize mobility biases rooted in race, gender, and age, prevent the creation of runaway data monopolies, and bridge the widening data divide.

The absence of policy making on the other hand, can lead to siloed approaches and potentially create a digital divide where few organizations control access to data and have the resources to use that data toward value creation.

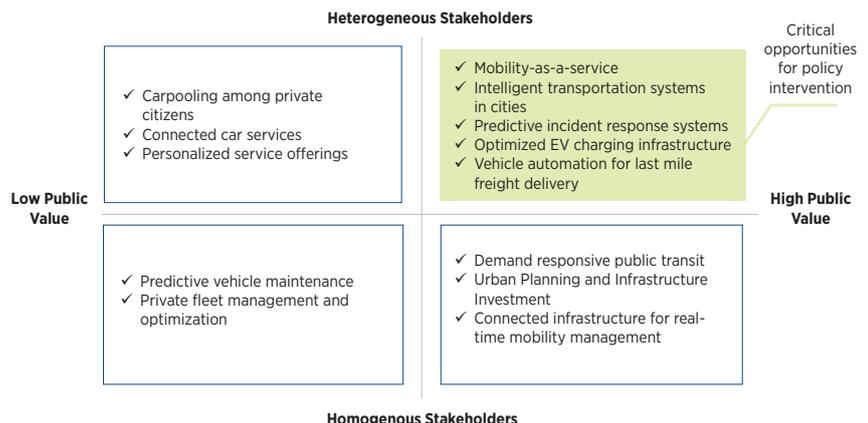
Figure 1. Potential paths and outcomes of policy making



Use cases for mobility data sharing

The use cases for mobility data sharing or ways in which data can be used for a given mobility application are numerous for both developing and developed countries. However, policy intervention may be most effective in use cases with a high potential for sizeable public good and where multiple heterogeneous stakeholders are involved, and where normal public sector operations and private sector commercial mechanisms are unlikely to achieve the desired objectives (see figure 2).

Figure 2. Ways data can be used for a given mobility application



The mobility data sharing policy framework

The mobility data sharing policy framework seeks to serve as a comprehensive guide to policy makers globally, providing a categorization of the policies required to enable, facilitate, and catalyze data sharing in the mobility sector amongst public and private stakeholders.

The policy framework (figure 3) consists of five interdependent and complementary layers and nine elements for policy intervention that address the entire lifecycle of a data sharing initiative. Each layer defines an area of policy intervention corresponding to data flow in a data-sharing collaborative. Additionally, embedded within each layer are specific policy elements that discuss the role of policymaking for each corresponding layer.

The framework offers 33 policy suggestions that can be tailored and adapted by policymakers to suit their own local mobility system, urban environment, and priority use-cases. Each of these policy suggestions builds on good practices from existing policies and data-sharing initiatives. Ten global case studies are annexed to the report and illustrate how the policy framework can be applied practically.

Going forward, the group of experts will be working on a series of demonstration projects in different geographies and relating to different use-cases.

The report “Sustainable Mobility: Policy Making for Data Sharing” is accessible on www.sum4all.org. For more information or to get involved, please contact Aman Chitkara chitkara@wbcsd.org.

GRA in Action Series



These are actionable policy guidance developed from the Global Roadmap of Action Toward Sustainable Mobility (GRA) on cutting-edge topics related to transport decarbonization, including digitalization and data-sharing between public and private operators, energy and transport nexus, gender inclusivity, and the sustainability of the e-mobility model.

Sustainable Mobility for All (SuM4All) published the GRA in 2019, as the first-ever comprehensive policy framework to assist countries and cities improve the sustainability of their transport sector and achieve their Sustainable Development Goals. The GRA recognizes data collection, sharing and use as a critical thematic area for policy action to achieve our shared ambition toward sustainable mobility. By addressing glaring knowledge gaps in the sector and providing the tools for country engagement/decision-making, SuM4All is transforming the conversation on the future of mobility and raising the visibility of the transport sector as a solution to many global issues, including climate change, energy transition to low carbon transport and social stability.

The Report

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33 Policy Suggestions	10 Global Case Studies	6 Key Recommendations
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Figure 3. Policy framework for data sharing

