

Welche Entscheidungen sind für eine CO₂-freie hohe Erreichbarkeit nötig?

Am Beispiel des Tourismus

Presentation

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COVID19 experience

Acknowledgements: MOBIS/COVID19 GPS tracking

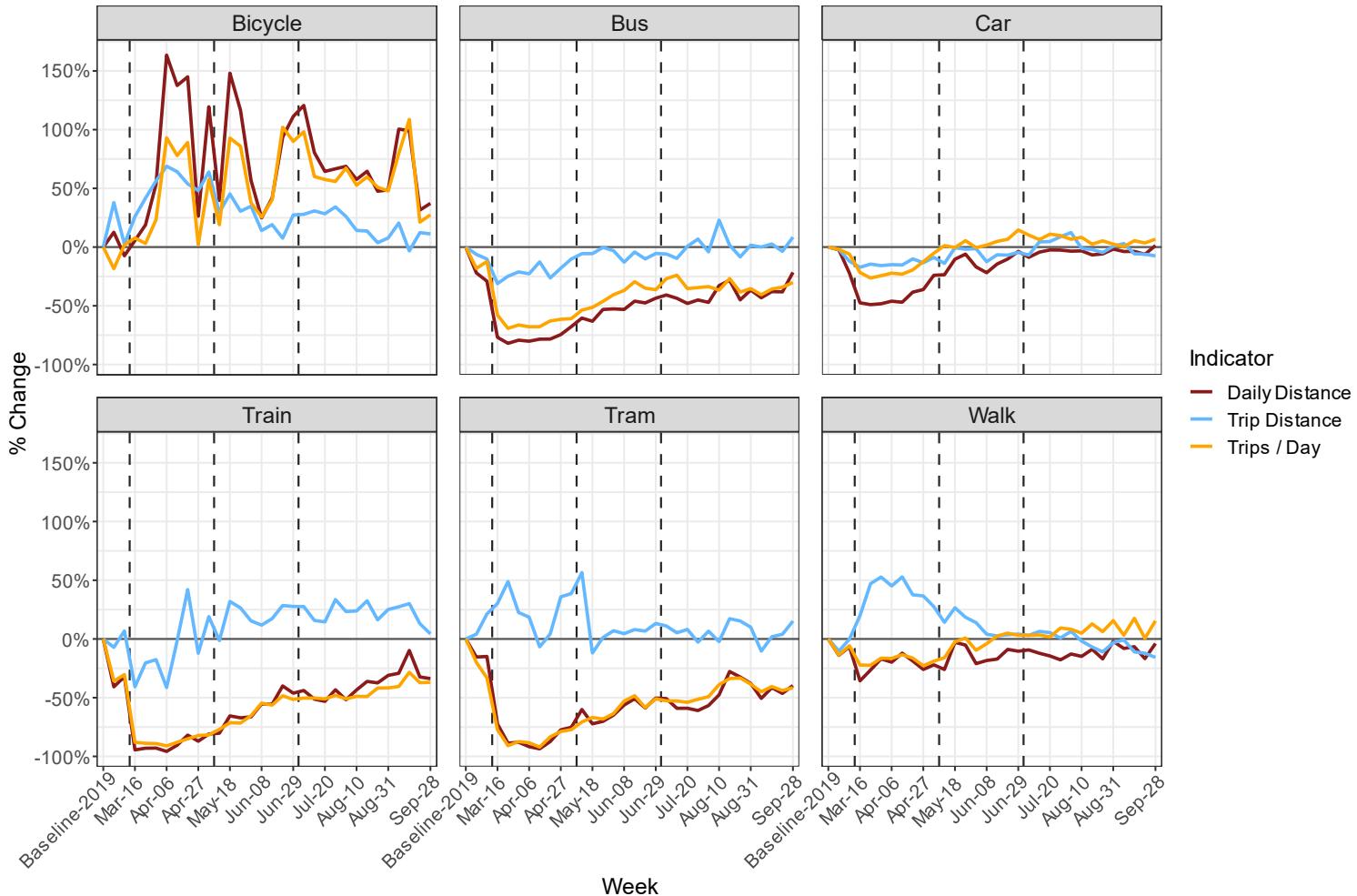
