



ADVANCING
PUBLIC
TRANSPORT

GLOBAL URBAN MOBILITY INDICATORS

PUBLIC TRANSPORT METRICS FROM
46 CITIES WORLDWIDE
2022



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INTRODUCTION

The Global Urban Mobility Indicators project (GUMI) by UITP compiles annual data to present a snapshot of urban mobility in major cities around the globe and allow for a comparative analysis of available services and global trends. This report is updated annually using the most recent statistics from mobility providers and public sources. The annual reference for all data in this first edition is 2022 (exceptions are clearly marked).

GUMI includes 27 indicators, both quantitative and qualitative. They cover essential operational and infrastructural metrics for traditional public transport modes, as well as indicators depicting the sustainable urban mobility landscape. Selected indicators are collected for 46 cities worldwide.

The report consists of two main sections:

- The Benchmarking section includes 10 visual charts comparing the cities across the public transport supply and demand;
- The City Factsheets showcase the full list of indicators for each city, tailored to the available mobility services.

METHODOLOGY

The GUMI report is based on desk research, with figures collected from public sources such as annual reports or official statistical websites. Only when data were unavailable or not sufficiently clear, UITP contacted the operator or authority for additional information.

The 46 cities covered by this report were selected considering

1. The presence of public transport and urban mobility systems;
2. The availability of online sources and primary contacts;
3. The geographical coverage.

The list of cities included in this first release of the GUMI project does not claim to be exhaustive of the global urban mobility landscape but aims to represent a selection of major public transport networks worldwide. The intention is to increase the global reach of the report gradually, adding new cities as time goes on.

The list of 27 indicators is based on the experience of the periodic UITP statistics exercises, where key metrics are collected to allow comparison across cities worldwide in terms of operational aspects, available infrastructure, fleets, and ridership.

The quantitative indicators cover seven transport modes (metro, light-rail and tram, bus, trolleybus, bus rapid transit, paratransit, and taxi), although the number of indicators assessed per mode differs. In addition, qualitative indicators aim to give an overview of the urban mobility landscape, looking at the availability of waterborne services, on-demand and shared mobility services, automated mobility and digital transit services. The full list of indicators and transport modes covered by the report, together with their descriptions, is presented in the Definitions section at page 64. To ensure the comparability of the metrics across cities, the absolute values have been normalised based on population size or public transport network length.

As there is no globally accepted definition of a ‘city’, GUMI adopts the definition of ‘urban agglomeration’ provided by the United Nations and the related population dataset. Urban agglomeration is considered as “a type of urban settlement defined by the de facto population contained within the contours of a contiguous territory inhabited at urban density levels without regard to administrative boundaries. It usually incorporates the population in a city or town plus that in the suburban areas lying outside of but being adjacent to the city boundaries¹.”

While this solution offers advantages, such as considering the number of inhabitants living adjacent to the main city and using its public transport services, it is not without limitations. The fact that the urban agglomeration, as defined by the United Nations, doesn’t always correspond to the administrative dimension or the area served by the Transport Authority or Public Transport Operator, might result in normalising the collected urban mobility data by a larger/smaller population and thus affecting the comparability of the indicators across the 46 cities. For instance, when cities attract large flows of commuters and visitors coming from outside the urban agglomeration, the values normalised by the population in the urban agglomeration end up being higher in comparison to cities similar for supply and demand of mobility services.

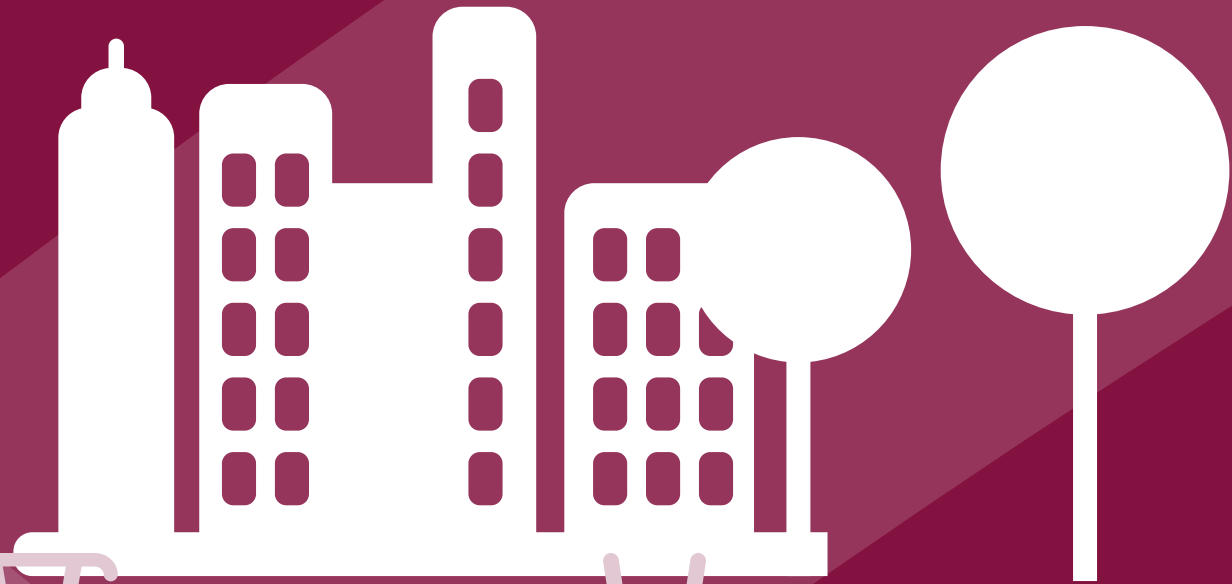
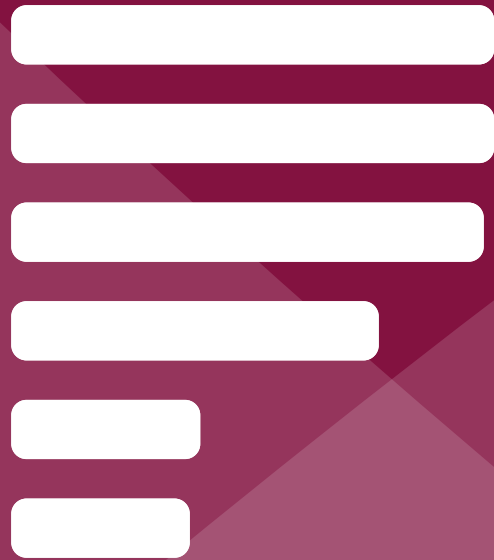
The GUMI exercise also acknowledges the difficulty of collecting data from different sources which use different methodologies, and it is not always possible to verify the consistency of the indicators collected worldwide.

In particular, for road transportation modes, i.e. bus, BRT, and trolleybus, multiple organisations often operate different services, sometimes extending beyond the urban agglomeration. In these cases, the best available source was considered, focusing only on operators running services within the urban agglomeration area.

Aware of these difficulties, the first edition of GUMI does not achieve complete data coverage for the 46 cities. Where the relevant data for the calculation of the indicators were not found or were not sufficiently corroborated, cities were excluded from the benchmarking section. In the city factsheet section, dedicated footnotes have been added in case of partial information.

For an overview of the data collected for each city, please refer to the Main Sources section at page 68.

¹United Nations, Department of Economic and Social Affairs, Population Division (2018). World Urbanization Prospects: The 2018 Revision



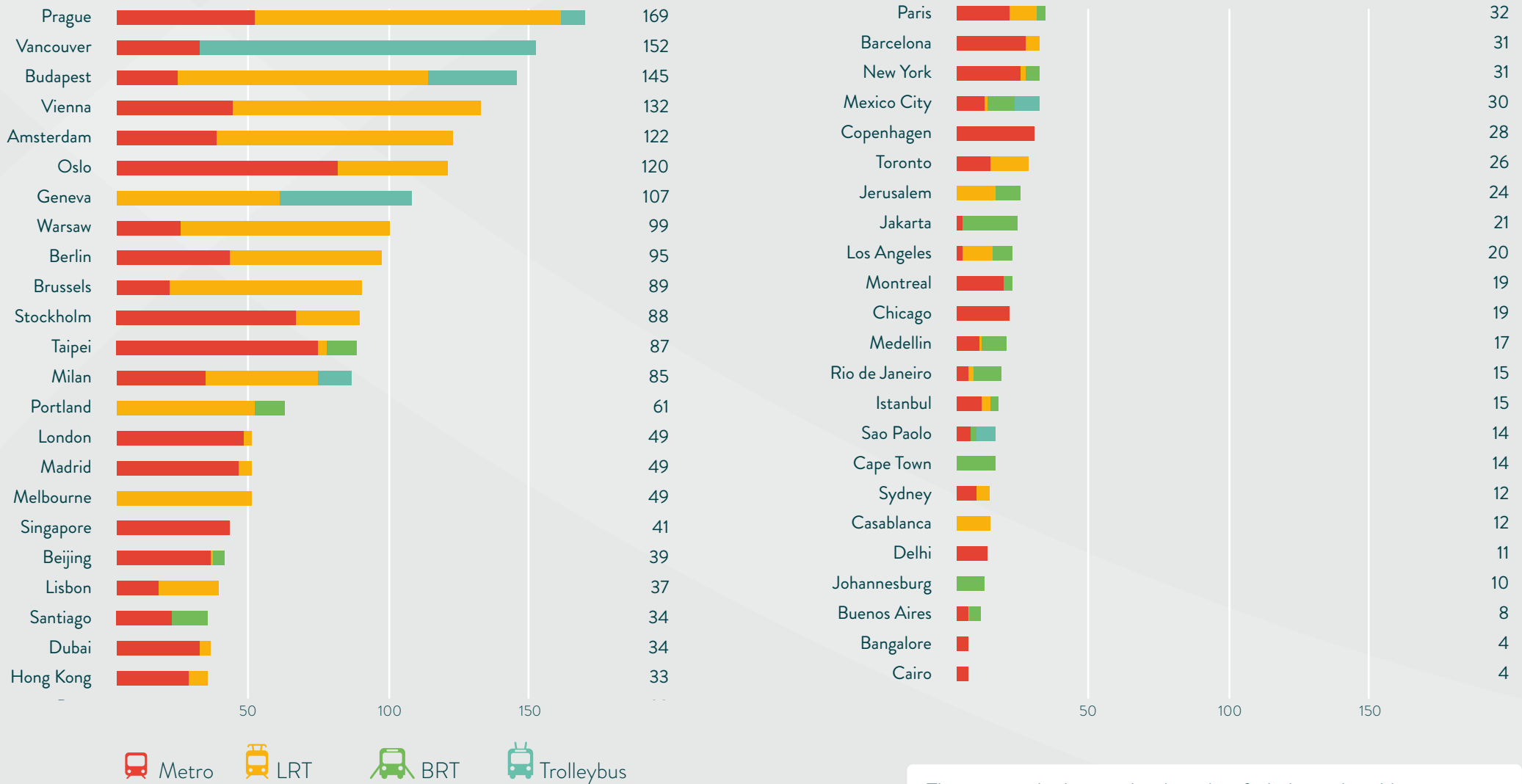
BENCHMARKING



PUBLIC TRANSPORT NETWORK LENGTH



Km/Million inhabitants - 2022

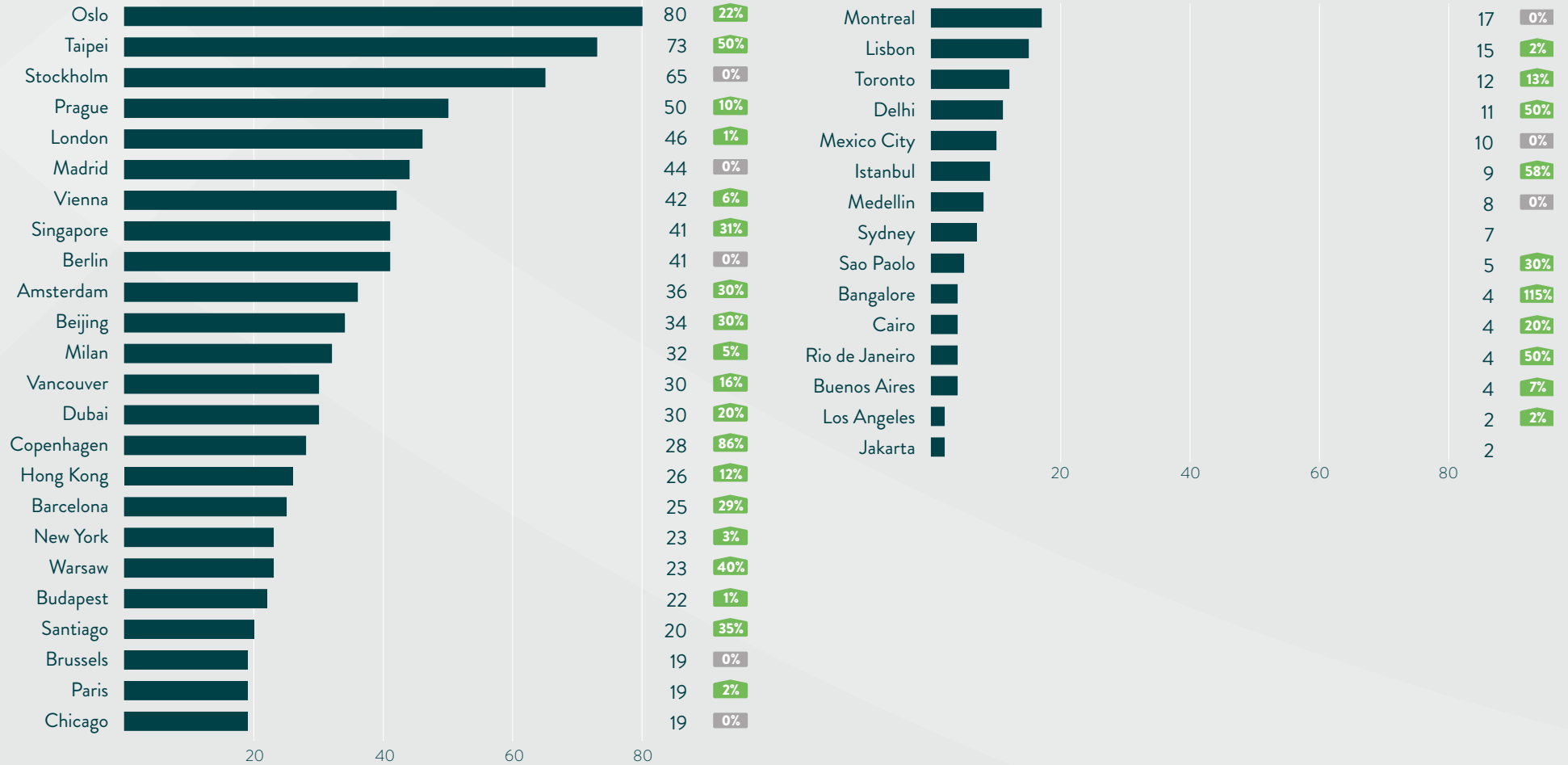


The report looks at the length of dedicated public transport infrastructure in kilometres per million inhabitants. “Dedicated” implies that a specific lane is reserved for public transport use. This includes metro, light rail and tram (LRT), bus rapid transit (BRT), and trolleybus. In the case of tram and trolleybus a mixed use network is also counted.

