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Multi-actor fair cooperation: A reality or fallacy?

Katzilieris, K., Maryia Hryhoryeva, Fafoutellis, P., Ludovic Leclercq,
Vlahogianni, E.I.

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ABSTRACT

In this paper we analyze the interactions of the different mobility actors, identify situations when their selfish actions negatively affect the efficiency of the system and evaluate existing regulations and cooperation schemes. After a brief introduction, we start with a look back from the first Public-Private Partnerships (PPPs) in the transport sector, to today's complex reality of the sharing economy and discuss the renewed role of the authorities. We then explain basic concepts of cooperation and describe centralized, decentralized and distributed approaches. Finally, we dive into the most popular schemes worldwide that aim to foster collaboration over competition, assess their effectiveness and identify their limitations

INTRODUCTION

Novel mobility services → Restructuring “traditional” urban transport systems

- New mobility patterns
- New business opportunities
- Increased number of actors in the mobility market

Cities need to adapt and find solutions to integrate these new mobility services in an efficient and sustainable way while ensuring fairness and equity

- Need for studying cooperation between mobility stakeholders
- Need for exploring new policy and regulation directions

DEFINING AND MEASURING COOPERATION IN TRANSPORT

Cooperation scheme approaches can be either:

- **Centralised**
- **Decentralised**
- **Distributed**

Another distinction that can be made is based on the different levels on which cooperation can be grounded:

- **Transactional Collaboration**
- **Informational Collaboration**
- **Decisional Collaboration**

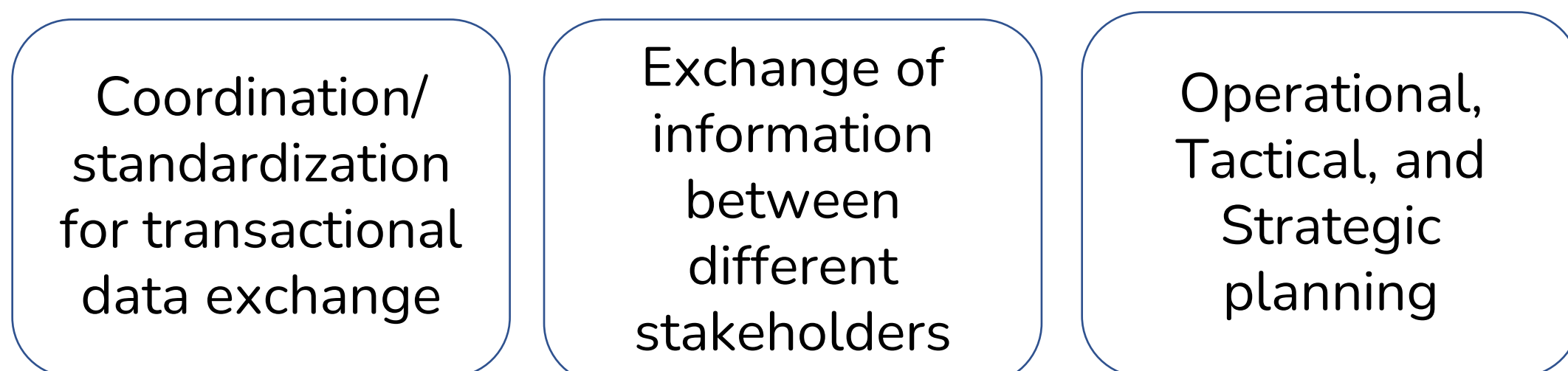


Figure 1. Collaboration levels in transportation

POSTER SESSION

Presenter: Konstantinos Katzilieris*
Co-authors: Maryia Hryhoryeva, Panagiotis Fafoutellis, Ludovic Leclercq, Eleni Vlahogianni