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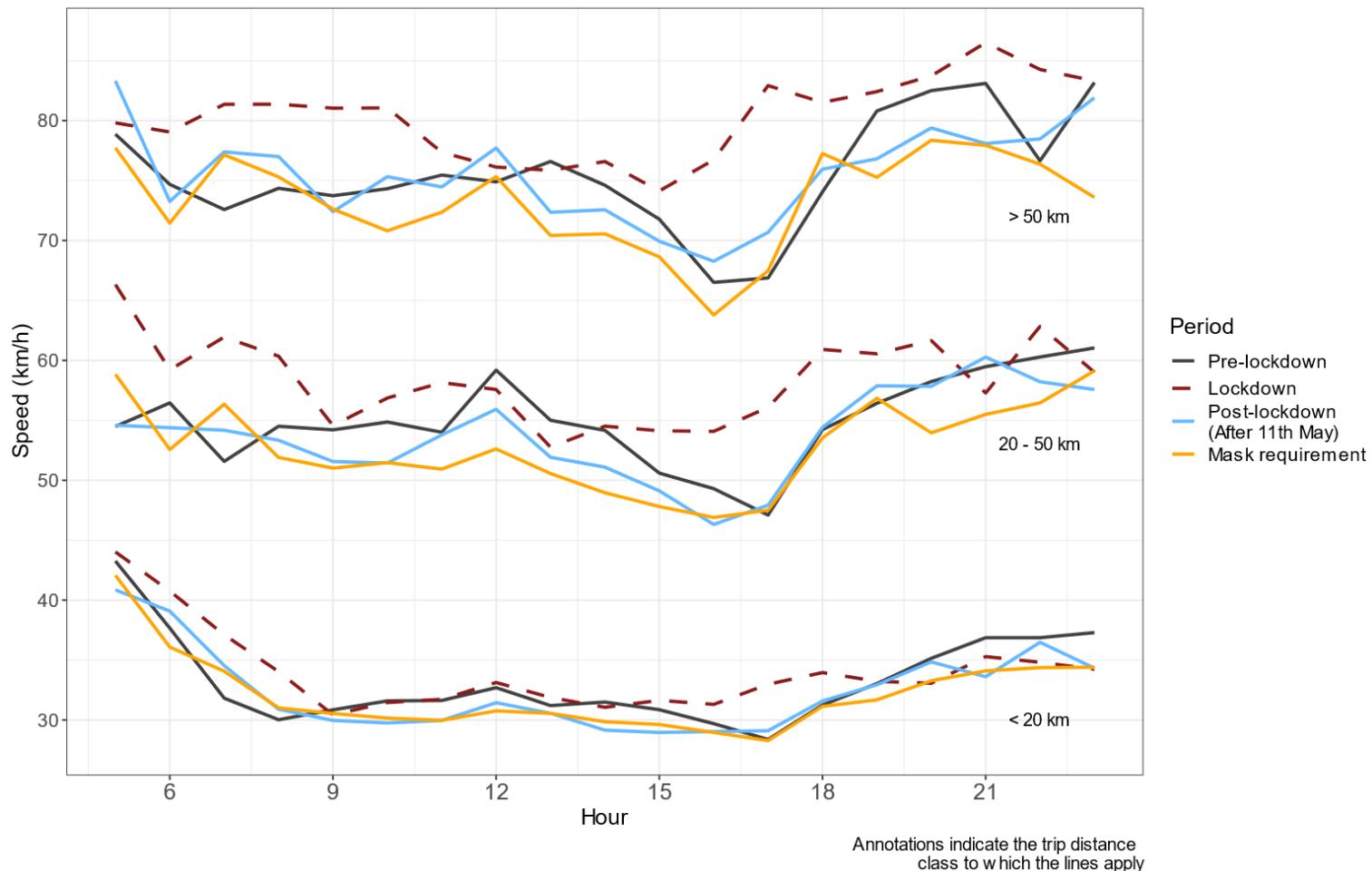
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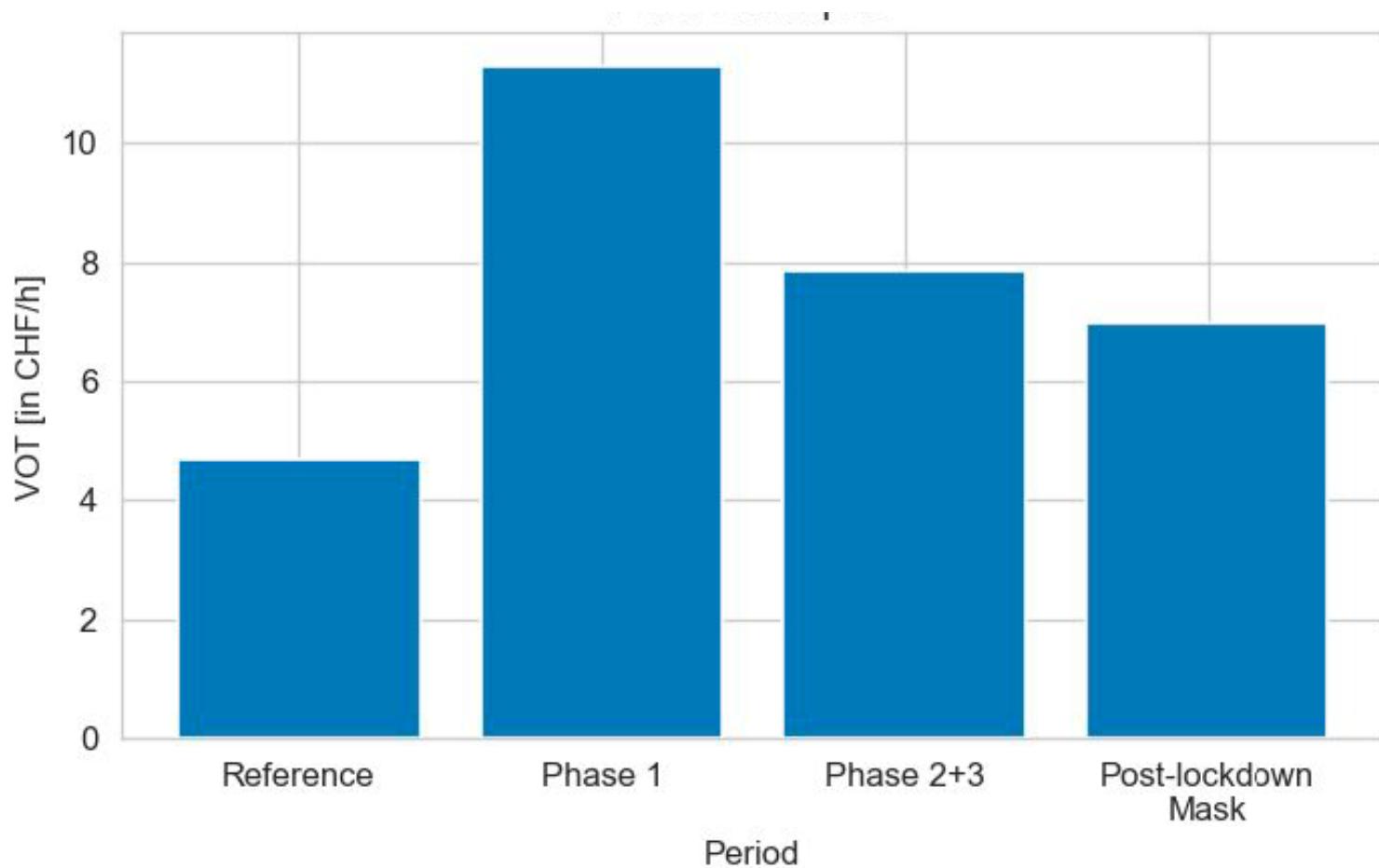
$\Delta\%$ vehicle miles travelled since March 2020