METRO NETWORK LENGTH



Km/Million inhabitants - 2022

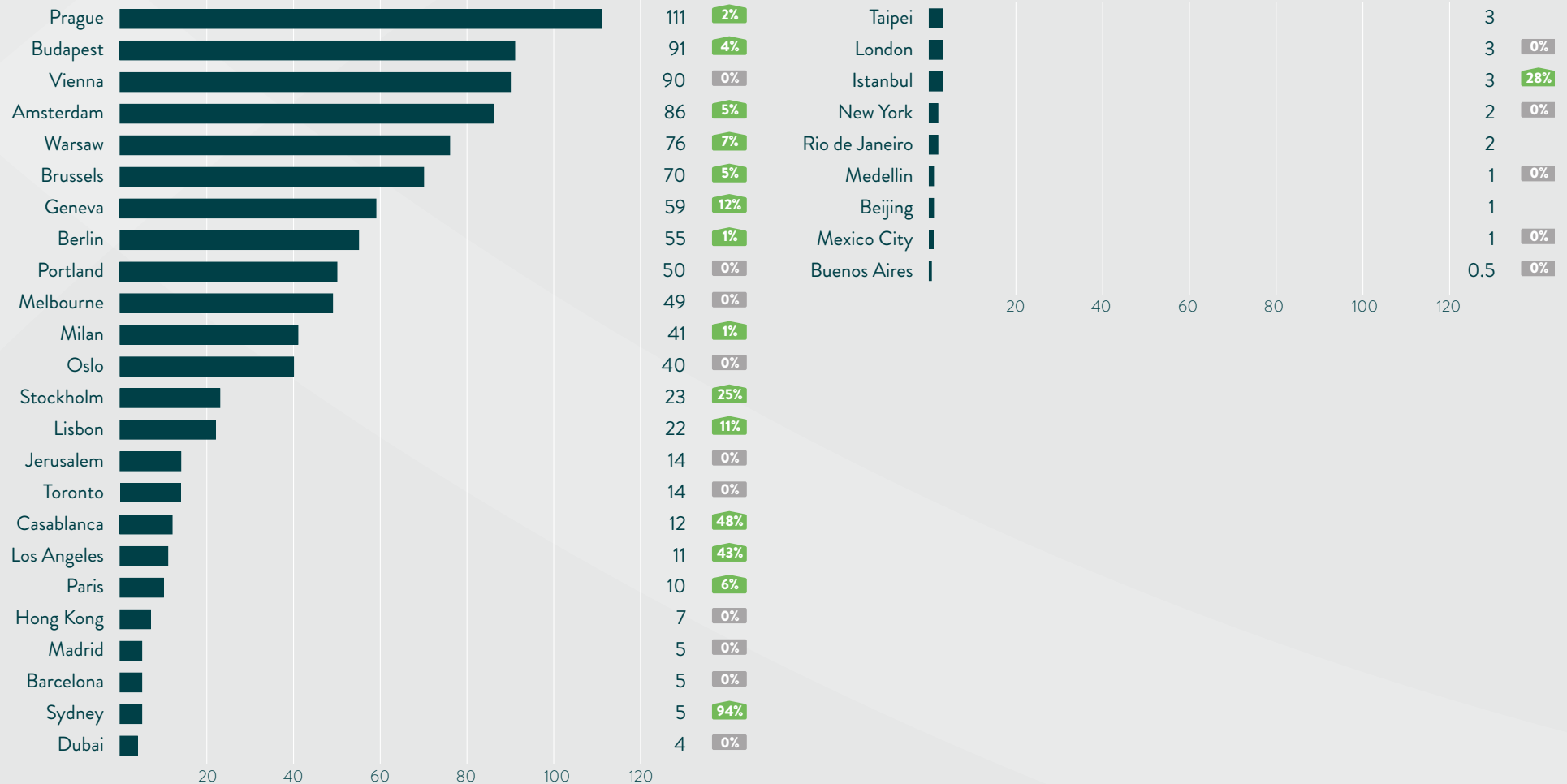


■
■
■
 Variation of network length 2022 vs 2015

LRT NETWORK LENGTH



Km/Million inhabitants - 2022

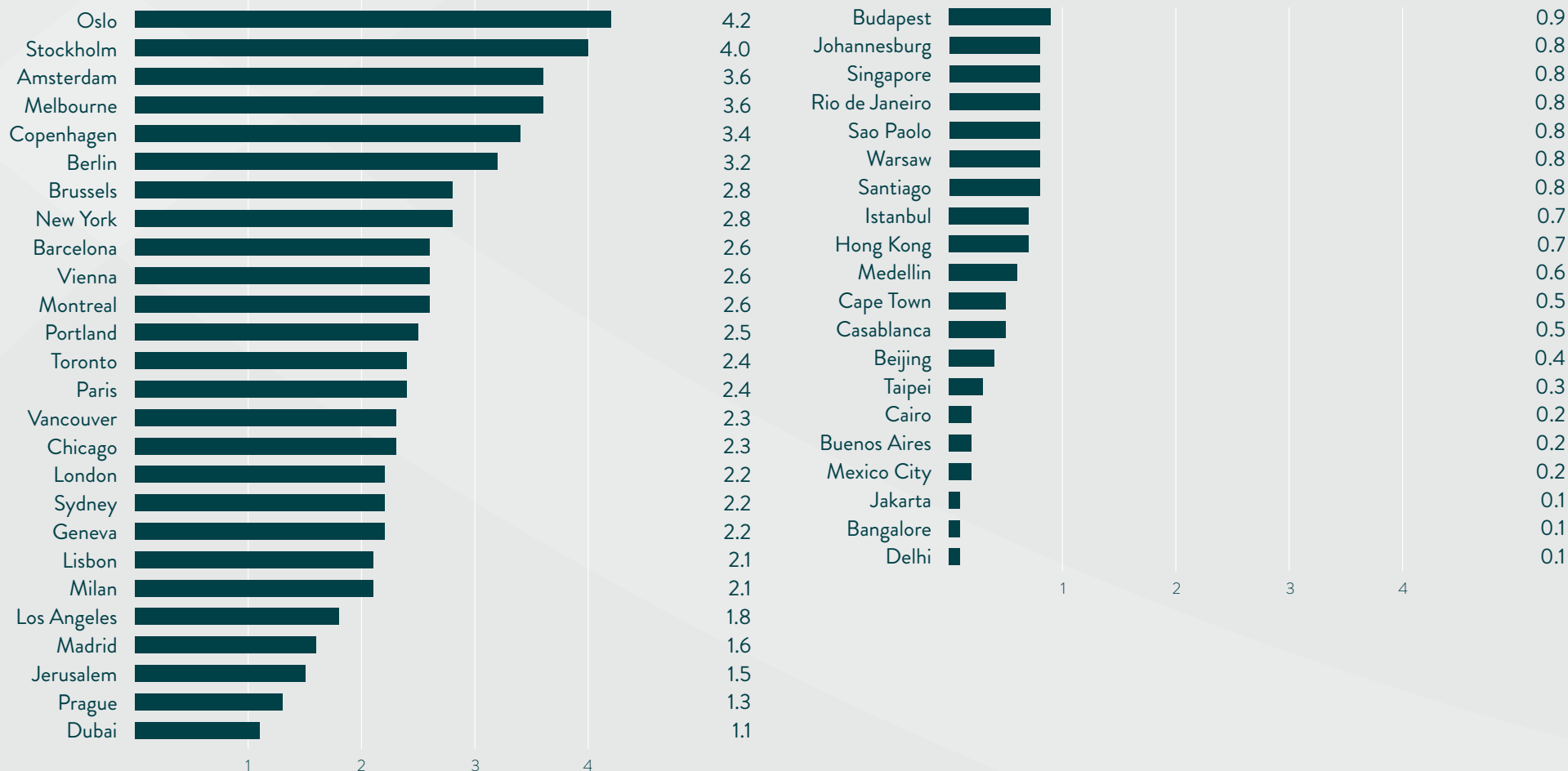


▬
▬
▬
 Variation of network length 2022 vs 2015

PUBLIC TRANSPORT FARE



Cost of a 1-trip PT ticket (USD) - 2022

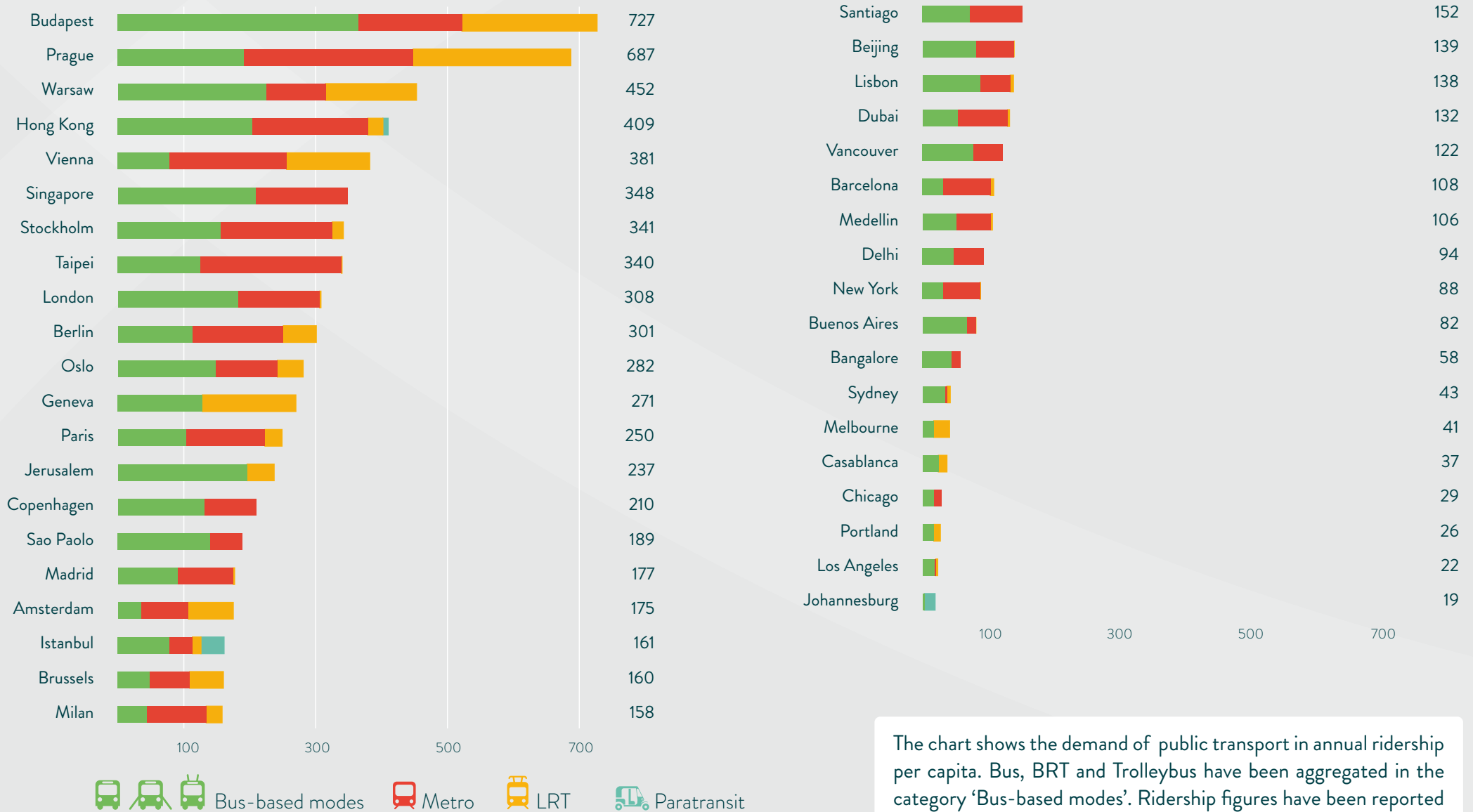


The report collects the price of a single trip public transport ticket, considering the minimum fare available no matter the transport mode. In case the ticket price is based on the travelled distance, the fare for the minimum distance in the central zone has been considered. The public transport fare in the local currency is reported in each city factsheet.

PUBLIC TRANSPORT RIDERSHIP



Annual ridership per capita - 2022

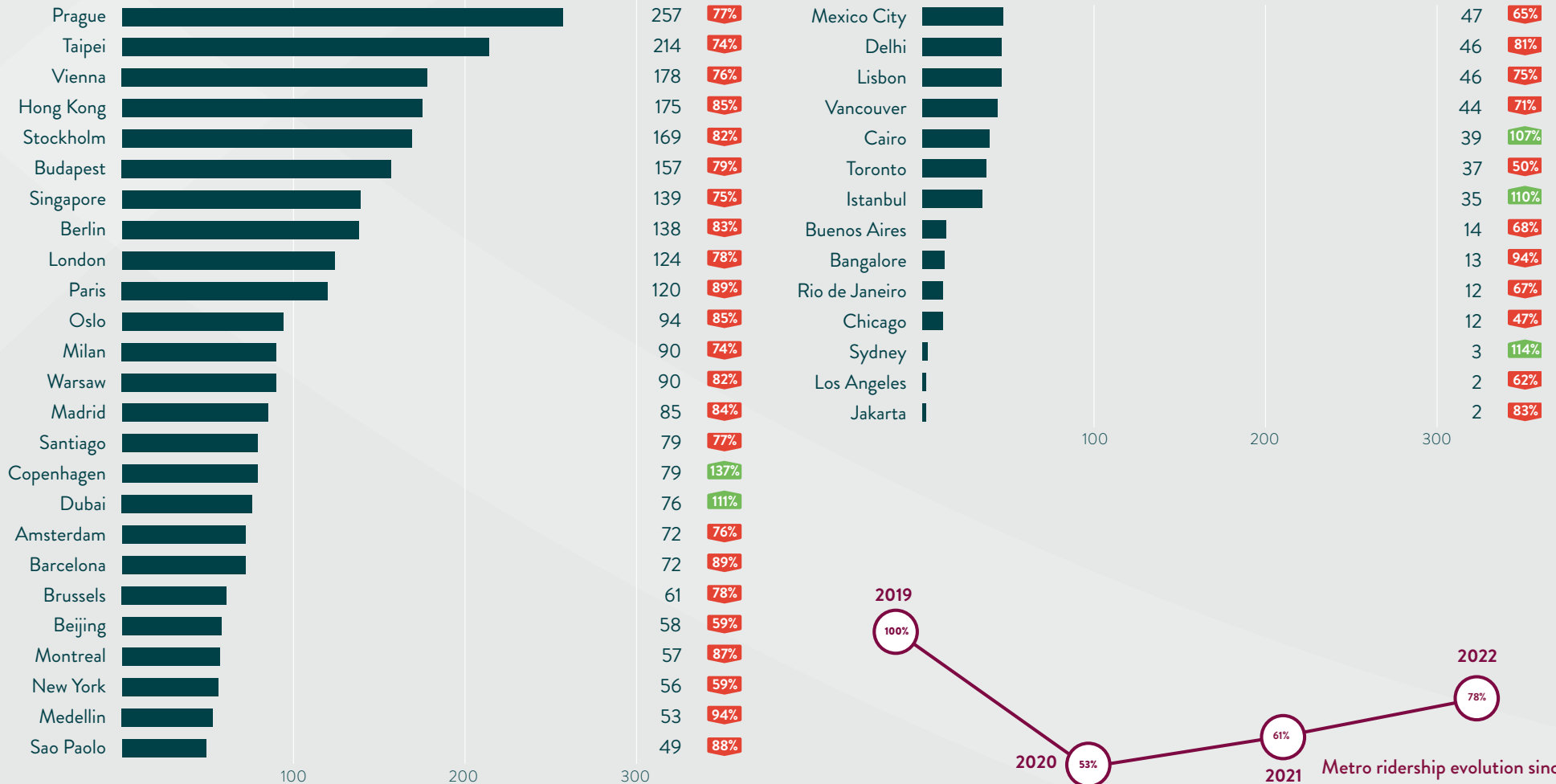


The chart shows the demand of public transport in annual ridership per capita. Bus, BRT and Trolleybus have been aggregated in the category 'Bus-based modes'. Ridership figures have been reported as estimated by the local operators/authorities and according to their own calculation methodology.

