

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 boundaries<sup>1</sup>.”

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.

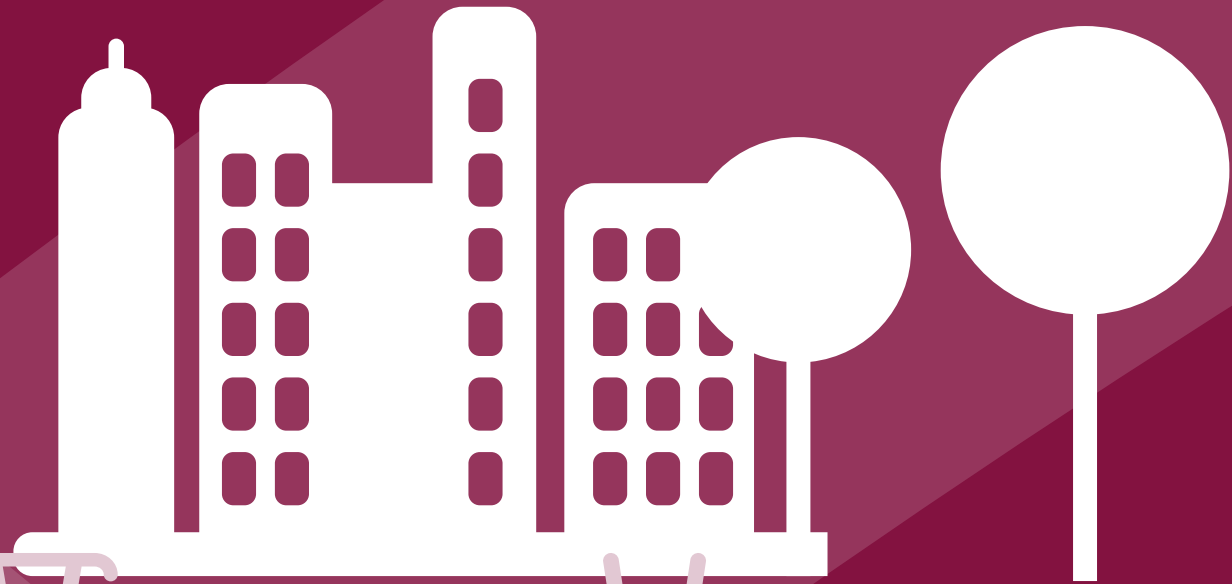
In particular, for road transportation modes, i.e. bus, BRT, and trolleybus, multiple organisations often operate different services, sometimes extending beyond the urban agglomeration. In these cases, the best available source was considered, focusing only on operators running services within the urban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