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SCHEMES TO FOSTER COOPERATION OVER COMPETITION

Most common policies to regulate the operations of ride-sourcing services

- Fleet size cap
- Minimum driver wage
- Congestion charge

Focus on competition of ride-sourcing services with other modes of transport

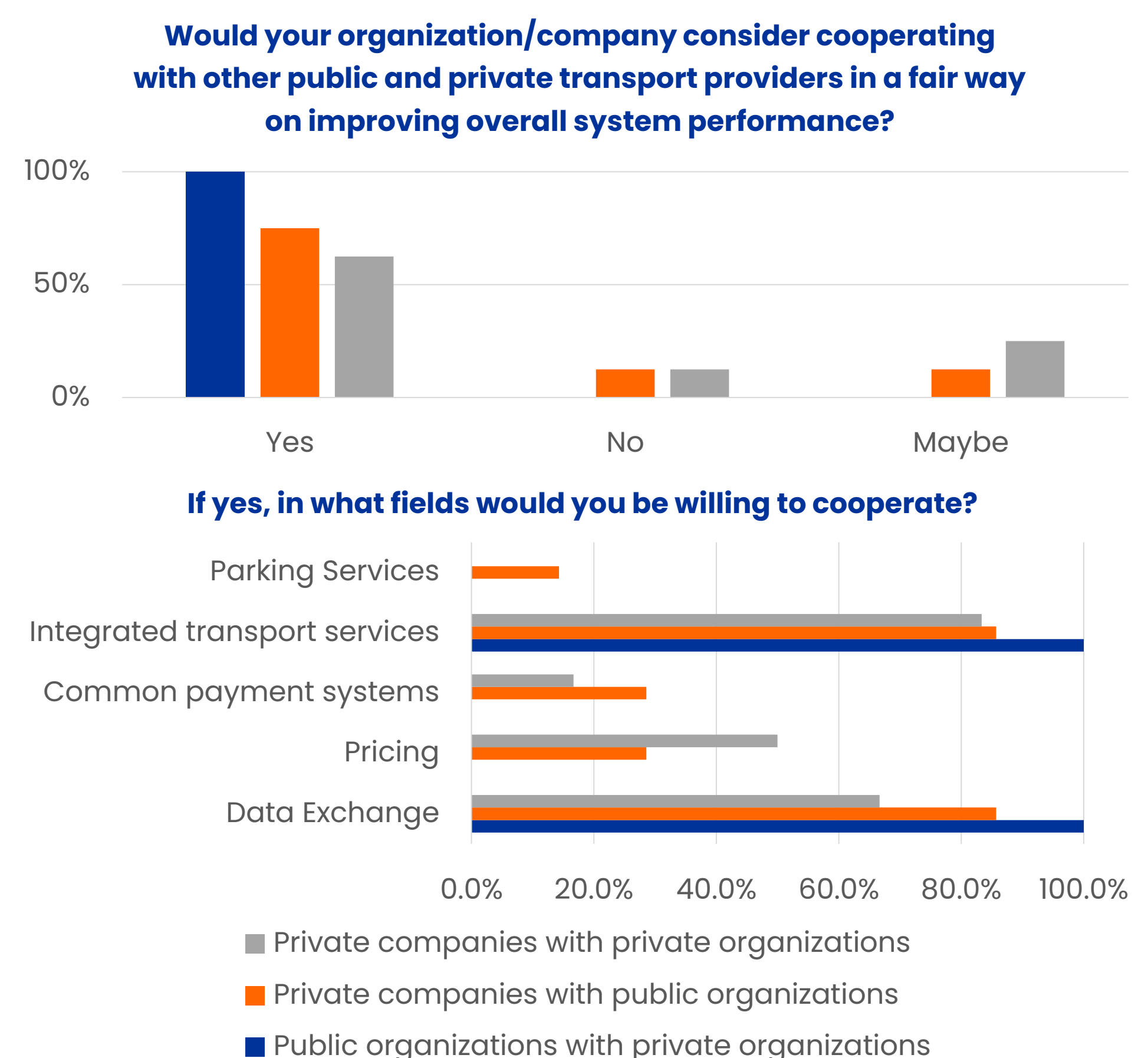


Figure 2. Exploration of cooperation possibilities between public and private organizations

CONCLUSIONS

- Few studies cover the influence of different competition regulations and schemes on the network state
- There is a need to also study the inner concurrence within the ride-sourcing markets
- New approaches and cooperation schemes that would boost the system performance must be developed

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