METRO RIDERSHIP



Annual ridership per capita - 2022

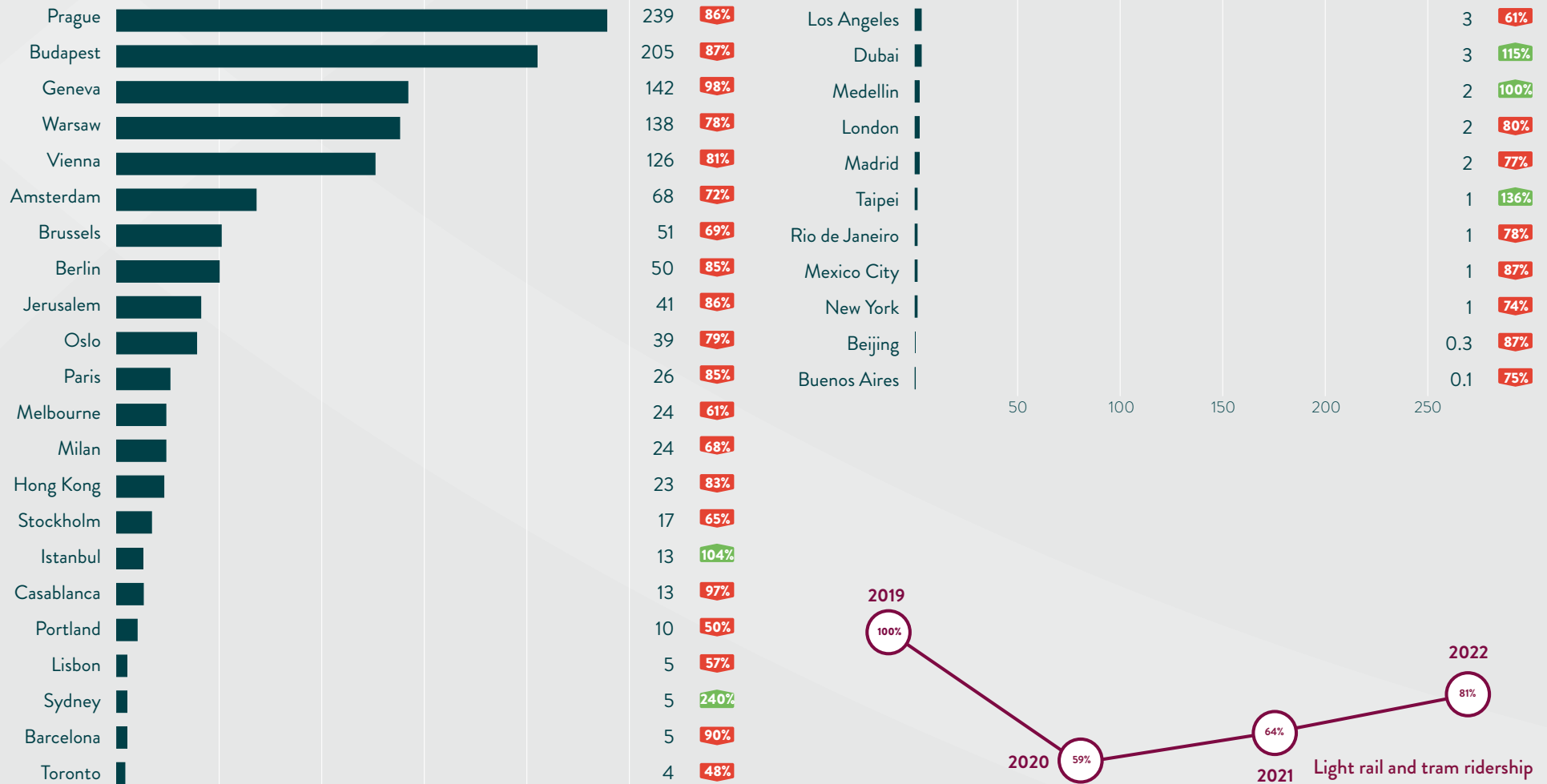


■ ■ 2022 ridership, compared to 2019

LRT RIDERSHIP



Annual ridership per capita - 2022

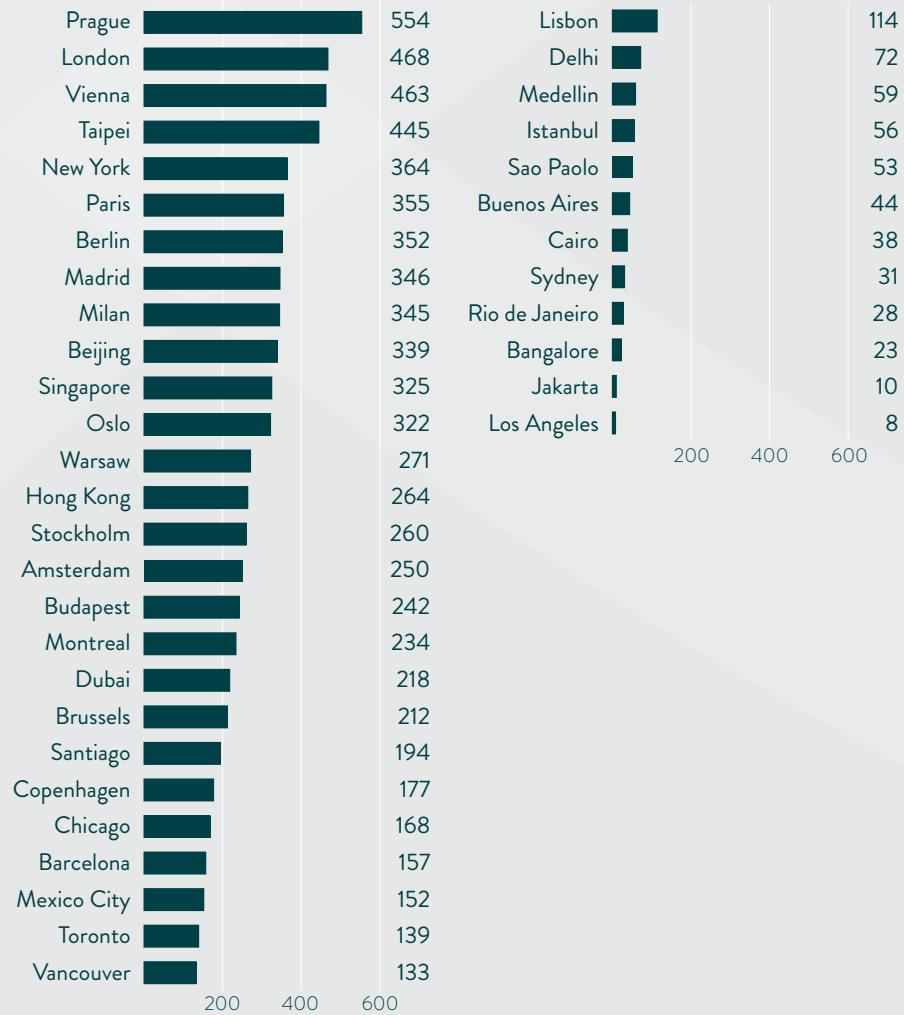


2022 ridership, compared to 2019

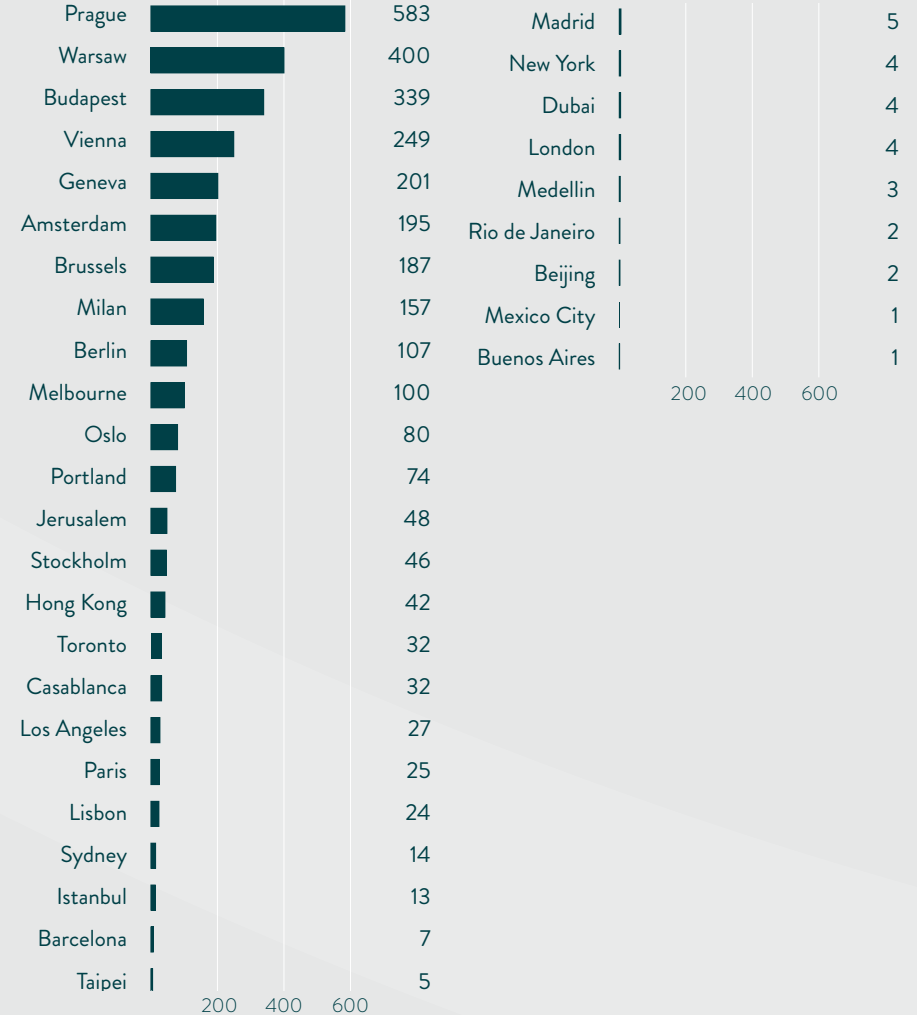
METRO AND LRT FLEET



Number of metro cars per million inhabitants - 2022



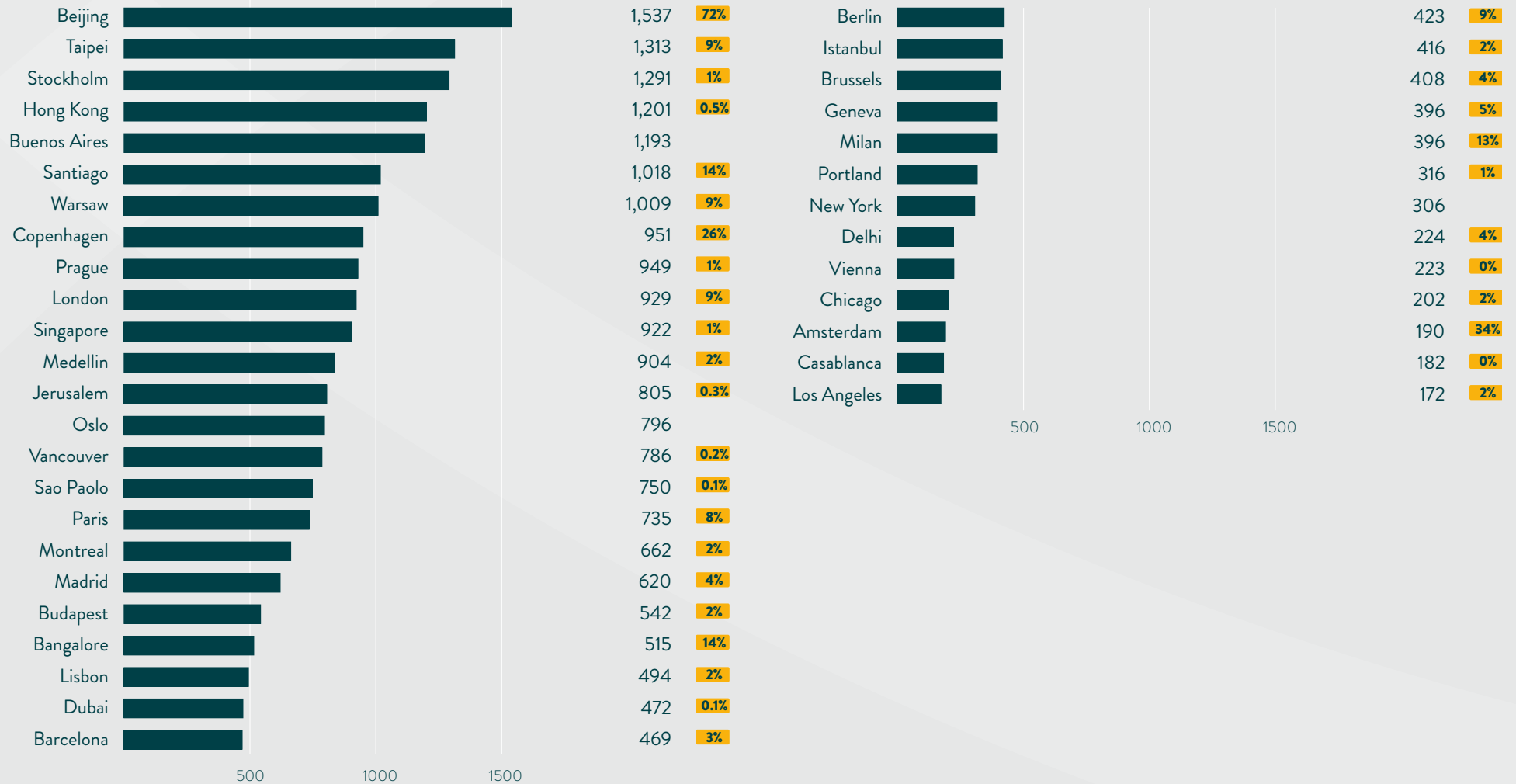
Number of LRT vehicles per million inhabitants - 2022



BUS FLEET



Number of bus vehicles per million inhabitants - 2022

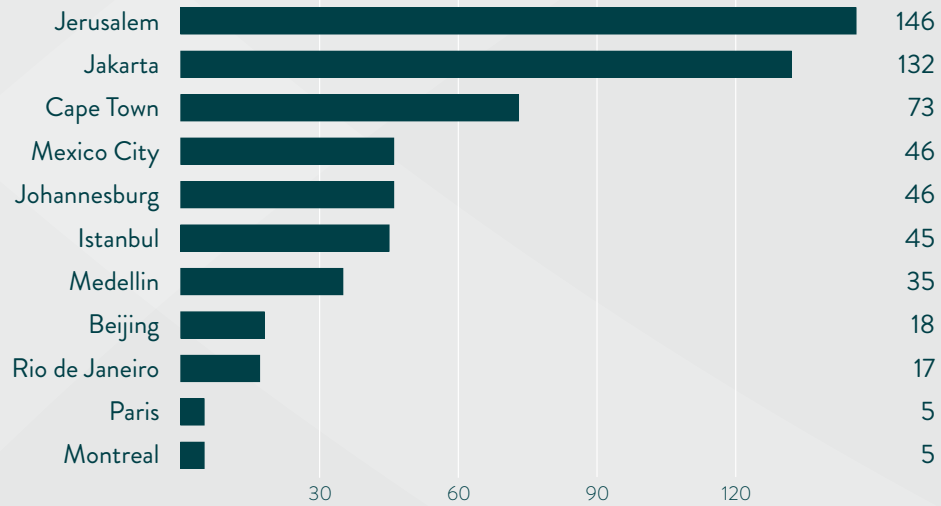


Share of Battery Electric Vehicles (BEVs)

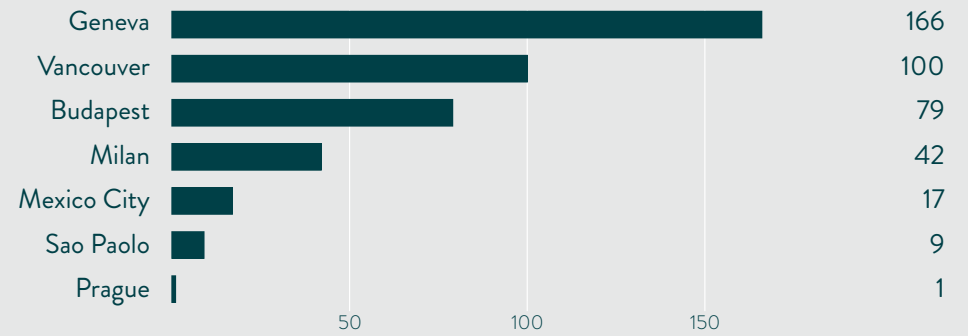
BRT AND TROLLEYBUS FLEET



Number of BRT vehicles per million inhabitants - 2022






Number of trolleybus vehicles per million inhabitants - 2022



AMSTERDAM

Global Urban Mobility Indicators 2022

| |  Bus* |  Metro |  LRT |
|---|---|--|--|
| Opening Year | | 1977 | 1900 |
| Annual ridership per capita | 35 | 72 | 68 |
| Annual Passenger-Kilometres per capita | | 354 | 194 |
| Number of lines | | 5 | 15 |
| Km of network length per million inhabitants | | 36 | 86 |
| Number of stops/stations per million inhabitants | | 24 | 212 |
| Number of vehicles/metro cars per km of network | | 3.5 | 1.1 |
| Number of vehicles/metro cars per million inhabitants | 190 | 250 | 195 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 34% | | 100% |