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



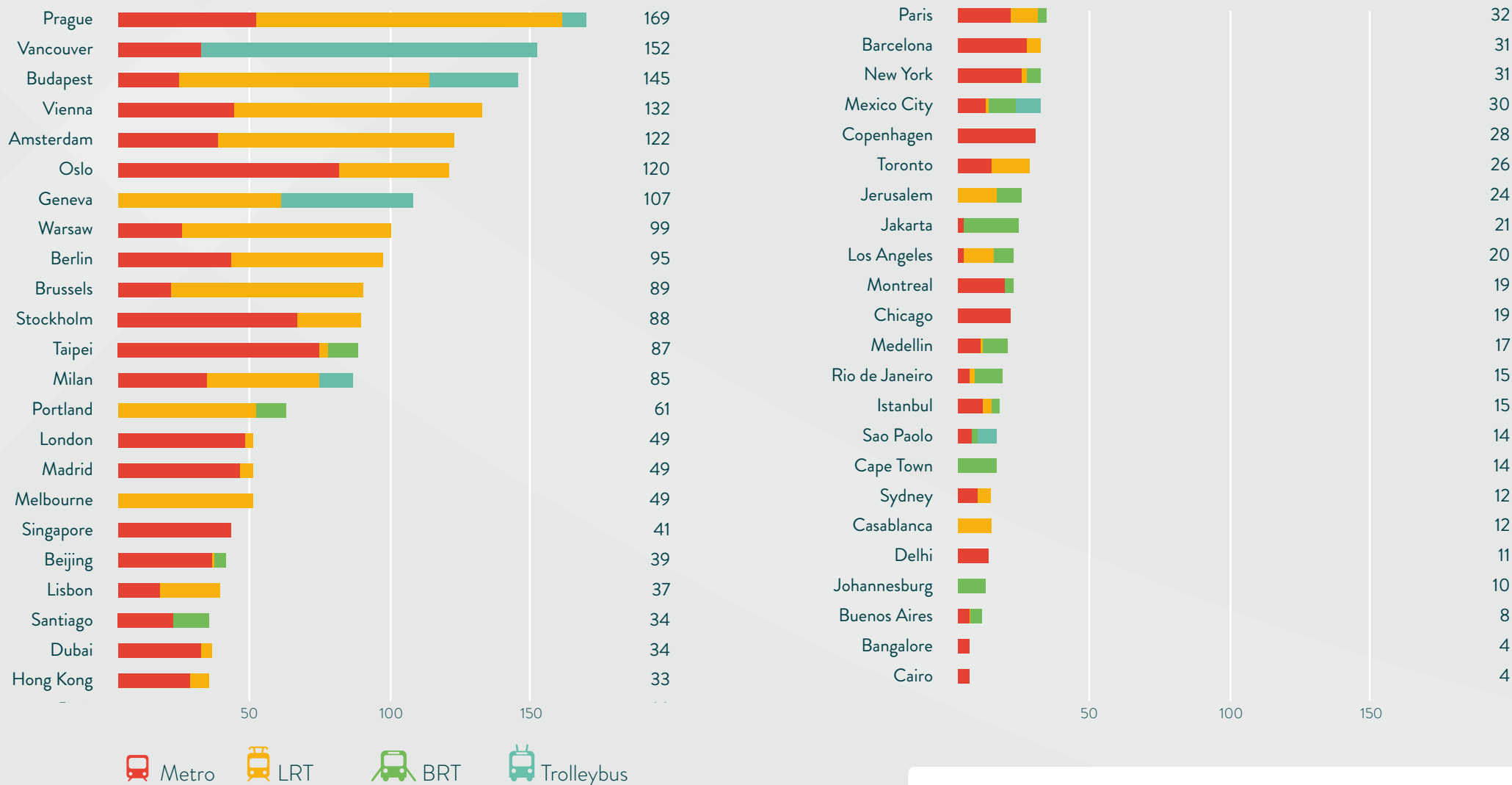
**BENCHMARKING**



# PUBLIC TRANSPORT NETWORK LENGTH



Km/Million inhabitants - 2022

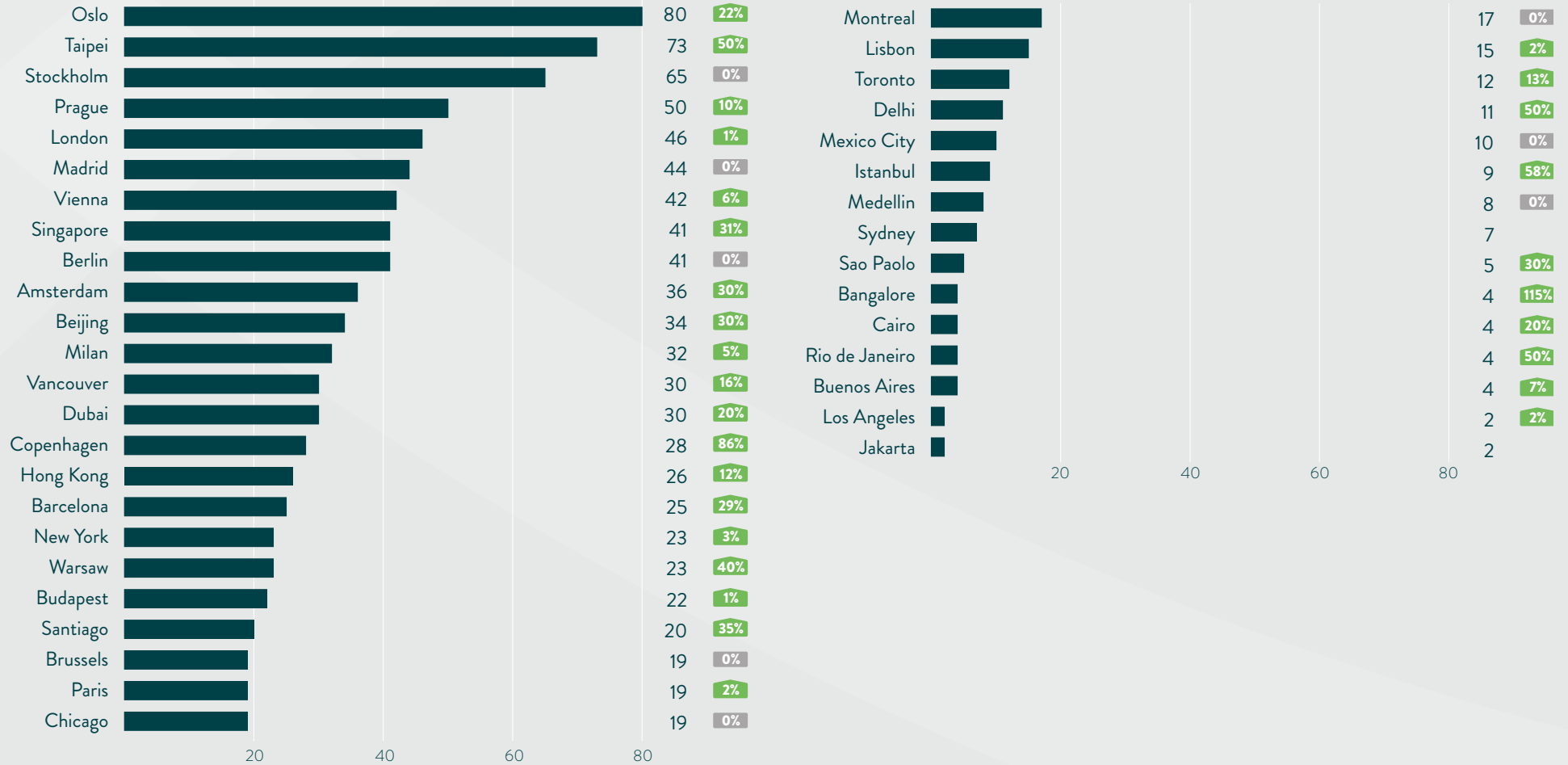


The report looks at the length of dedicated public transport infrastructure in kilometres per million inhabitants. “Dedicated” implies that a specific lane is reserved for public transport use. This includes metro, light rail and tram (LRT), bus rapid transit (BRT), and trolleybus. In the case of tram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

