



Living Mobility

Objective. Inclusive. Unifying. Sustainable.

Living Mobility is Unifying Spotlight on MaaS in Russia

In conversation with Vironika Pilyugina,
former partner

Living Mobility is Unifying. Government coordination with the private sector to develop multimodal transport solutions is one way to foster the unifying element of modern mobility. State-sponsored efforts to improve infrastructure and expand mobility options are often critical to integrated, multimodal transport. In Russia, the transport system has changed dramatically over the past decade, particularly with regard to Mobility as a Service (MaaS). Vironika Pilyugina discusses the development of state-sponsored MaaS in Russia generally but focuses more specifically, on Moscow.

What developments should the mobility and transportation industry keep in mind when considering shared services in Russia?

Pilyugina: During the past decade, the Russian government has increasingly developed the public transport network. The State Program of Moscow Transport Development prioritized congestion reduction as early as 2010 when traffic challenges in Moscow were identified as a critical issue. Several years ago, the Moscow Department of

Transport and Road Infrastructure Development recognized that more than half of its citizens take public transport on a daily basis so public transportation is already heavily used.

The market for passenger transport services in Russia, excluding air travel and urban transport, is substantial as it exceeds 1 trillion rubles. The largest segments here are taxi services (over RUB 700 billion), commuter trains and long-distance trains (RUB 250 billion). Intercity buses account for over 150 billion rubles.

Beyond integration of shared transport modes, how is micromobility developing in Russia?

Pilyugina: Shared service operators are adapting to the dynamic, connected market by offering mobility solutions for moving both people and goods. Logistic solutions include delivery services and are evolving rapidly. Predominantly in cities, people-moving solutions include micromobility options like bike sharing and e-scooter sharing.

The new services coming forward are not provided directly by the authorities but are widely endorsed and promoted by governmental entities. While some of the services involved are new the involvement of government authorities is not new. Many state-sponsored infrastructure developments like pedestrian spaces, detached lanes for public transport, tunnels and bike lanes have been gradually introduced since 2010.

Are there other notable mobility developments in Moscow?

Pilyugina: Continued developments include new train stations and metro lines for underground and overground transit. Modern metro trains

(Moskva) have more passenger seating than the older models and other features like improved noise insulation and better air conditioning. For overground transport, the Moscow Central Diameters (MCD) is a project that was introduced within the past five years to connect surrounding towns with the Moscow city centre. Also, Moscow renewed its bus fleet and released Vitayz M trams, with the capacity of three passenger vehicles for passengers with reduced mobility.

Additionally, the recent e-bus launch in Moscow includes supportive infrastructure with charging stations located along the city bus route.

How are intelligent transport systems (ITS) and “digitization” streamlining transit and improving urban congestion in Moscow?

Pilyugina: Digitization of transport services has played an important role in improving mobility options for people in Moscow. In 2018, the metro stations started being equipped with turnstiles that use Android Pay, Samsung Pay and Apple Pay. Other convenient payment methods include the transport smartcard (Troika), which is part of the Metro Moscow app. Ticket systems that are digitized make it possible for passengers to transition more seamlessly between modes.

MaaS passenger services are now also largely available through smartphone apps. Taxi service is primarily used through in-app requests or bookings. Public transport operators use mobile apps that are made available for passengers to download. These apps offer service information in several languages and also provide planning options to determine routes.

And citizens are involved in mobility improvements through another app – the Moscow Helper app. People using this app can report parking violations to help the city maintain pedestrian crossings and prevent accidents caused by improperly parked vehicles.

Featured Speaker



Vironika Pilyugina

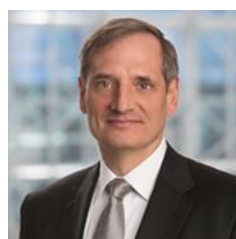
Former Partner, Moscow

Contact Us



Patrick Ayad

Partner, Global Leader Mobility and Transportation, Munich and Berlin
+49 89 290 12 236
patrick.ayad@hoganlovells.com



Lance Bultena

Senior Counsel, Global Director of Thought Leadership Mobility and Transportation, Washington D.C
+1 202 637 5587
lance.bultena@hoganlovells.com

Follow us on [LinkedIn](#) 

<https://www.hoganlovells.com/en/industry/mobility-and-transportation>

"Hogan Lovells" or the "firm" is an international legal practice that includes Hogan Lovells International LLP, Hogan Lovells US LLP and their affiliated businesses.

The word "partner" is used to describe a partner or member of Hogan Lovells International LLP, Hogan Lovells US LLP or any of their affiliated entities or any employee or consultant with equivalent standing. Certain individuals, who are designated as partners, but who are not members of Hogan Lovells International LLP, do not hold qualifications equivalent to members.

For more information about Hogan Lovells, the partners and their qualifications, see www.hoganlovells.com. Where case studies are included, results achieved do not guarantee similar outcomes for other clients. Attorney advertising. Images of people may feature current or former lawyers and employees at Hogan Lovells or models not connected with the firm.

©Hogan Lovells 2021. All rights reserved