*Bus data refers only to GVB

Share of battery electric buses

Share of low-entry LRT vehicles



URBAN MOBILITY LANDSCAPE



260 CARS
per 1,000 inhabitants

815km
bicycle network



3 EURO
cost of a 1-trip public transport ticket



23 TAXIS

per 10,000 inhabitants



BANGALORE

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |
|---|---|---|
| Opening Year | | 2011 |
| Annual ridership per capita | 44 | 13 |
| Annual Passenger-Kilometres per capita | | |
| Number of lines | | 2 |
| Km of network length per million inhabitants | | 4 |
| Number of stops/stations per million inhabitants | | 4 |
| Number of vehicles/metro cars per km of network | | 2.6 |
| Number of vehicles/metro cars per million inhabitants | 515 | 23 |
| Annual Vehicle-Kilometres per capita | | |
| Other | 14% | |
| | Share of battery electric buses | |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment





Mobile PT app



 **167 CARS**
per 1,000 inhabitants

59 road traffic related
fatalities
per year per 100,000 inhabitants




 **10 INDIAN RUPEE**
cost of a 1-trip public transport ticket

 **151 TAXIS**
per 10,000 inhabitants



BARCELONA

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1924 | 2004 |
| Annual ridership per capita | 31 | 72 | 5 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 11 | 6 |
| Km of network length per million inhabitants | | 25 | 5 |
| Number of stops/stations per million inhabitants | | 33 | 10 |
| Number of vehicles/metro cars per km of network | | 3.1 | 0.8 |
| Number of vehicles/metro cars per million inhabitants | 201 | 157 | 7 |
| Annual Vehicle-Kilometres per capita | | 20 | 0.5 |
| Other | 6% | | 100% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



430 CARS
per 1,000 inhabitants

240km
bicycle network



4 road traffic related fatalities
per year per 100,000 inhabitants



2 EURO
cost of a 1-trip public transport ticket








19 TAXIS
per 10,000 inhabitants



BEIJING

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT* |  Trolleybus |
|---|--|--|--|---|---|
| Opening Year | | 1969 | 2017 | 2004 | 1957 |
| Annual ridership per capita | 81** | 58 | 0.8* | | |
| Annual Passenger-Kilometres per capita | | 1,004 | | | |
| Number of lines | | 21 | 2 | 4 | 30 |
| Km of network length per million inhabitants | | 34 | 1 | 4 | |
| Number of stops/stations per million inhabitants | | 17 | 1 | | |
| Number of vehicles/metro cars per km of network | | 5 | 1.2 | 5 | |
| Number of vehicles/metro cars per million inhabitants | 1,537 | 339 | 2 | 18 | |
| Annual Vehicle-Kilometres per capita | | | | | |
| Other | 72% | | 100% | 4 | |

* Data from 2021

**Data including Bus, BRT and trolleybus ridership

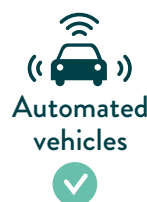
Share of battery electric buses


Share of low-entry LRT vehicles

Number of corridors




URBAN MOBILITY LANDSCAPE



 **250 CARS**
per 1,000 inhabitants

5606km
bicycle network






49
road traffic related
fatalities
per year per 100,000 inhabitants

 **3 CHINESE YUAN**
cost of a 1-trip public transport ticket

 **33 TAXIS**
per 10,000 inhabitants




BERLIN






Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|--|--|--|
| Opening Year | | 1902 | 1895 |
| Annual ridership per capita | 113 | 138 | 50 |
| Annual Passenger-Kilometres per capita | | 629 | 151 |
| Number of lines | | 9 | 22 |
| Km of network length per million inhabitants | | 41 | 55 |
| Number of stops/stations per million inhabitants | | 49 | 114 |
| Number of vehicles/metro cars per km of network | | 4.3 | 1 |
| Number of vehicles/metro cars per million inhabitants | 423 | 352 | 107 |
| Annual Vehicle-Kilometres per capita | | 6 | 6 |
| Other | 9% | | 100% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |






URBAN MOBILITY LANDSCAPE

-  Automated vehicles 
-  Bike sharing 
-  Car sharing 
-  E-scooter sharing 
-  Moped sharing 
-  Ride hailing 
-  Taxi 
-  Waterborne 
-  Open loop payment 
-  Mobile PT app 

-  **348 CARS** per 1,000 inhabitants
-  **3 EURO** cost of a 1-trip public transport ticket
-  **2376km** bicycle network
-  **10** road traffic related fatalities per year per 100,000 inhabitants
-  **15 TAXIS** per 10,000 inhabitants

BRUSSELS

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1976 | 1885 |
| Annual ridership per capita | 48 | 61 | 51 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 3 | 17 |
| Km of network length per million inhabitants | | 19 | 70 |
| Number of stops/stations per million inhabitants | | 28 | 138 |
| Number of vehicles/metro cars per km of network | | 5.6 | 1.3 |
| Number of vehicles/metro cars per million inhabitants | 408 | 212 | 187 |
| Annual Vehicle-Kilometres per capita | | 3 | 7 |
| Other | 4% | | 69% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE



237 CARS
per 1,000 inhabitants

513km*
bicycle network



11 road traffic related
fatalities
per year per 100,000 inhabitants



3 EURO
cost of a 1-trip public transport ticket



6 TAXIS





per 10,000 inhabitants



*Data from 2021

BUDAPEST

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  Trolleybus |
|---|---|---|---|--|
| Opening Year | | 1896 | 1886 | 1949 |
| Annual ridership per capita | 323 | 157 | 205 | 42 |
| Annual Passenger-Kilometres per capita | | 673 | 570 | |
| Number of lines | | 4 | 35 | 15 |
| Km of network length per million inhabitants | | 22 | 91 | 32* |
| Number of stops/stations per million inhabitants | | 27 | 182 | |
| Number of vehicles/metro cars per km of network | | 5.5 | 1.9 | 2.5 |
| Number of vehicles/metro cars per million inhabitants | 542 | 242 | 339 | 79 |
| Annual Vehicle-Kilometres per capita | | | | |
| Other | 2% | | 19% | |

*Data from 2014

Share of battery electric buses

Share of low-entry LRT vehicles



URBAN MOBILITY LANDSCAPE



400 CARS
per 1,000 inhabitants



350 HUNGARIAN FORINT
cost of a 1-trip public transport ticket

350km
bicycle network



29 road traffic related fatalities
per year per 100,000 inhabitants







31 TAXIS
per 10,000 inhabitants



BUENOS AIRES

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT |
|---|---|---|---|---|
| Opening Year | | 1913 | 1987 | 2011 |
| Annual ridership per capita | 67* | 14 | 0.1 | |
| Annual Passenger-Kilometres per capita | | | | |
| Number of lines | | 6 | 1 | 91 |
| Km of network length per million inhabitants | | 4 | 0.5 | 4 |
| Number of stops/stations per million inhabitants | | 6 | 1 | |
| Number of vehicles/metro cars per km of network | | 5.8 | 0.6 | |
| Number of vehicles/metro cars per million inhabitants | 1,193* | 44 | 1 | |
| Annual Vehicle-Kilometres per capita | | | | |
| Other | | | 0% | 10 |

*Data including Bus and BRT data

Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **280** CARS**
per 1,000 inhabitants

300km
bicycle network



28
road traffic related
fatalities
per year per 100,000 inhabitants



42
ARGENTINE PESO
cost of a 1-trip public transport ticket





25 TAXIS
per 10,000 inhabitants



**Data from 2016

CAIRO

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |
|---|---|---|
| Opening Year | | 1987 |
| Annual ridership per capita | 1.5* | 39 |
| Annual Passenger-Kilometres per capita | | |
| Number of lines | | 3 |
| Km of network length per million inhabitants | | 4 |
| Number of stops/stations per million inhabitants | | 3 |
| Number of vehicles/metro cars per km of network | | 4.5 |
| Number of vehicles/metro cars per million inhabitants | 15 | 38 |
| Annual Vehicle-Kilometres per capita | | |

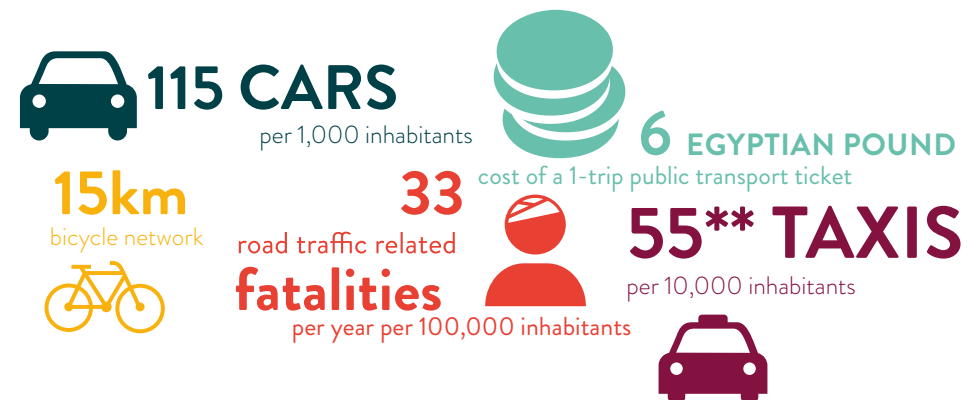
Other

*Ridership data refers only to Mwasalat Misr

Share of battery electric buses






URBAN MOBILITY LANDSCAPE



**Data from 2021

CAPE TOWN

Global Urban Mobility Indicators 2022

| |  Bus* |  BRT |  Paratransit |
|---|--|---|---|
| Opening Year | | 2010 | |
| Annual ridership per capita | 12 | 4 | |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 44 | |
| Km of network length per million inhabitants | | 14 | |
| Number of stops/stations per million inhabitants | | | |
| Number of vehicles/metro cars per km of network | | 5.2 | |
| Number of vehicles/metro cars per million inhabitants | 240 | 73 | 3,487 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 0.2% | 2 | |
| <small>*Bus data refers only to Golden Arrow Bus Services</small> | <small>Share of battery electric buses</small> | <small>Number of corridors</small> | |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



9 SOUTH AFRICAN RAND

cost of a 1-trip public transport ticket

548km
bicycle network





6 TAXIS
per 10,000 inhabitants



CASABLANCA

Global Urban Mobility Indicators 2022

| |  Bus |  LRT |
|---|---|---|
| Opening Year | | 2012 |
| Annual ridership per capita | 24 | 13 |
| Annual Passenger-Kilometres per capita | | |
| Number of lines | | 2 |
| Km of network length per million inhabitants | | 12 |
| Number of stops/stations per million inhabitants | | 18 |
| Number of vehicles/metro cars per km of network | | 1.3 |
| Number of vehicles/metro cars per million inhabitants | 182 | 32 |
| Annual Vehicle-Kilometres per capita | | |
| Other | 0% | 100% |
| | Share of battery electric buses | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



364 CARS
per 1,000 inhabitants



5 MOROCCAN DIRHAM
cost of a 1-trip public transport ticket

64
road traffic related
fatalities
per year per 100,000 inhabitants





22 TAXIS
per 10,000 inhabitants



CHICAGO

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |
|---|---|---|
| Opening Year | | 1892 |
| Annual ridership per capita | 17 | 12 |
| Annual Passenger-Kilometres per capita | | 111 |
| Number of lines | | 8 |
| Km of network length per million inhabitants | | 19 |
| Number of stops/stations per million inhabitants | | 16 |
| Number of vehicles/metro cars per km of network | | 4.5 |
| Number of vehicles/metro cars per million inhabitants | 202 | 168 |
| Annual Vehicle-Kilometres per capita | | 12 |
| Other | 2%* | |

*Data from 2021

Share of battery electric buses



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



129 CARS
per 1,000 inhabitants

708km
bicycle network



2
US DOLLARS

cost of a 1-trip public transport ticket

17
road traffic related
fatalities
per year per 100,000 inhabitants





8 TAXIS
per 10,000 inhabitants



COPENHAGEN

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |
|---|---|---|
| Opening Year | | 2002 |
| Annual ridership per capita | 131 | 79 |
| Annual Passenger-Kilometres per capita | | 351 |
| Number of lines | | 4 |
| Km of network length per million inhabitants | | 28 |
| Number of stops/stations per million inhabitants | | 28 |
| Number of vehicles/metro cars per km of network | | 3.1 |
| Number of vehicles/metro cars per million inhabitants | 949 | 177 |
| Annual Vehicle-Kilometres per capita | | |
| Other | 26% | |

Share of battery electric buses



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **103 CARS**
per 1,000 inhabitants

412km
bicycle network



 **24 DANISH KRONE**
cost of a 1-trip public transport ticket



2 road traffic related
fatalities
per year per 100,000 inhabitants

 **20 TAXIS**
per 10,000 inhabitants



DELHI

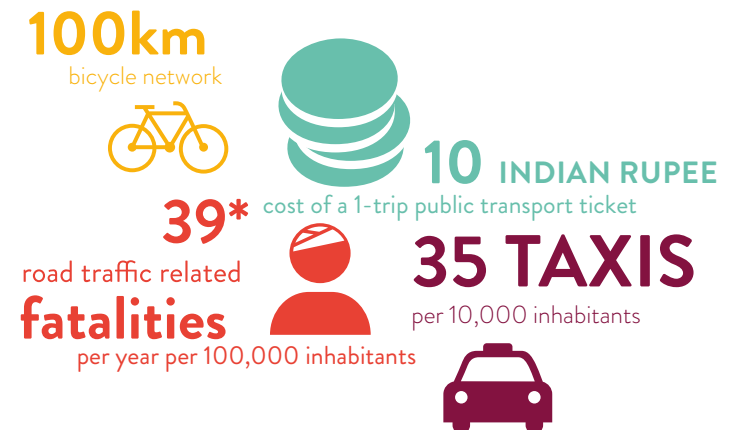
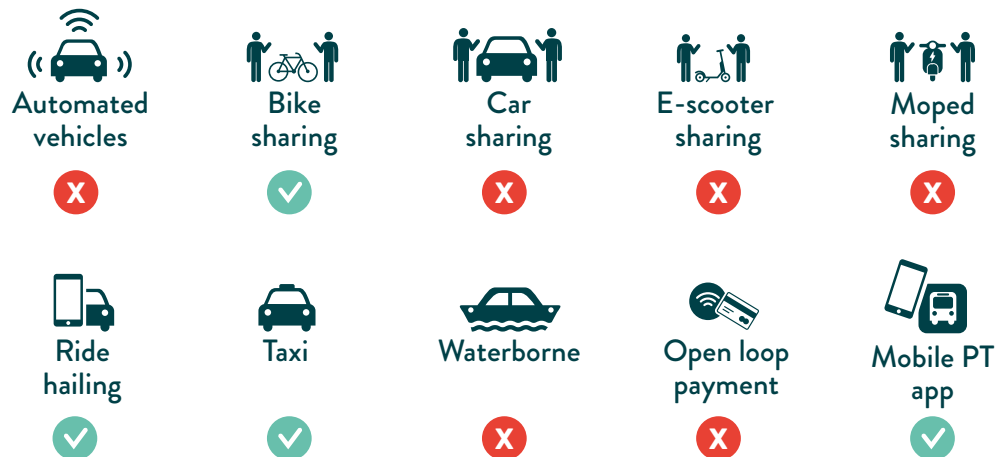
Global Urban Mobility Indicators 2022

| |  Bus |  Metro |
|---|---|---|
| Opening Year | | 2002 |
| Annual ridership per capita | 47 | 46 |
| Annual Passenger-Kilometres per capita | | |
| Number of lines | | 11 |
| Km of network length per million inhabitants | | 11 |
| Number of stops/stations per million inhabitants | | 9 |
| Number of vehicles/metro cars per km of network | | 3.1 |
| Number of vehicles/metro cars per million inhabitants | 224 | 72 |
| Annual Vehicle-Kilometres per capita | | |
| Other | 4% | |

Share of battery electric buses






URBAN MOBILITY LANDSCAPE



*Data from 2021





DUBAI






Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 2009 | 2014 |
| Annual ridership per capita | 53 | 76 | 3 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 2 | 1 |
| Km of network length per million inhabitants | | 30 | 4 |
| Number of stops/stations per million inhabitants | | 18 | 4 |
| Number of vehicles/metro cars per km of network | | 3.6 | 0.8 |
| Number of vehicles/metro cars per million inhabitants | 472 | 218 | 4 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 0.1% | | 100% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |






URBAN MOBILITY LANDSCAPE

| | | | | |
|---|--|---|---|---|
|  Automated vehicles  |  Bike sharing  |  Car sharing  |  E-scooter sharing  |  Moped sharing  |
|  Ride hailing  |  Taxi  |  Waterborne  |  Open loop payment  |  Mobile PT app  |

| | |
|---|--|
|  98 CARS per 1,000 inhabitants |  4 UNITED ARAB EMIRATES DIRHAM cost of a 1-trip public transport ticket |
| 544km bicycle network  | 40 road traffic related fatalities per year per 100,000 inhabitants  |
| | 38 TAXIS per 10,000 inhabitants  |