# METRO NETWORK LENGTH



Km/Million inhabitants - 2022



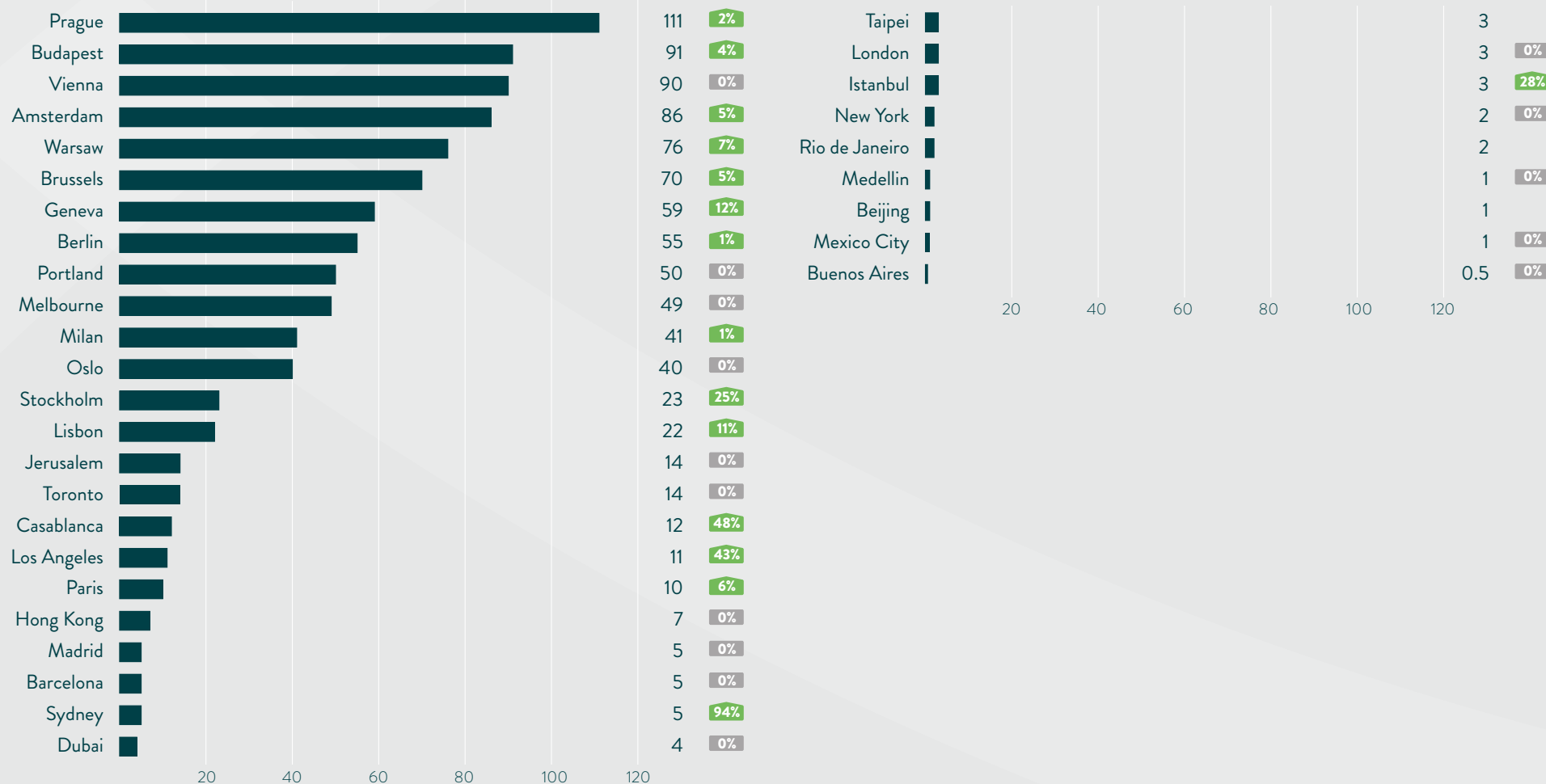
■
■
■
 Variation of network length 2022 vs 2015