Speed by distance band since March 2020



Public transport VOT changes: Very first RP results



Dilemma of transport and tourism policy

Dilemma of transport policy

Accessibility ~ Productivity ~ Social welfare

Car accessibility ~ Car ownership ~ 1/Commitment to transit use

Accessibility ~ VMT ~ CO₂ emission for current fleet technology

Accessibility ~ Sprawl ~ VMT

Challenge of COVID19 for spatial policy making

Pandemic threat ~ Sprawl ~ VMT

Pandemic threat ~ WFH ~ VMT without control (reorganisation of time)

Pandemic threat ~ WFH ~ 1/productivity without household reallocation of tasks

Sprawl and WFH ~ 1/commitment to transit use ~ congestion

Sprawl ~ 1/spatial equity

Dilemma of tourism and transport

Accessibility ~ Larger catchment ~ Higher yields

Car accessibility ~ 1/Rail use ~ CO₂ emission for current fleet technology

Accessibility ~ Second home numbers ~ «Kalte Betten»

Necessary policies

- Full transport costs allocation in transport and housing/land use by
 - Road pricing
 - Congestion charging
 - Demand-driven parking fees
 - Crowding pricing in transit
 - Full costs for technical landuse infrastructure
- Alternatively: Rationing of VMT by «tradeable permits»
 - CO₂ taxation
 - Intelligent CO₂ offsets
- Flexible working hours
- Coordination of WFH/«third places»

Are there chances in the current situation?

Electrification helps, but does not solve the issue quickly enough

CO₂ offsetting is a given for tourism and transport

WFH should reduce the unused capacity

Higher cost of transport should lengthen the duration of stay

Longer stays should favour second homes

Questions?

www.ivt.ethz.ch

Regular COVID19 updates

www.ivtmobis.ethz.ch/mobis/covid19/