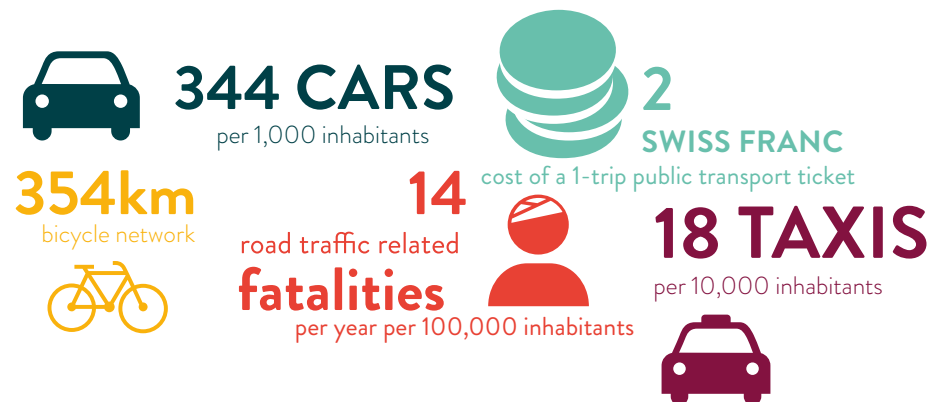
GENEVA

Global Urban Mobility Indicators 2022

| |  Bus |  LRT |  Trolleybus |
|---|---|---|--|
| Opening Year | | 1889 | 1942 |
| Annual ridership per capita | 73 | 142 | 55 |
| Annual Passenger-Kilometres per capita | | 310 | |
| Number of lines | | 5 | 6 |
| Km of network length per million inhabitants | | 59 | 48 |
| Number of stops/stations per million inhabitants | | 142 | |
| Number of vehicles/metro cars per km of network | | 1.7 | 3.5 |
| Number of vehicles/metro cars per million inhabitants | 396 | 201 | 166 |
| Annual Vehicle-Kilometres per capita | | 10 | |
| Other | 5% | 100% | |
| | Share of battery electric buses | Share of low-entry LRT vehicles | |







URBAN MOBILITY LANDSCAPE



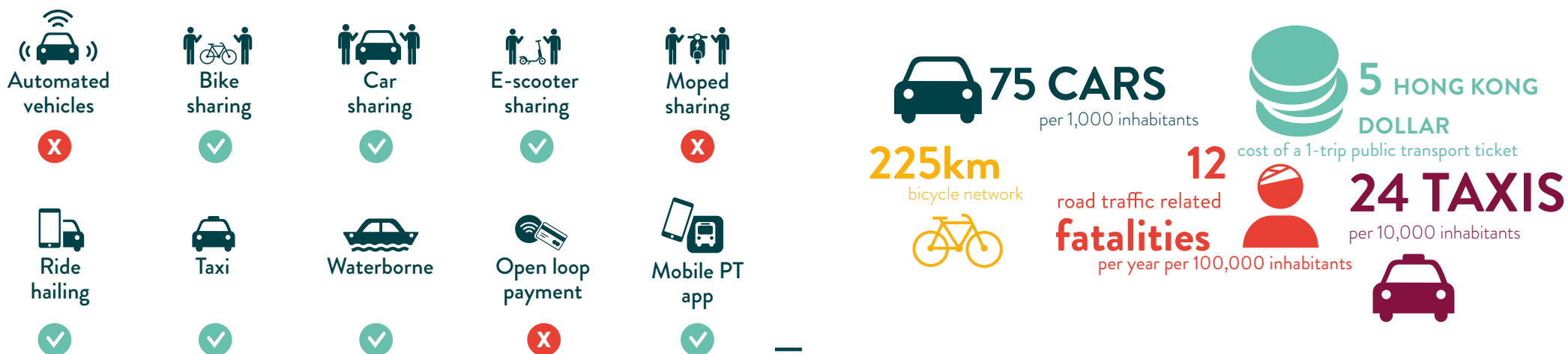
HONG KONG

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  Paratransit |
|---|---|---|---|---|
| Opening Year | | 1979 | 1988 | |
| Annual ridership per capita | 204 | 175 | 23 | 8 |
| Annual Passenger-Kilometres per capita | | | | |
| Number of lines | | 9 | 17 | |
| Km of network length per million inhabitants | | 26 | 7 | |
| Number of stops/stations per million inhabitants | | 13 | 17 | |
| Number of vehicles/metro cars per km of network | | 5 | 3.3 | |
| Number of vehicles/metro cars per million inhabitants | 1,201 | 264 | 42 | 130 |
| Annual Vehicle-Kilometres per capita | | 35 | 2 | |
| Other | 0.5% | | 0% | |
| | Share of battery electric buses | | Share of low-entry LRT vehicles | |








URBAN MOBILITY LANDSCAPE



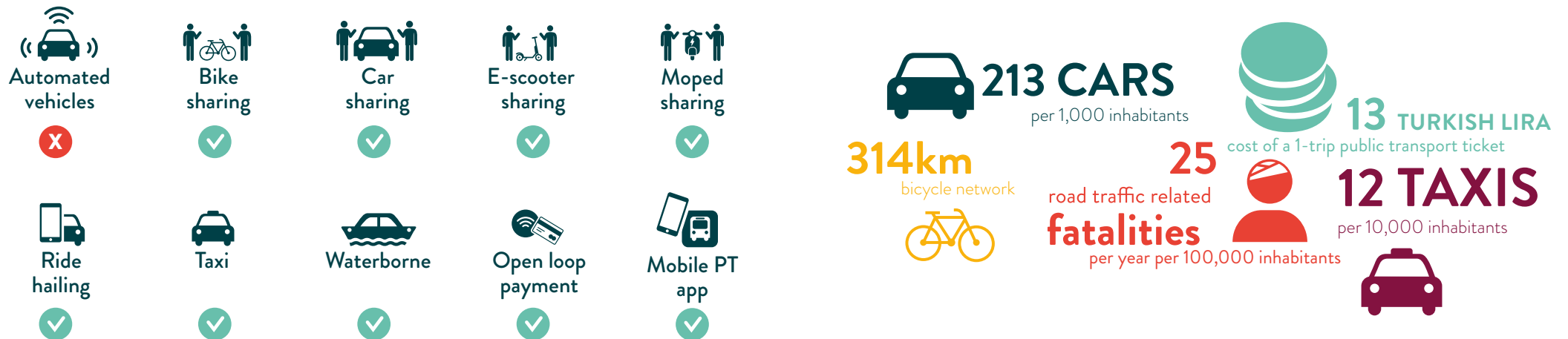
ISTANBUL

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT |  Paratransit* |
|---|---|---|---|---|--|
| Opening Year | | 1989 | 1992 | 2007 | |
| Annual ridership per capita | 59 | 35 | 13 | 19 | |
| Annual Passenger-Kilometres per capita | | | | | 35 |
| Number of lines | | 8 | 3 | 7 | |
| Km of network length per million inhabitants | | 9 | 3 | 3 | |
| Number of stops/stations per million inhabitants | | 7 | 4 | | |
| Number of vehicles/metro cars per km of network | | 3 | 2.5 | 13.4 | |
| Number of vehicles/metro cars per million inhabitants | 416 | 56 | 13 | 45 | 4,651 |
| Annual Vehicle-Kilometres per capita | | | | | |
| Other | 2% | | 60% | 1 | |
| <small>*Data from 2023 including shuttles and minibuses service</small> | <small>Share of battery electric buses</small> | | <small>Share of low-entry LRT vehicles</small> | <small>Number of corridors</small> | |






URBAN MOBILITY LANDSCAPE



JAKARTA

Global Urban Mobility Indicators 2022

| |  Bus* |  Metro |  BRT |
|---|--|---|---|
| Opening Year | | 2019 | 2004 |
| Annual ridership per capita | 7 | 2 | 6 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 2 | 32 |
| Km of network length per million inhabitants | | 2 | 20 |
| Number of stops/stations per million inhabitants | | 2 | |
| Number of vehicles/metro cars per km of network | | 2.6 | 6.8 |
| Number of vehicles/metro cars per million inhabitants | 267 | 10 | 132 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 1% | | 13 |

*Bus data refers only to TransJakarta

Share of battery electric buses

Number of corridors



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment





Mobile PT app



 **341 CARS**
per 1,000 inhabitants




313km
bicycle network



 **2000** **INDONESIAN RUPIAH**
cost of a 1-trip public transport ticket

JERUSALEM

Global Urban Mobility Indicators 2022

| |  Bus |  LRT |  BRT |
|---|---|---|---|
| Opening Year | | 2011 | 2013 |
| Annual ridership per capita | 136* | 41 | |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 1 | 6 |
| Km of network length per million inhabitants | | 14 | 9 |
| Number of stops/stations per million inhabitants | | 24 | |
| Number of vehicles/metro cars per km of network | | 1.7 | 15.6 |
| Number of vehicles/metro cars per million inhabitants | 805 | 48 | 146 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 0.3% | 100% | 1 |
| *Data including Bus and BRT ridership | Share of battery electric buses | Share of low-entry LRT vehicles | Number of corridors |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **241** CARS**
per 1,000 inhabitants




70km
bicycle network


 **5.5**
ISRAELI SHEKEL
cost of a 1-trip public transport ticket

**Data from 2021

JOHANNESBURG

Global Urban Mobility Indicators 2022

| |  Bus |  BRT |  Paratransit |
|---|---|---|---|
| Opening Year | | 2009 | |
| Annual ridership per capita | 1* | 2 | 16 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 3 | |
| Km of network length per million inhabitants | | 10 | |
| Number of stops/stations per million inhabitants | | | |
| Number of vehicles/metro cars per km of network | | 4.7 | |
| Number of vehicles/metro cars per million inhabitants | 63 | 46 | |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 0% | 2 | |





















*Data ridership refers only to Metrobus

Share of battery electric buses

Number of corridors






URBAN MOBILITY LANDSCAPE

| | | | | |
|--|--|---|---|---|
|  Automated vehicles  |  Bike sharing  |  Car sharing  |  E-scooter sharing  |  Moped sharing  |
|  Ride hailing  |  Taxi  |  Waterborne  |  Open loop payment  |  Mobile PT app  |



LISBON

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1959 | 1901 |
| Annual ridership per capita | | 46 | 5* |
| Annual Passenger-Kilometres per capita | 87 | 238 | |
| Number of lines | | 4 | 9 |
| Km of network length per million inhabitants | | 15 | 22 |
| Number of stops/stations per million inhabitants | | 19 | 71 |
| Number of vehicles/metro cars per km of network | | 3.9 | 0.5 |
| Number of vehicles/metro cars per million inhabitants | 494 | 114 | 24 |
| Annual Vehicle-Kilometres per capita | | 9 | |
| Other | 2% | | 33% |

*Data ridership refers only to Metro Transportes do Sul


Share of battery electric buses

Share of low-entry LRT vehicles





URBAN MOBILITY LANDSCAPE

| | | | | |
|--|--|---|---|---|
|  Automated vehicles  |  Bike sharing  |  Car sharing  |  E-scooter sharing  |  Moped sharing  |
|  Ride hailing  |  Taxi  |  Waterborne  |  Open loop payment  |  Mobile PT app  |

 **2 EURO**
cost of a 1-trip public transport ticket




32 road traffic related fatalities per 100,000 inhabitants

 **12 TAXIS** per 10,000 inhabitants



LONDON

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1863 | 2000 |
| Annual ridership per capita | 182 | 124 | 2 |
| Annual Passenger-Kilometres per capita | | 1,048 | 11 |
| Number of lines | | 17 | 4 |
| Km of network length per million inhabitants | | 46 | 3 |
| Number of stops/stations per million inhabitants | | 33 | 4 |
| Number of vehicles/metro cars per km of network | | 5 | 0.6 |
| Number of vehicles/metro cars per million inhabitants | 922 | 468 | 4 |
| Annual Vehicle-Kilometres per capita | | 9 | 0.3 |
| Other | 9% | | 100% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



274 CARS
per 1,000 inhabitants



2 BRITISH POUND STERLING

350km
bicycle network



14
road traffic related
fatalities
per year per 100,000 inhabitants







15 TAXIS
per 10,000 inhabitants



LOS ANGELES

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT |
|---|---|---|---|---|
| Opening Year | | 1993 | 1990 | 2005 |
| Annual ridership per capita | 18* | 2 | 3 | |
| Annual Passenger-Kilometres per capita | | 17 | 24 | |
| Number of lines | | 2 | 4 | 2 |
| Km of network length per million inhabitants | | 2 | 11 | 7 |
| Number of stops/stations per million inhabitants | | 1 | 7 | |
| Number of vehicles/metro cars per km of network | | 1.9 | 1.2 | |
| Number of vehicles/metro cars per million inhabitants | 172* | 8 | 27 | |
| Annual Vehicle-Kilometres per capita | | 1 | 2 | |
| Other | 2% | | 0% | 2 |

*Data including Bus and BRT data

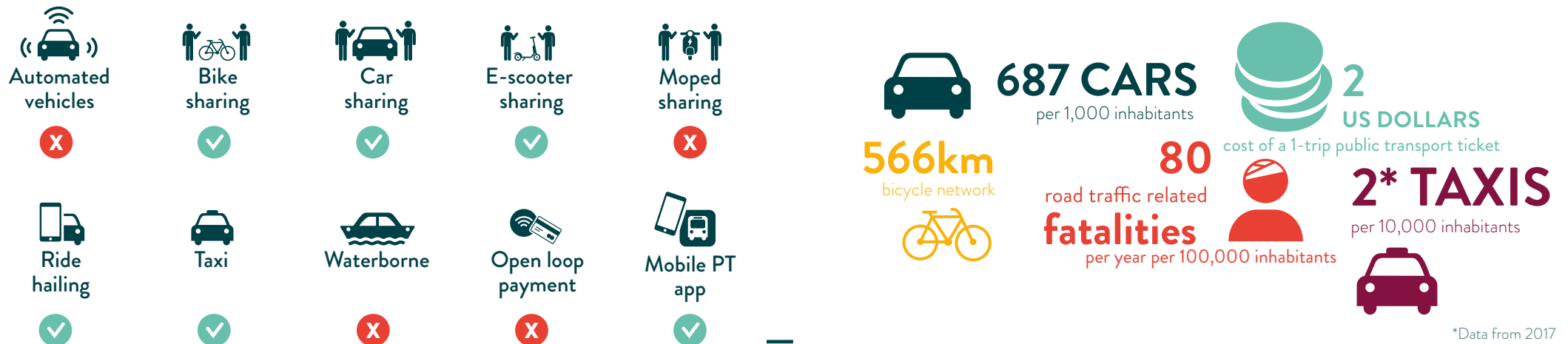
Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors






URBAN MOBILITY LANDSCAPE



*Data from 2017

MADRID

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1919 | 2007 |
| Annual ridership per capita | 90 | 85 | 2 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 13 | 5 |
| Km of network length per million inhabitants | | 44 | 5 |
| Number of stops/stations per million inhabitants | | 35 | 8 |
| Number of vehicles/metro cars per km of network | | 3.9 | 0.5 |
| Number of vehicles/metro cars per million inhabitants | 620 | 346 | 5 |
| Annual Vehicle-Kilometres per capita | | 28 | 2 |
| Other | 4% | | 100% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **611 CARS**
per 1,000 inhabitants