# LRT NETWORK LENGTH



Km/Million inhabitants - 2022

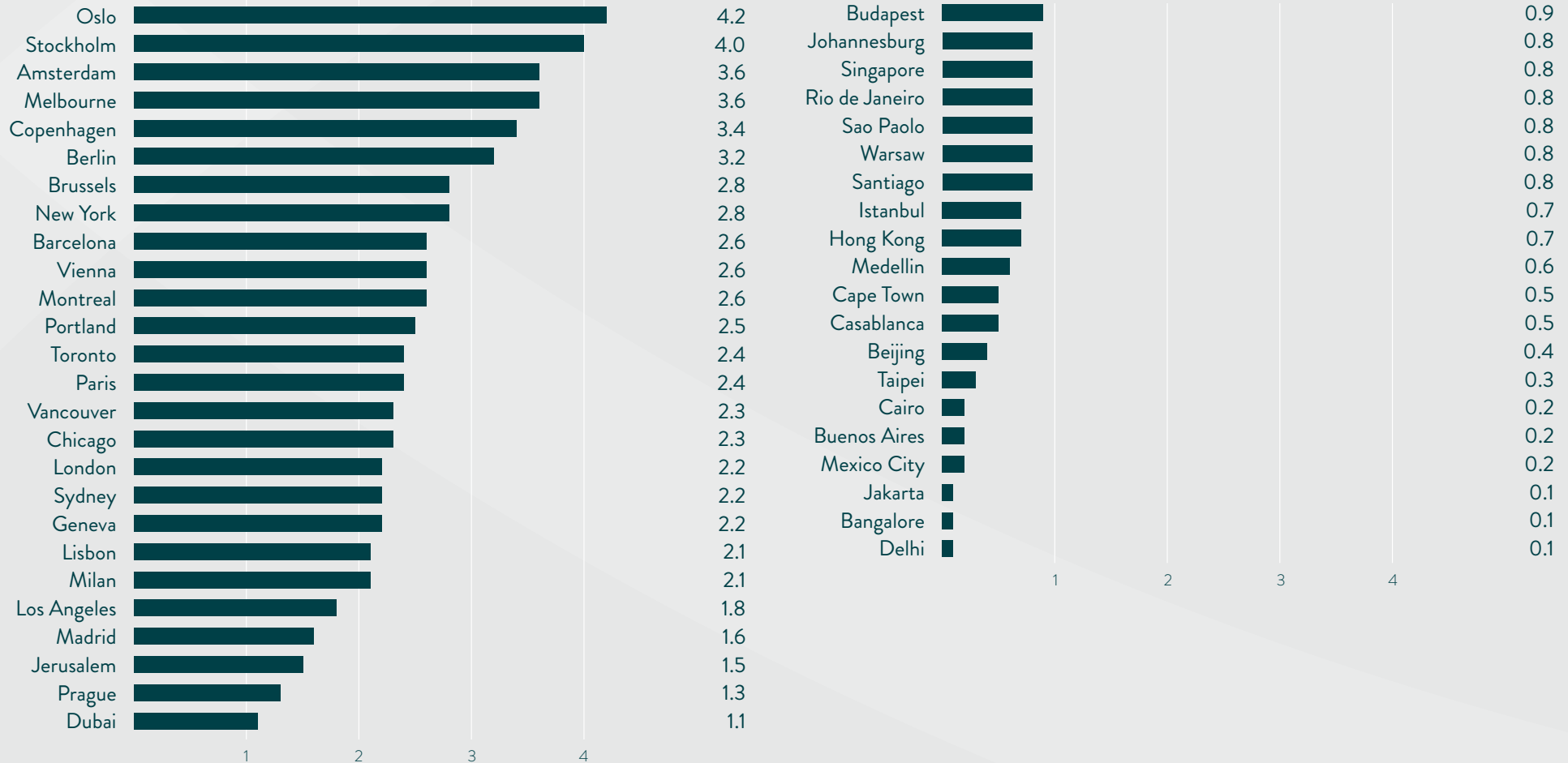


▬
▬
▬
 Variation of network length 2022 vs 2015

# PUBLIC TRANSPORT FARE



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

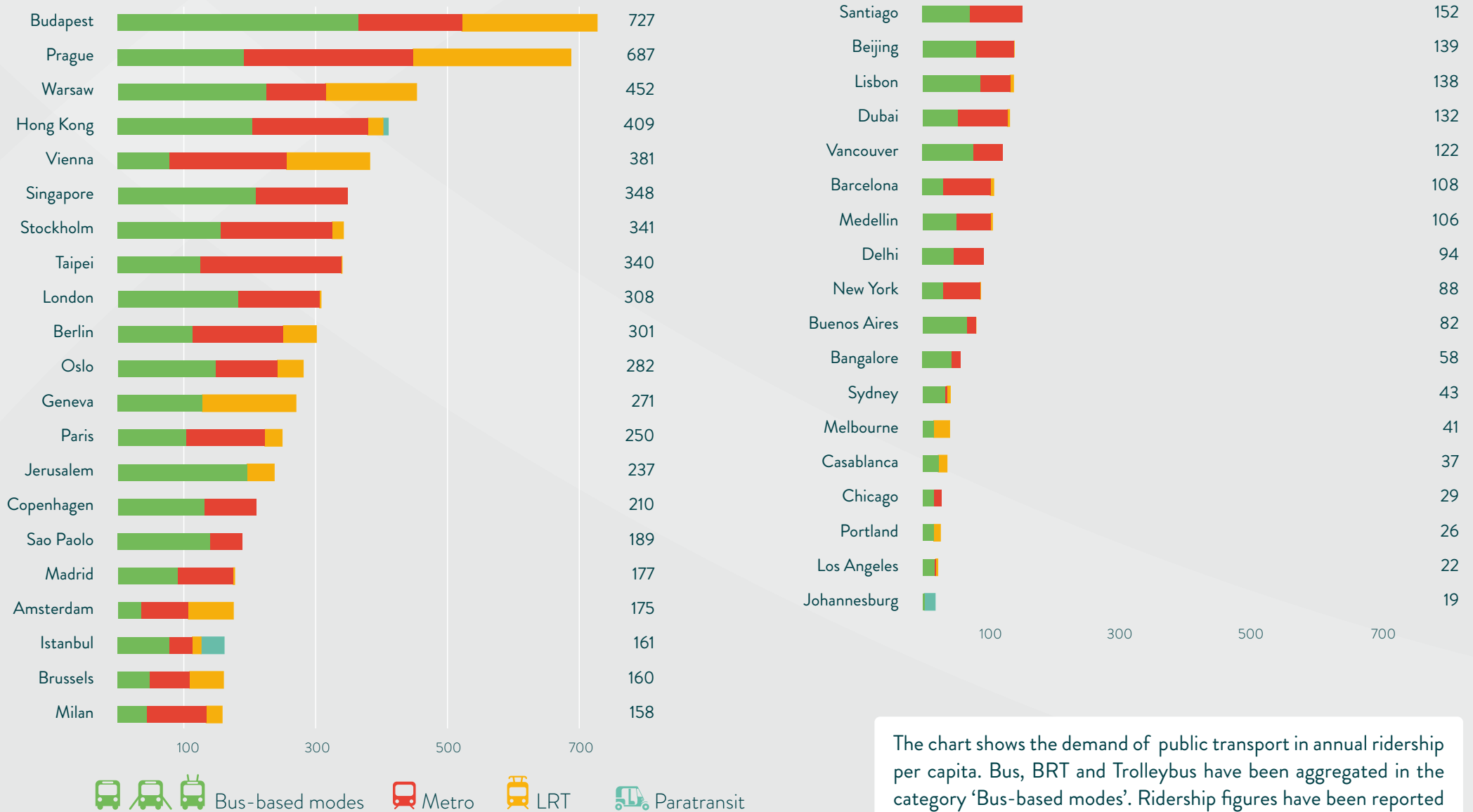


The report collects the price of a single trip public transport ticket, considering the minimum fare available no matter the transport mode. In case the ticket price is based on the travelled distance, the fare for the minimum distance in the central zone has been considered. The public transport fare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