195km
bicycle network



 **2 EURO**
cost of a 1-trip public transport ticket





18
road traffic related
fatalities
per year per 100,000 inhabitants

 **24 TAXIS**
per 10,000 inhabitants



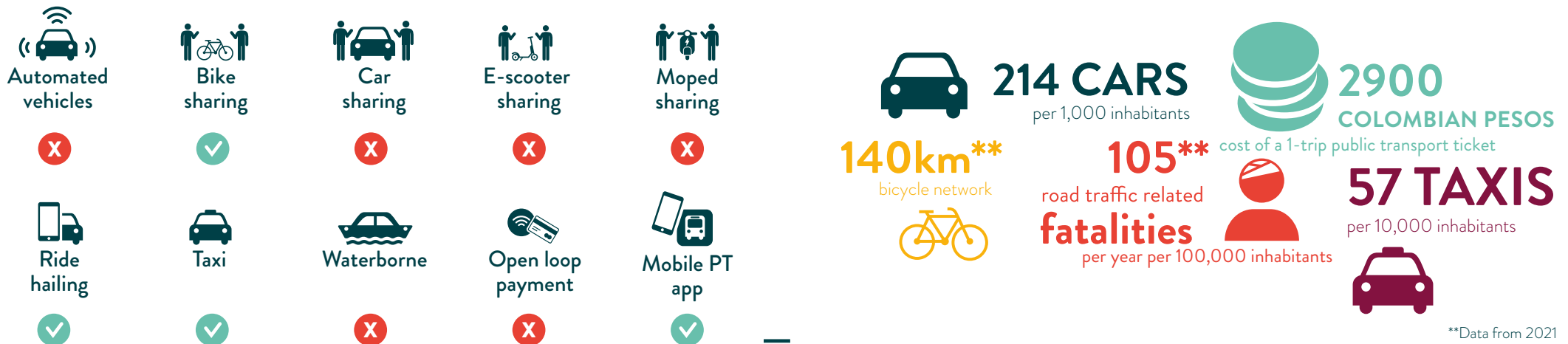
MEDELLIN

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT |
|---|---|---|---|---|
| Opening Year | | 1995 | 2015 | 2011 |
| Annual ridership per capita | 51* | 53 | 2 | |
| Annual Passenger-Kilometres per capita | | | | |
| Number of lines | | 2 | 1 | 3 |
| Km of network length per million inhabitants | | 8 | 1 | 9 |
| Number of stops/stations per million inhabitants | | 7 | 2 | |
| Number of vehicles/metro cars per km of network | | 3.9 | 1.5 | 4.1 |
| Number of vehicles/metro cars per million inhabitants | 837 | 59 | 3 | 35 |
| Annual Vehicle-Kilometres per capita | | | | |
| Other | 2% | | 100% | 2 |
| *Data including Bus and BRT data | Share of battery electric buses | | Share of low-entry LRT vehicles | Number of corridors |





URBAN MOBILITY LANDSCAPE



**Data from 2021

MELBOURNE

Global Urban Mobility Indicators 2022

| |  Bus |  LRT |
|---|---|---|
| Opening Year | | 1906 |
| Annual ridership per capita | 17 | 24 |
| Annual Passenger-Kilometres per capita | | |
| Number of lines | | 23 |
| Km of network length per million inhabitants | | 49 |
| Number of stops/stations per million inhabitants | | 169 |
| Number of vehicles/metro cars per km of network | | 1 |
| Number of vehicles/metro cars per million inhabitants | | 100 |
| Annual Vehicle-Kilometres per capita | | 4,8 |
| Other | | 39% |

Share of battery electric buses

Share of low-entry LRT vehicles



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **577 CARS**
per 1,000 inhabitants

135km
bicycle network



 **5 AUSTRALIAN DOLLAR**
cost of a 1-trip public transport ticket

21
road traffic related
fatalities
per year per 100,000 inhabitants






 **9* TAXIS**
per 10,000 inhabitants



*Data from 2015

MEXICO CITY

Global Urban Mobility Indicators 2022

| |  Bus* |  Metro |  LRT |  BRT |  Trolleybus |
|---|--|---|---|---|--|
| Opening Year | | 1969 | 1986 | 2005 | 1951 |
| Annual ridership per capita | 6 | 47 | 1 | 21 | 3 |
| Annual Passenger-Kilometres per capita | | | | | |
| Number of lines | | 12 | 1 | 53 | 9 |
| Km of network length per million inhabitants | | 10 | 1 | 10 | 9 |
| Number of stops/stations per million inhabitants | | 7 | 1 | | |
| Number of vehicles/metro cars per km of network | | 7.4 | 0.9 | 4.7 | 1.9 |
| Number of vehicles/metro cars per million inhabitants | 62 | 152 | 1 | 46 | 17 |
| Annual Vehicle-Kilometres per capita | | 2 | 0.1 | | |
| Other | | | 0% | 10 | |

*Bus data refers only to Red de transporte de pasajeros

Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



255 CARS
per 1,000 inhabitants

569km
bicycle network



3 MEXICAN PESOS
cost of a 1-trip public transport ticket

24 road traffic related fatalities
per year per 100,000 inhabitants







10 TAXIS
per 10,000 inhabitants



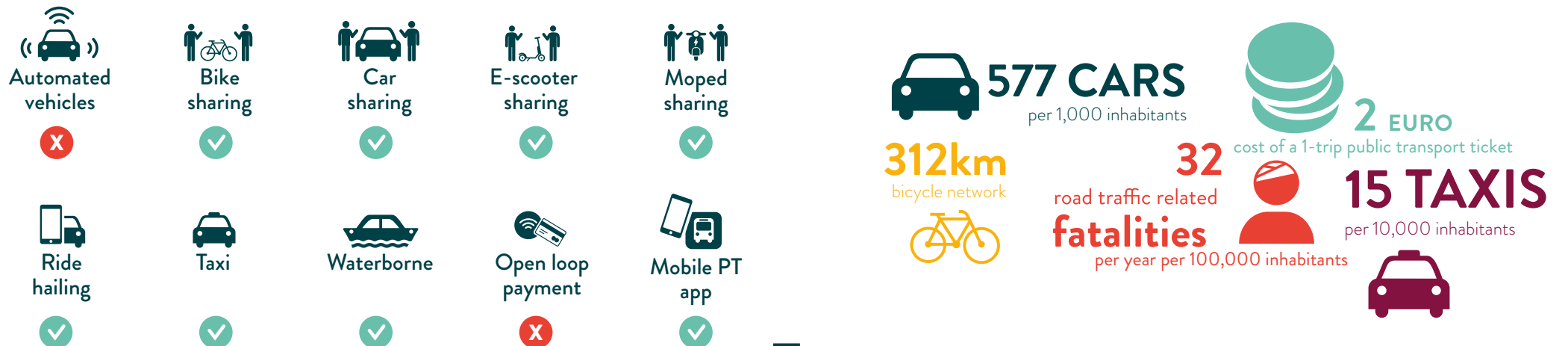
MILAN

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  Trolleybus |
|---|---|---|---|--|
| Opening Year | | 1964 | 1893 | 1933 |
| Annual ridership per capita | 39 | 90 | 24 | 5 |
| Annual Passenger-Kilometres per capita | | 549 | 56 | |
| Number of lines | | 5 | 17 | 4 |
| Km of network length per million inhabitants | | 32 | 41 | 12 |
| Number of stops/stations per million inhabitants | | 36 | 130 | |
| Number of vehicles/metro cars per km of network | | 5.3 | 2.1 | 3 |
| Number of vehicles/metro cars per million inhabitants | 396 | 345 | 157 | 42 |
| Annual Vehicle-Kilometres per capita | | 24 | 4 | |
| Other | 13% | | 29% | |
| | Share of battery electric buses | | Share of low-entry LRT vehicles | |






URBAN MOBILITY LANDSCAPE



MONTREAL

Global Urban Mobility Indicators 2022

| |  Bus* |  Metro |  BRT |
|---|--|---|---|
| Opening Year | | 1966 | 2022 |
| Annual ridership per capita | 5 | 57 | |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 4 | 4 |
| Km of network length per million inhabitants | | 17 | 3 |
| Number of stops/stations per million inhabitants | | 16 | |
| Number of vehicles/metro cars per km of network | | 7 | 1.8 |
| Number of vehicles/metro cars per million inhabitants | 662 | 234 | 5 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 2% | | 1 |

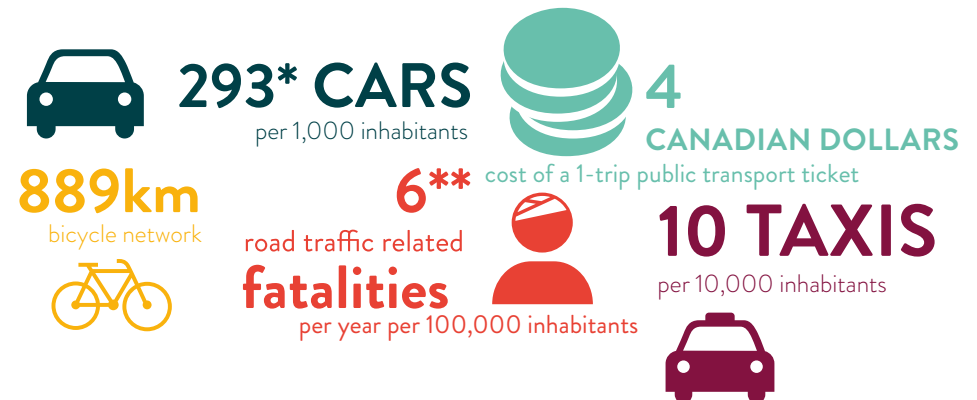
*Data ridership refers only to Exo and STL.
Data vehicles refers only to STM, STL and RTL.

Share of battery electric buses

Number of corridors







URBAN MOBILITY LANDSCAPE



NEW YORK

Global Urban Mobility Indicators 2022

| |  Bus* |  Metro |  LRT |  BRT |
|---|--|---|---|---|
| Opening Year | | 1860 | 1935 | 2008 |
| Annual ridership per capita | 31 | 56 | 1 | |
| Annual Passenger-Kilometres per capita | | 623 | 5 | |
| Number of lines | | 30 | 5 | 20 |
| Km of network length per million inhabitants | | 23 | 2 | 5 |
| Number of stops/stations per million inhabitants | | 27 | 2 | |
| Number of vehicles/metro cars per km of network | | 7.9 | 0.9 | |
| Number of vehicles/metro cars per million inhabitants | 306 | 364 | 4 | |
| Annual Vehicle-Kilometres per capita | | 31 | 0.2 | |

Other 100% 17

*Data including Bus and BRT ridership/vehicles. Data refers to New York City Transit and MTA Bus Company

Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **110 CARS**
per 1,000 inhabitants

1221km**
bicycle network






 **3 UNITED STATES DOLLAR**
cost of a 1-trip public transport ticket

14
road traffic related
fatalities
per year per 100,000 inhabitants

 **7 TAXIS**
per 10,000 inhabitants

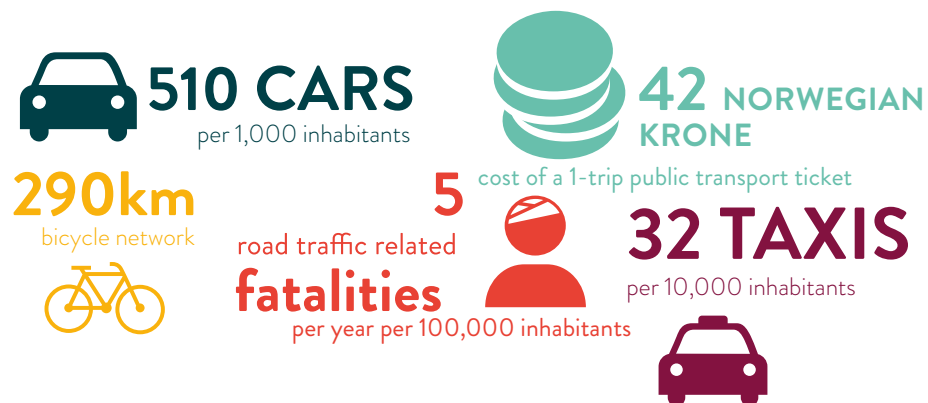
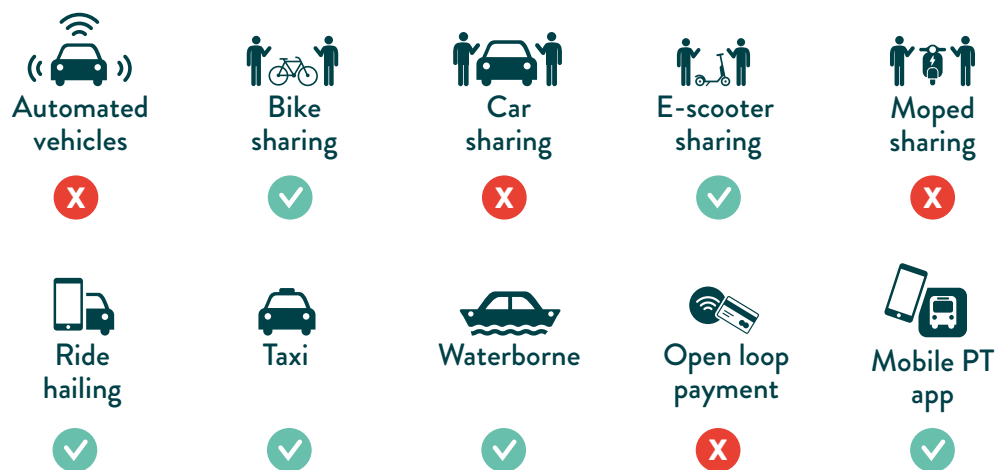


**Data from 2020

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1966 | 1894 |
| Annual ridership per capita | 148 | 94 | 39 |
| Annual Passenger-Kilometres per capita | | 507 | 93 |
| Number of lines | | 5 | 6 |
| Km of network length per million inhabitants | | 80 | 37 |
| Number of stops/stations per million inhabitants | | 94 | 80 |
| Number of vehicles/metro cars per km of network | | 2 | 1.1 |
| Number of vehicles/metro cars per million inhabitants | 796 | 322 | 80 |
| Annual Vehicle-Kilometres per capita | | 8 | 5 |
| Other | | | 79% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |







URBAN MOBILITY LANDSCAPE



PARIS

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT |
|---|---|---|---|---|
| Opening Year | | 1900 | 1994 | 1993 |
| Annual ridership per capita | 103* | 120 | 26 | |
| Annual Passenger-Kilometres per capita | | 630 | | |
| Number of lines | | 16 | 9 | 2 |
| Km of network length per million inhabitants | | 19 | 10 | 3 |
| Number of stops/stations per million inhabitants | | 28 | 18 | |
| Number of vehicles/metro cars per km of network | | 9.5 | 1.2 | 1.7 |
| Number of vehicles/metro cars per million inhabitants | 735 | 355 | 25 | 5 |
| Annual Vehicle-Kilometres per capita | | 5 | 1 | |
| Other | 8% | | 100% | 2 |

*Data including Bus and BRT data

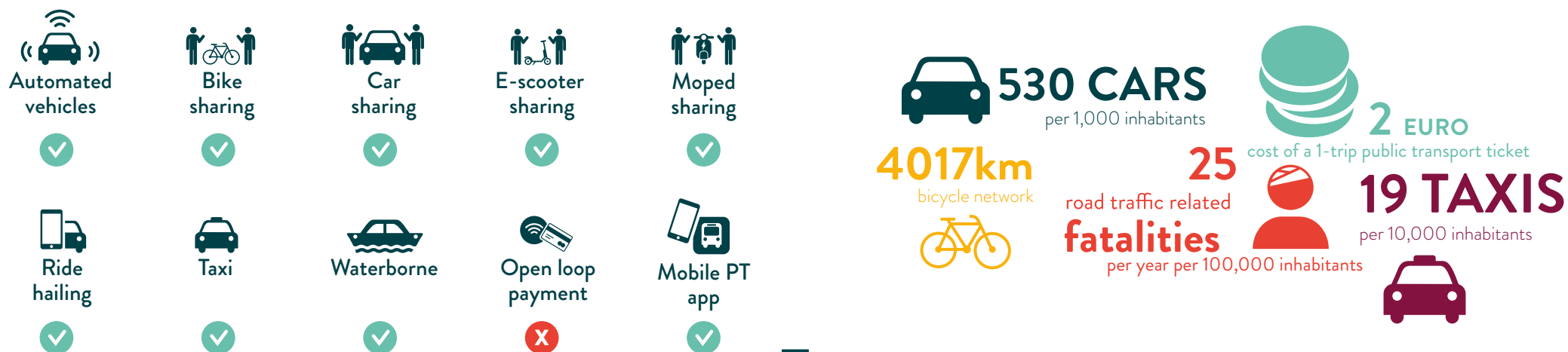
Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors






URBAN MOBILITY LANDSCAPE



PORTLAND

Global Urban Mobility Indicators 2022

| |  Bus |  LRT |  BRT |
|---|---|---|---|
| Opening Year | | 1986 | 2022 |
| Annual ridership per capita | 17* | 10 | |
| Annual Passenger-Kilometres per capita | | 76 | |
| Number of lines | | 8 | 1 |
| Km of network length per million inhabitants | | 50 | 11 |
| Number of stops/stations per million inhabitants | | 75 | |
| Number of vehicles/metro cars per km of network | | 0.7 | |
| Number of vehicles/metro cars per million inhabitants | 316* | 74 | |
| Annual Vehicle-Kilometres per capita | | 3 | |
| Other | 1% | 84% | 1 |