# PUBLIC TRANSPORT RIDERSHIP



Annual ridership per capita - 2022

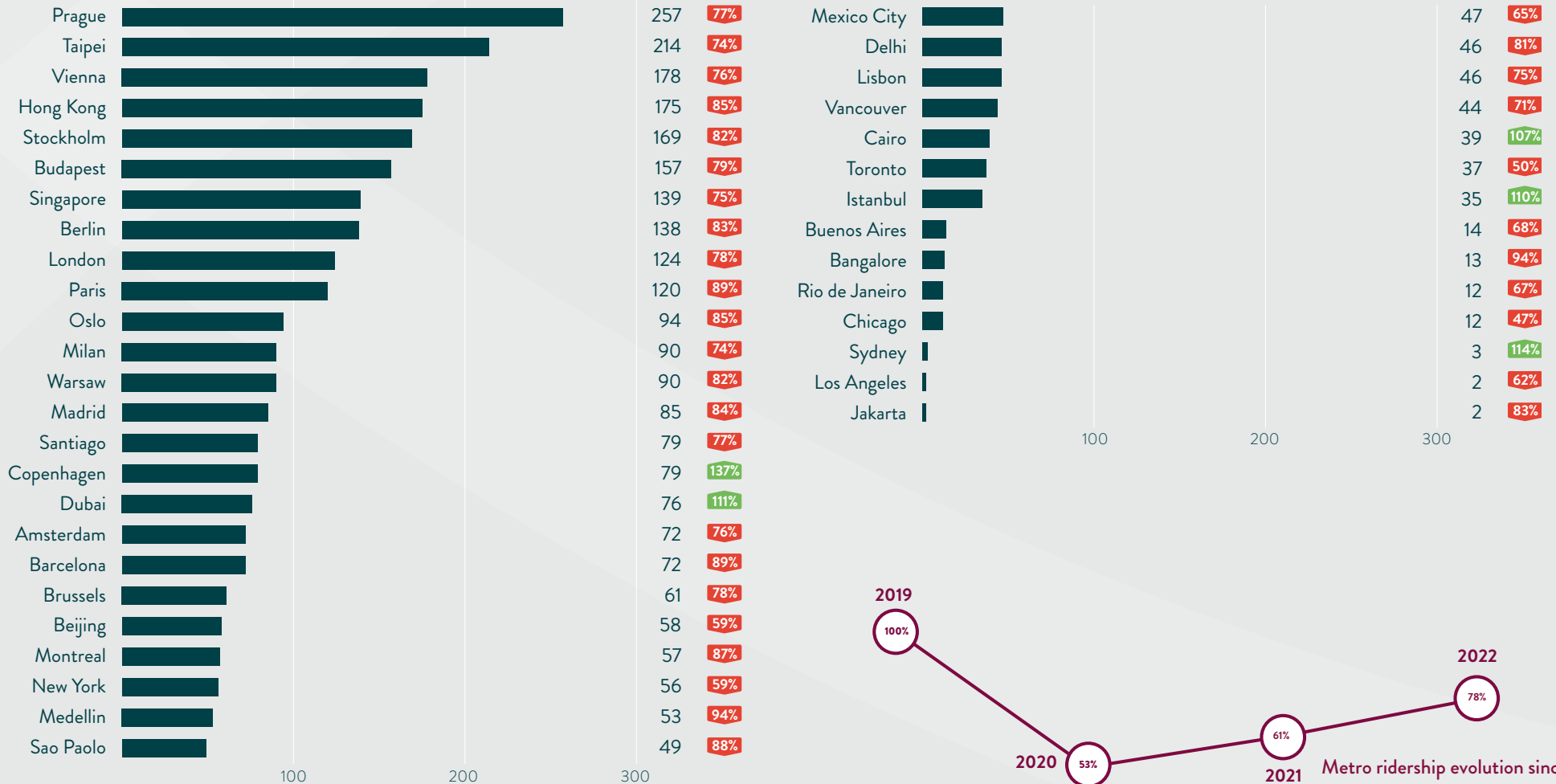


The chart shows the demand of public transport in annual ridership per capita. Bus, BRT and Trolleybus have been aggregated in the category 'Bus-based modes'. Ridership figures have been reported as estimated by the local operators/authorities and according to their own calculation methodology.

# METRO RIDERSHIP



Annual ridership per capita - 2022

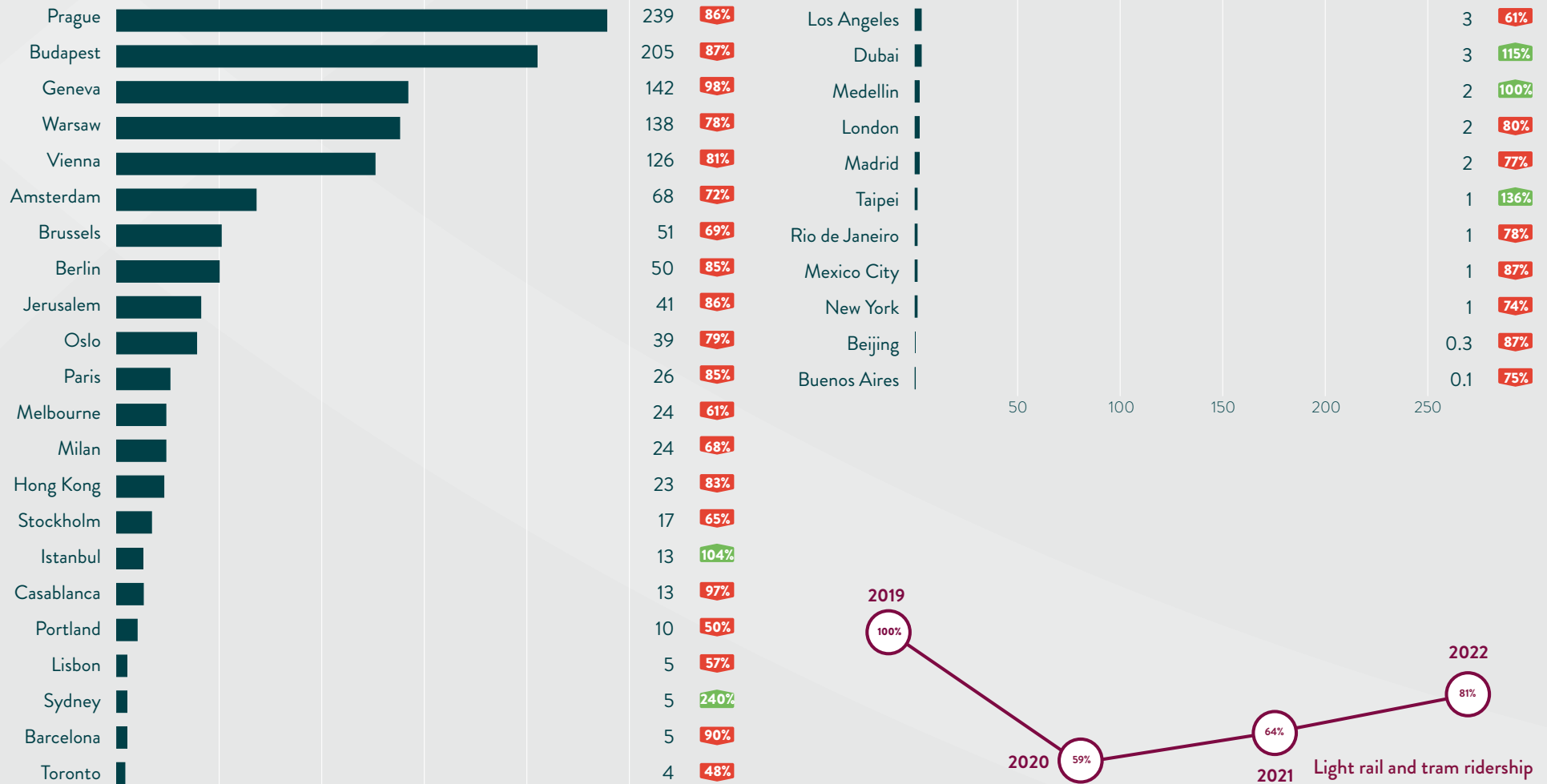


■ ■ 2022 ridership, compared to 2019

# LRT RIDERSHIP



Annual ridership per capita - 2022

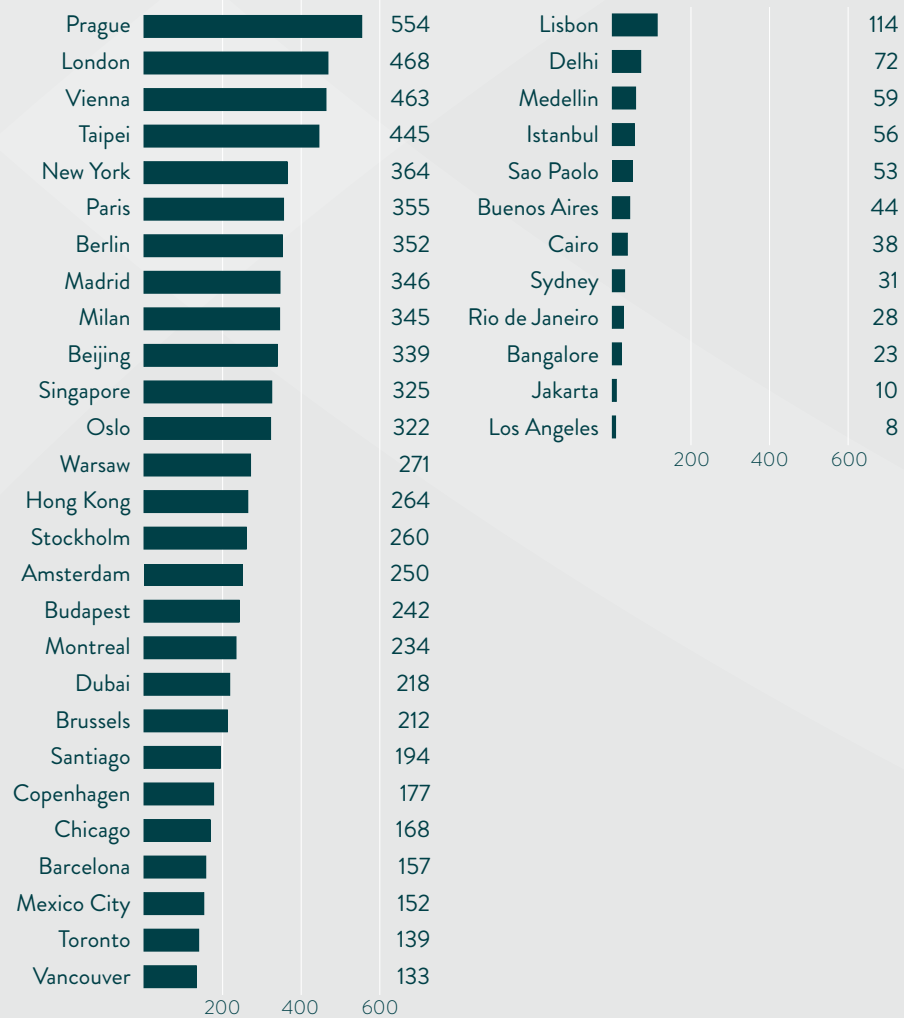


■ ■ 2022 ridership, compared to 2019

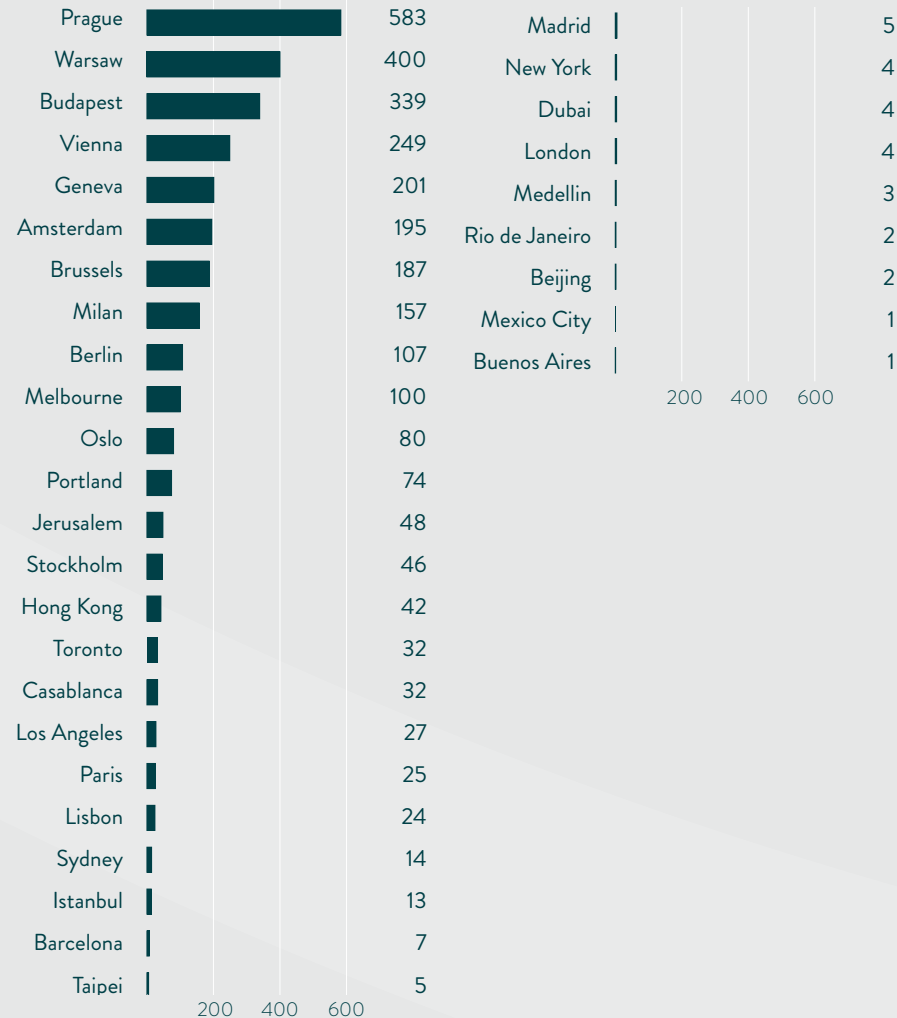