*Data including Bus and BRT data

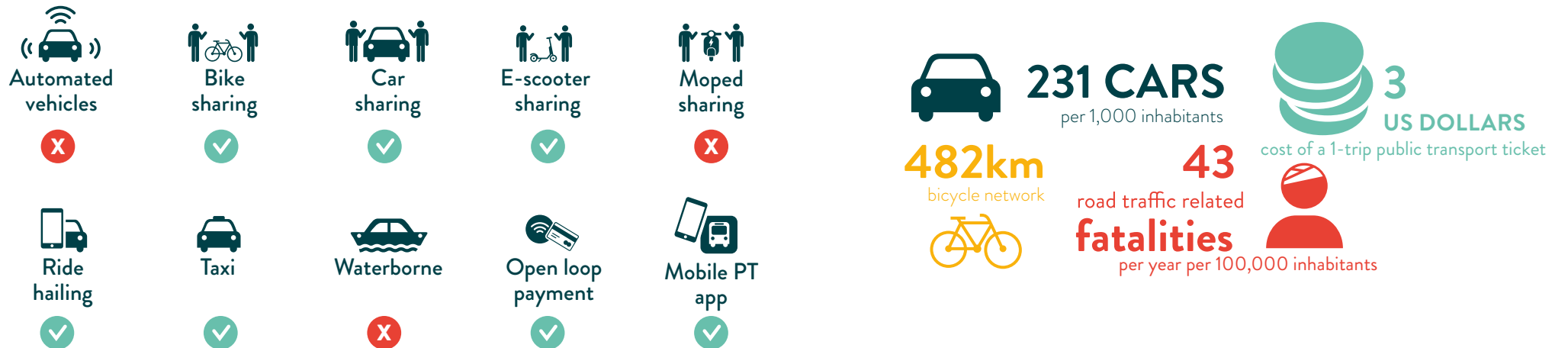
Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors







URBAN MOBILITY LANDSCAPE



PRAGUE

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  Trolleybus |
|---|---|---|---|--|
| Opening Year | | 1974 | 1891 | 2017 |
| Annual ridership per capita | 179 | 257 | 239 | 12 |
| Annual Passenger-Kilometres per capita | | | | |
| Number of lines | | 3 | 26 | 1 |
| Km of network length per million inhabitants | | 50 | 111 | 9 |
| Number of stops/stations per million inhabitants | | 46 | 208 | |
| Number of vehicles/metro cars per km of network | | 5.6 | 2.6 | 0.1 |
| Number of vehicles/metro cars per million inhabitants | 929 | 554 | 583 | 1 |
| Annual Vehicle-Kilometres per capita | | 45 | 44 | |
| Other | 1% | | 51% | |
| | | Share of battery electric buses | Share of low-entry LRT vehicles | |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **767*** CARS
per 1,000 inhabitants

549km
bicycle network



 **30 CZECH KORUNA**
cost of a 1-trip public transport ticket





13 road traffic related
fatalities
per year per 100,000 inhabitants



*Data from 2023

RIO DE JANEIRO

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT* |
|---|--|--|--|---|
| Opening Year | | 1979 | 2016 | 2011 |
| Annual ridership per capita | 45* | 12 | 1 | |
| Annual Passenger-Kilometres per capita | | | | |
| Number of lines | | 2 | 3 | 23 |
| Km of network length per million inhabitants | | 4 | 2 | 10 |
| Number of stops/stations per million inhabitants | | 3 | 2 | |
| Number of vehicles/metro cars per km of network | | 3.5 | 1 | 1.7 |
| Number of vehicles/metro cars per million inhabitants | 467 | 28 | 2 | 17 |
| Annual Vehicle-Kilometres per capita | | | 0.1 | |
| Other | 71.6% | | 100% | 3 |

*Data ridership refers only to Rio de Janeiro Municipality and includes Bus and BRT

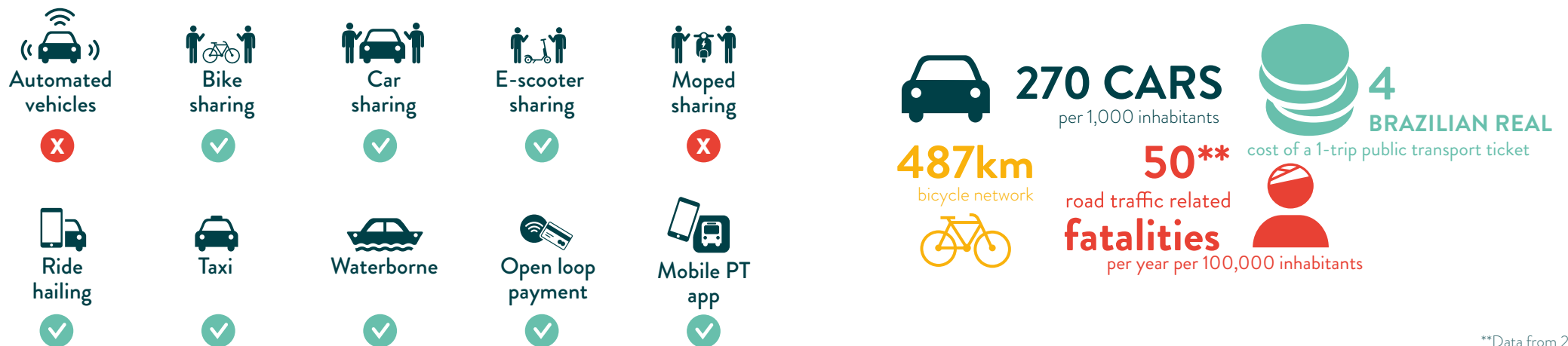
Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors






URBAN MOBILITY LANDSCAPE



SANTIAGO

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  BRT |
|---|---|---|---|
| Opening Year | | 1975 | 2007 |
| Annual ridership per capita | 72* | 79 | |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 7 | 55 |
| Km of network length per million inhabitants | | 20 | 13 |
| Number of stops/stations per million inhabitants | | 17 | |
| Number of vehicles/metro cars per km of network | | 4.7 | |
| Number of vehicles/metro cars per million inhabitants | 1,018* | 194 | |
| Annual Vehicle-Kilometres per capita | | 22 | |
| Other | 14% | | 13 |

*Data including Bus and BRT data

Share of battery electric buses

Number of corridors



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



 **226 CARS**
per 1,000 inhabitants

753km**
bicycle network



 **640 CHILEAN PESO**
cost of a 1-trip public transport ticket

56
road traffic related
fatalities
per year per 100,000 inhabitants





 **38 TAXIS**
per 10,000 inhabitants



*Data from 2023

SAO PAULO

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  BRT |  Trolleybus |
|---|---|---|---|--|
| Opening Year | | 1974 | 1988 | 1949 |
| Annual ridership per capita | 140* | 49 | | |
| Annual Passenger-Kilometres per capita | | | | |
| Number of lines | | 6 | 12 | 9 |
| Km of network length per million inhabitants | | 5 | 2 | 7 |
| Number of stops/stations per million inhabitants | | 3 | | |
| Number of vehicles/metro cars per km of network | | 5.7 | | 1.2 |
| Number of vehicles/metro cars per million inhabitants | 750 | 53 | | 9 |
| Annual Vehicle-Kilometres per capita | | | | |
| Other | 0.1% | | 2 | |

*Data including Bus, BRT and trolleybus data

Share of battery electric buses

Number of corridors



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



434 CARS
per 1,000 inhabitants

699km
bicycle network



4
BRAZILIAN REAL
cost of a 1-trip public transport ticket

82**
road traffic related
fatalities
per year per 100,000 inhabitants



16*** TAXIS
per 10,000 inhabitants





**Data from 2023

***Data from 2021

SINGAPORE

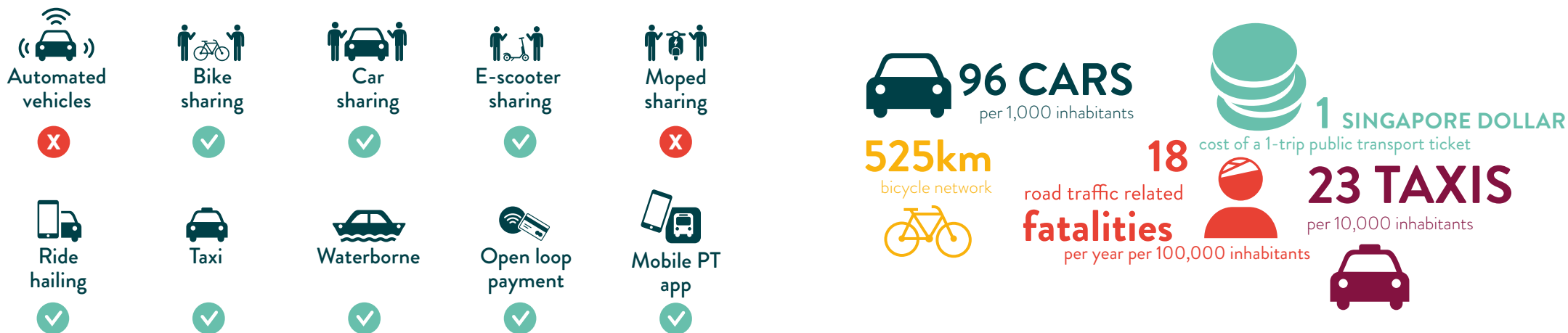
Global Urban Mobility Indicators 2022

| |  Bus |  Metro |
|---|---|---|
| Opening Year | | 1987 |
| Annual ridership per capita | 209 | 139 |
| Annual Passenger-Kilometres per capita | | 1,097 |
| Number of lines | | 9 |
| Km of network length per million inhabitants | | 41 |
| Number of stops/stations per million inhabitants | | 29 |
| Number of vehicles/metro cars per km of network | | 3.9 |
| Number of vehicles/metro cars per million inhabitants | 904 | 325 |
| Annual Vehicle-Kilometres per capita | | 24 |
| Other | 1% | |

Share of battery electric buses






URBAN MOBILITY LANDSCAPE



STOCKHOLM

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1950 | 1914 |
| Annual ridership per capita | 156 | 169 | 17 |
| Annual Passenger-Kilometres per capita | | 926 | |
| Number of lines | | 7 | 5 |
| Km of network length per million inhabitants | | 65 | 23 |
| Number of stops/stations per million inhabitants | | 60 | 35 |
| Number of vehicles/metro cars per km of network | | 2 | 1.2 |
| Number of vehicles/metro cars per million inhabitants | 1,291 | 260 | 46 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 1.4% | | 100% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi



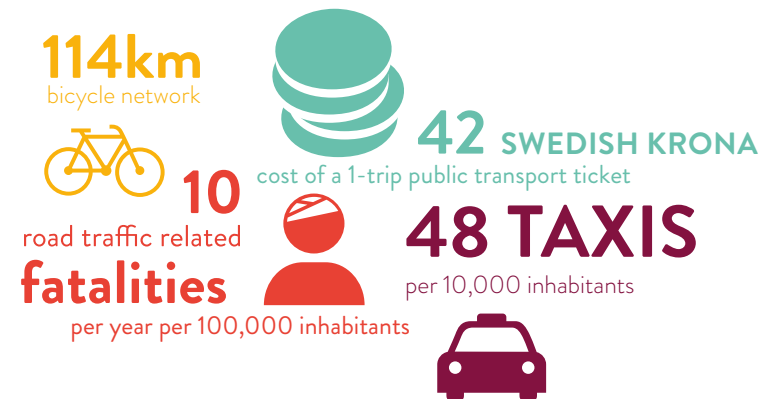

Waterborne




Open loop payment







Mobile PT app



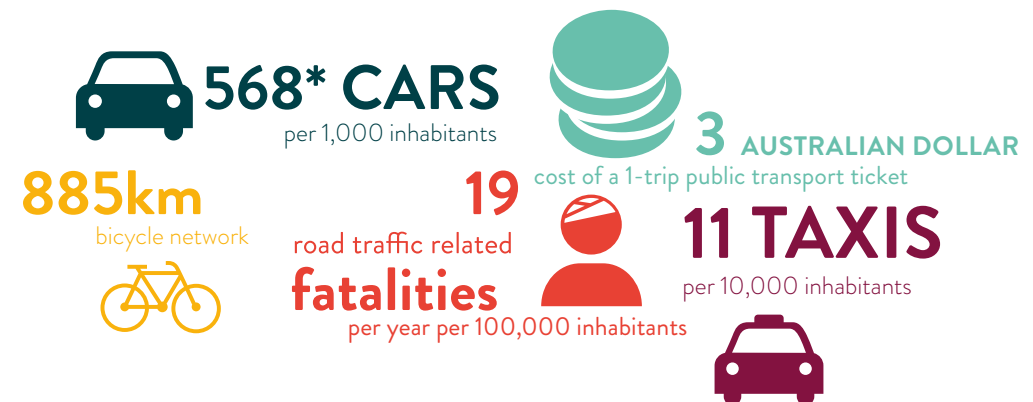
SYDNEY

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 2019 | 1997 |
| Annual ridership per capita | 34 | 3 | 5 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 1 | 3 |
| Km of network length per million inhabitants | | 7 | 5 |
| Number of stops/stations per million inhabitants | | 3 | 8 |
| Number of vehicles/metro cars per km of network | | 2.2 | 1.5 |
| Number of vehicles/metro cars per million inhabitants | | 31 | 14 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | | | 100% |
| | | Share of battery electric buses | Share of low-entry LRT vehicles |







URBAN MOBILITY LANDSCAPE



*Data from 2020

TAIPEI

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |  BRT |
|---|---|---|---|---|
| Opening Year | | 1996 | 2018 | 2008 |
| Annual ridership per capita | 125* | 214 | 1 | |
| Annual Passenger-Kilometres per capita | | 1,742 | | |
| Number of lines | | 7 | 2 | 2 |
| Km of network length per million inhabitants | | 73 | 3 | 11 |
| Number of stops/stations per million inhabitants | | 53 | 5 | |
| Number of vehicles/metro cars per km of network | | 3.1 | 0.8 | |
| Number of vehicles/metro cars per million inhabitants | 1,313 | 445 | 5 | |
| Annual Vehicle-Kilometres per capita | | 8 | | |
| Other | 9% | | 100% | 1 |

*Data including Bus and BRT data

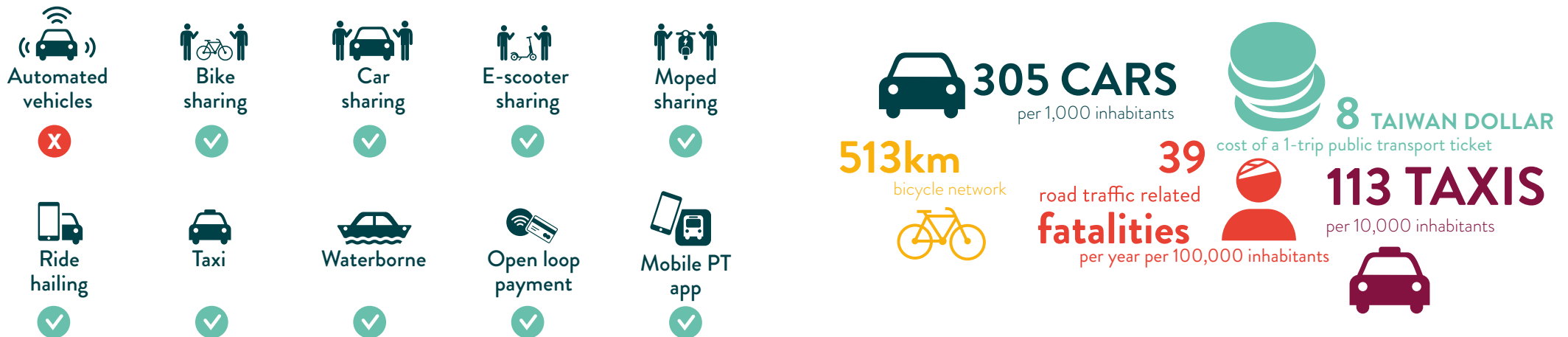
Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors






URBAN MOBILITY LANDSCAPE



TORONTO

Global Urban Mobility Indicators 2022

| |  Bus* |  Metro |  LRT |
|---|--|---|---|
| Opening Year | | 1954 | 1892 |
| Annual ridership per capita | 27 | 37 | 4 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 4 | 9 |
| Km of network length per million inhabitants | | 12 | 14 |
| Number of stops/stations per million inhabitants | | 12 | 49 |
| Number of vehicles/metro cars per km of network | | 5.7 | 1.2 |
| Number of vehicles/metro cars per million inhabitants | 326 | 139 | 32 |
| Annual Vehicle-Kilometres per capita | | 14 | 1 |
| Other | 3% | | 100% |

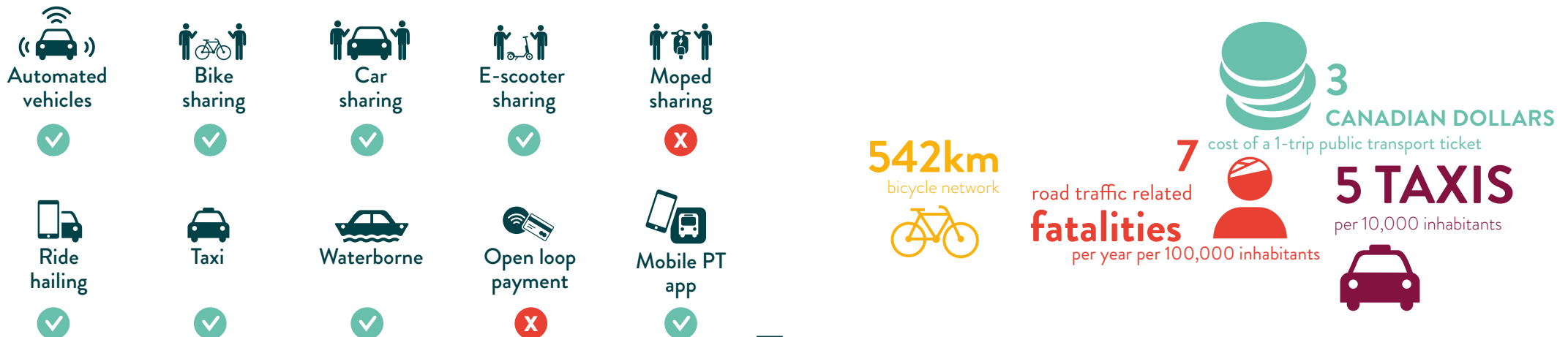
*Bus data refers only to Toronto Transport Commission

Share of battery electric buses

Share of low-entry LRT vehicles






URBAN MOBILITY LANDSCAPE



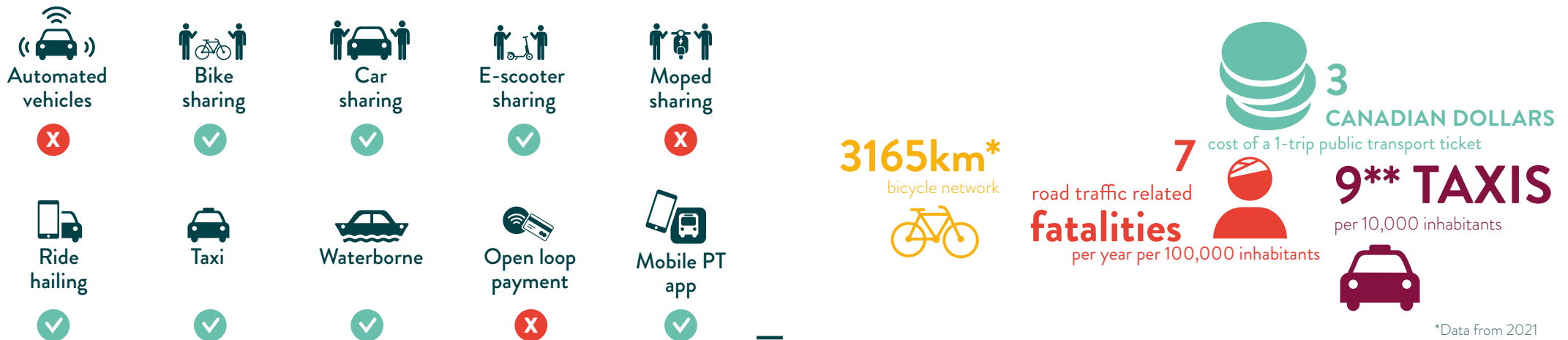
VANCOUVER

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  Trolleybus |
|---|---|---|--|
| Opening Year | | 1986 | 1948 |
| Annual ridership per capita | 77 | 44 | |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 3 | 13 |
| Km of network length per million inhabitants | | 30 | 122 |
| Number of stops/stations per million inhabitants | | 20 | |
| Number of vehicles/metro cars per km of network | | 2.2 | 0.8 |
| Number of vehicles/metro cars per million inhabitants | 786 | 133 | 100 |
| Annual Vehicle-Kilometres per capita | | | |
| Other | 0.2% | | |
| | Share of battery electric buses | | |



URBAN MOBILITY LANDSCAPE






*Data from 2021

**Data from 2015

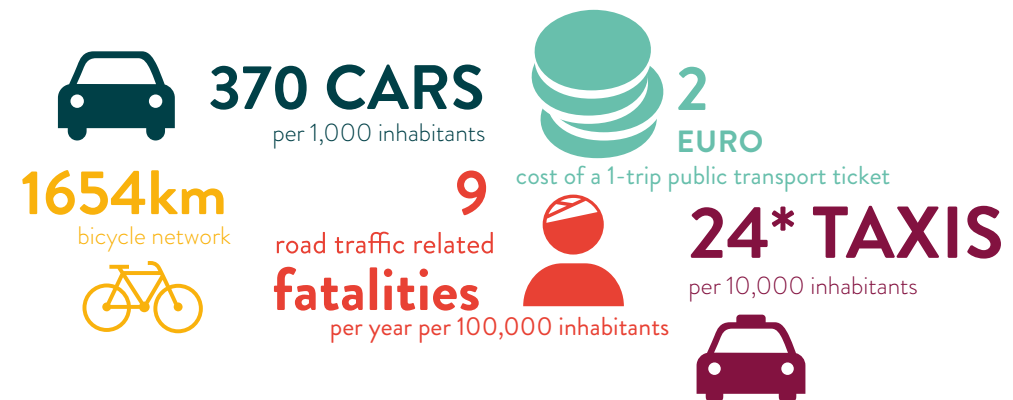
VIENNA

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1976 | 1883 |
| Annual ridership per capita | 78 | 178 | 126 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 5 | 28 |
| Km of network length per million inhabitants | | 42 | 90 |
| Number of stops/stations per million inhabitants | | 56 | 293 |
| Number of vehicles/metro cars per km of network | | 5.5 | 1.4 |
| Number of vehicles/metro cars per million inhabitants | 223 | 463 | 249 |
| Annual Vehicle-Kilometres per capita | | | 12 |
| Other | 0% | | 76% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |






URBAN MOBILITY LANDSCAPE



*Data from 2019

WARSAW

Global Urban Mobility Indicators 2022

| |  Bus |  Metro |  LRT |
|---|---|---|---|
| Opening Year | | 1995 | 1908 |
| Annual ridership per capita | 225 | 90 | 138 |
| Annual Passenger-Kilometres per capita | | | |
| Number of lines | | 2 | 26 |
| Km of network length per million inhabitants | | 23 | 76 |
| Number of stops/stations per million inhabitants | | 18 | 166 |
| Number of vehicles/metro cars per km of network | | 5.9 | 2.7 |
| Number of vehicles/metro cars per million inhabitants | 1,009 | 271 | 400 |
| Annual Vehicle-Kilometres per capita | | 28 | 29 |
| Other | 9% | | 43% |
| | Share of battery electric buses | | Share of low-entry LRT vehicles |



URBAN MOBILITY LANDSCAPE


Automated vehicles




Bike sharing




Car sharing




E-scooter sharing




Moped sharing




Ride hailing




Taxi




Waterborne




Open loop payment




Mobile PT app



735km
bicycle network



18*

road traffic related
fatalities

per year per 100,000 inhabitants



3 POLISH ZLOTY
cost of a 1-trip public transport ticket



*Data from 2023

DEFINITIONS

Indicators



| Indicator | Unit | Definition | Public transport mode covered |
|---|---------------------|--|---|
| Opening year | Year | The year when the system for the considered public transport mode commenced public service. | Metro, LRT, BRT, Trolleybus |
| Annual ridership per capita | Trips/Boardings | The annual number of passengers for the considered public transport mode, including either number of trips (one-way course of travel from one place to another) or number of boardings (a movement using a single vehicle). | Bus, Metro, LRT, BRT, Trolleybus, Paratransit |
| Annual Passenger-Kilometres per capita | pkm | Total distance covered by passengers for the considered public transport mode annually. | Metro, LRT |
| Number of lines | Lines | Total amount of commercial service lines for the considered public transport mode providing regular and scheduled transport services for the given year. Touristic and historical lines are excluded. | Metro, LRT, BRT, Trolleybus |
| Km of network length per million inhabitants | km | Total infrastructure length for the considered public transport mode excluding service sections for the given year (km of network for rail services is counted as double). | Metro, LRT, BRT, Trolleybus |
| Number of stops/stations per million inhabitants | Stops-Stations | Number of stops/stations counted by the stop/station name for the considered public transport mode in service for the given year (metro interchange stations counted only once). | Metro, LRT |
| Number of vehicles/metro cars per km of network | Vehicles/Metro cars | Number of vehicles/metro cars for the considered public transport mode in service for the given year. | Metro, LRT, BRT, Trolleybus |
| Number of vehicles/metro cars per million inhabitants | Vehicles/Metro cars | Number of vehicles/metro cars for the considered public transport mode in service for the given year. | Bus, Metro, LRT, BRT, Trolleybus |
| Annual Vehicle-Kilometres per capita | vkm | Total distance covered by vehicles for the considered public transport mode in commercial service annually (excluding deadhead runs from and to depots). | Metro, LRT |
| Share of battery electric buses | % | Number of full-electric battery buses in commercial service for the given year. | Bus |
| Share of low-entry LRT vehicles | % | Number of low-entry commercial vehicles in commercial service annually. A low-entry vehicle is a tram or light-rail vehicle with at least one low-floor entrance. High-entry vehicles are not included even if they have step-free access. | LRT |
| Number of corridors | Corridors | A section of road or contiguous roads served by a bus line or multiple bus lines with a minimum length of 3 kilometres (1.9 miles) that has dedicated bus lanes. | BRT |
| Road traffic-related fatalities per 100,000 inhabitants | Death | Total number of persons killed immediately or dying within 30 days as a result of a road injury accident for the given year. | |

| Indicator | Unit | Definition | Public transport mode covered |
|---|-------------------------|---|--------------------------------------|
| Cars per 1,000 inhabitants | Private passengers cars | The number of private passenger cars registered for the given year. | |
| Price of public transport ticket | Local currency | Price of a single trip ticket, considering the minimum fare available no matter the transport mode. The price is rounded to the nearest integer. | Bus, Metro, LRT, BRT, Trolleybus |
| Km of bicycle network length | km | Total length of bicycle network infrastructure including shared bike lanes and segregated bike paths for the given year. | |
| Number of taxi vehicles per 10,000 inhabitants | Vehicles | Number of registered taxi vehicles in service for the given year, defined as car-based on-demand and point-to-point service. | Taxi |
| Availability of automated vehicles | Yes/No | Presence of automated road vehicles operating public transport service in the city, both considering pilot service or no-end date service. | Bus, Taxi, Ride-hailing |
| Availability of bike sharing | Yes/No | Presence of a bike-sharing system, defined as bikes for public hire, dock-based or dock-less systems, usually used briefly and left for other persons | Bike sharing |
| Availability of car-sharing | Yes/No | Presence of a car-sharing system, defined as station-based, free-floating or peer-to-peer vehicles that you can rent for short periods, often by the hour or the minute, without ownership responsibilities. | Car sharing |
| Availability of e-scooter sharing | Yes/No | Presence of e-scooter sharing system, defined as Electric scooters rented via apps, ridden briefly, then parked for the next user. | E-scooter sharing |
| Availability of moped sharing | Yes/No | Presence of moped sharing system, defined as moped for public rental accessible via apps, usually used briefly and left for other persons. | Moped sharing |
| Availability of ride-hailing | Yes/No | Presence of ride-hailing service, defined as the platform-based matching of drivers and riders for car-based on-demand and point-to-point services. | Ride-hailing |
| Availability of taxi | Yes/No | Presence of a metered taxi service, defined as car-based on-demand and point-to-point service. | Taxi |
| Availability of waterborne | Yes/No | Presence of waterborne service, defined as a mode of transportation that utilizes waterways - such as rivers, lakes, canals, and seas - through various types of vessels, such as ferries, boats, and barges, both fuel-powered and electrically powered, which travel along designated routes and schedules to connect different points. | Waterborne |
| Availability of Open Loop Payment | Yes/No | Possibility to pay for a trip on public transport systems using a credit/debit card no matter the transport mode for the given year. | Bus, Metro, LRT, BRT, Trolleybus |
| Availability of Mobile public transport application | Yes/No | Availability of a standalone public transport app for smartphone developed for the city in question for the given year. Third party apps can be considered if they are specifically designed for public transport use. | |

DEFINITIONS

Transport modes

METRO

A metro is an urban guided transport system, mostly on rails, running on an exclusive right-of-way without any interference from other traffic or level crossings and mostly with some degree of drive automation and train protection. These design features allow high-capacity trains to run with short headways and high commercial speed. Metros are therefore suitable for the carriage of high passenger flows.

Besides the above criteria, trains are composed of a minimum of two cars and with a total capacity of at least 100 passengers. Suburban railways (such as the Paris RER, the Berlin S-Bahn and the Kuala Lumpur International Airport express line) are not included. Systems that are based on light rail, monorail or magnetic levitation technology are included if they meet all other criteria. Suspended systems are not included.

LIGHT-RAIL AND TRAM

Light-rail and Tram (LRT) are urban rail-guided systems powered with electricity and operated at least partly on line-of-sight, on infrastructure shared with other users and partly on their own infrastructure (Right-of-Way type 2). Systems operated on guided rubber-tyred multi-articulated vehicles are included; for tram-trains, only tram section is included.

BRT

A BRT line or corridor is a bus-based mode of transport that comprises performance uplifting features that add to a high capacity and performant bus-based system.

Dedicated right-of-way, traffic signal priority, transitoriented street design, off-board fare collection, all door faster passenger boarding, and dedicated service branding are some of the key features that contribute to enhancing the quality and performance of a bus corridor, being any degree of deployment of these features beyond a certain benchmark a valid stage of BRTisation.

Both open BRT (where buses can continue off the end of the dedicated infrastructure and operate as conventional buses) and closed BRT (where buses must stay within the dedicated infrastructure) are considered.

BUS

Bus is a transportation system following fixed routes and schedules composed of self-propelled passenger rubber-tired road vehicles, and designed to carry more than 24 persons (including the driver), with the provision to carry seated as well as standing passengers. Refers to class I class II and eventually class III of categories M2 and M3 of the UN Consolidated Resolution on the Construction of Vehicles (R.E.3).

The vehicles may be constructed with areas for standing passengers, to allow frequent passenger movement, or designed to allow the carriage of standing passengers in the gangway.

TROLLEYBUS

Trolleybus is a transportation system composed of electric passenger rubber-tired road vehicles with two roof-mounted contact poles and a network of overhead wires that provide energy to the vehicle along the routes. The power-collecting apparatus is designed to allow the bus to manoeuvre in mixed traffic over several lanes. The vehicle is an electrically propelled bus corresponding in most cases to class I and M3 categories as per the UN Consolidated Resolution on the Construction of Vehicles (R.E.3). Current state of the art technology allows vehicles to use the electric power to recharge on-board batteries while in

motion allowing catenary-free operations for a section of the route and/or off-duty operations.

PARATRANSIT

In the Global South, the term ‘paratransit’ refers to the dominant form of ‘public transport’. Paratransit comprises of collective transport services that are ‘nearly like’ or ‘around’ mass public transport, conventionally used to describe a flexible mode that does not follow fixed schedules. Services are provided through a myriad of vehicles, such as small- to medium-sized buses, and two or three-wheelers. Due to the difficulty of defining the variety of collective transport, other wordings are used such as ‘informal transport’, ‘popular transport’, ‘intermediate transport’, ‘community services’, ‘artisanal transport’.

Considering the relevance of paratransit systems in the public transport landscape, the GUMI report attempted to include ridership and fleet data where possible, to show the importance of the informal systems. Due to the near-total absence of data, it was only possible to collect data for a limited number of cities.

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