# METRO AND LRT FLEET



Number of metro cars per million inhabitants - 2022



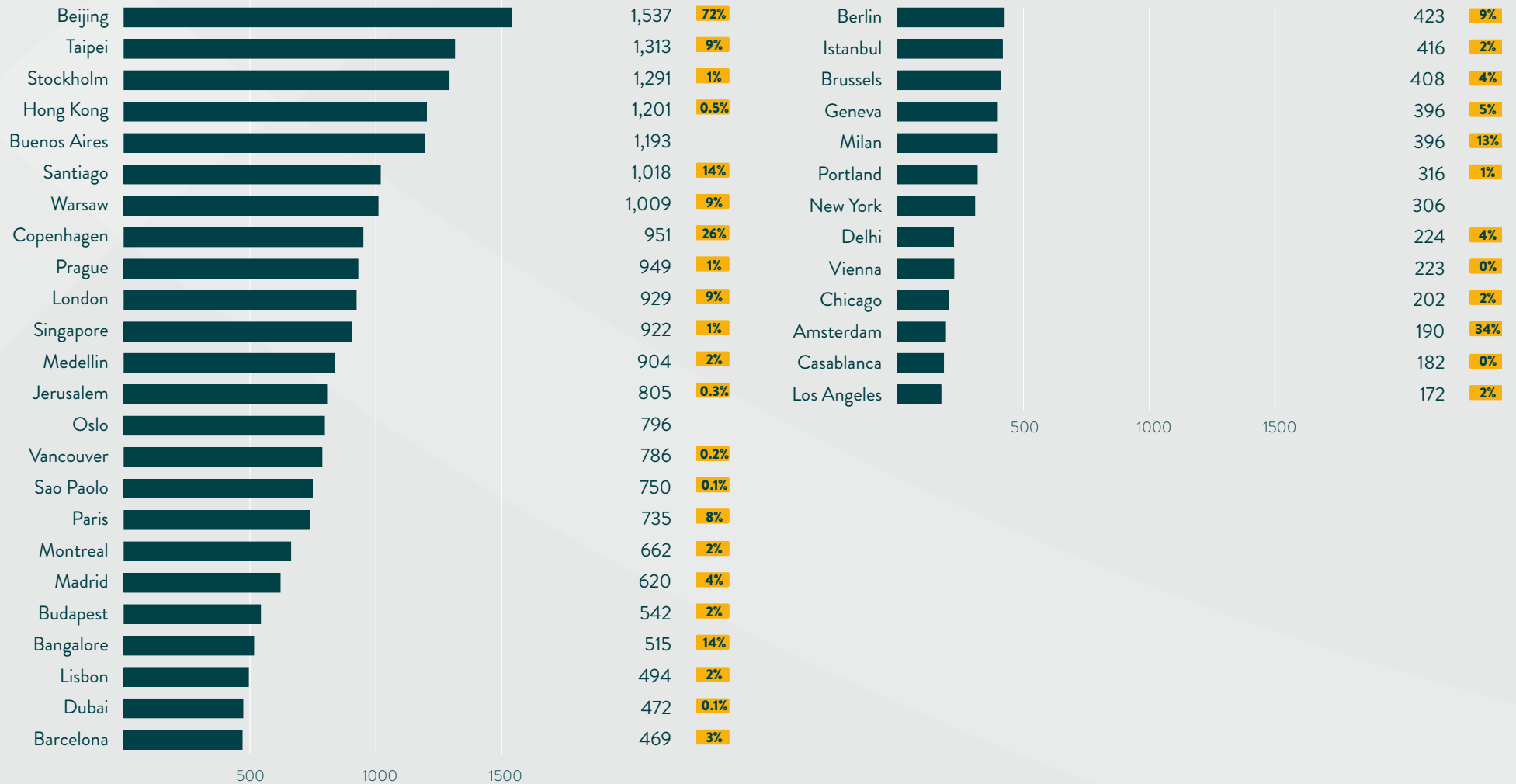
Number of LRT vehicles per million inhabitants - 2022



# BUS FLEET



Number of bus vehicles per million inhabitants - 2022

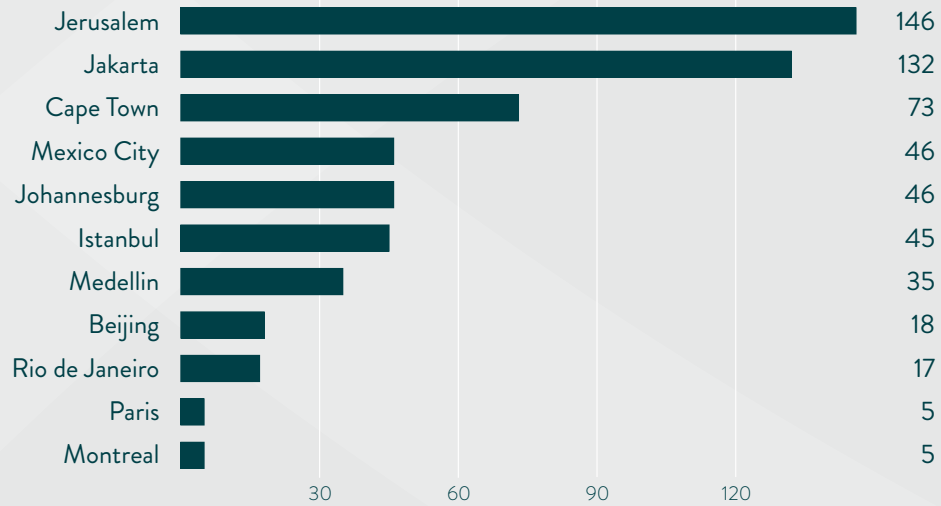


Share of Battery Electric Vehicles (BEVs)

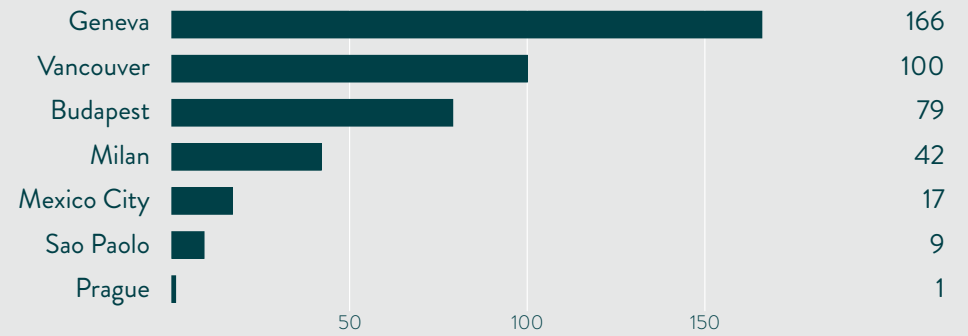
# BRT AND TROLLEYBUS FLEET



Number of BRT vehicles per million inhabitants - 2022



Number of trolleybus vehicles per million inhabitants - 2022










# CITY FACTSHEETS



# 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



 **167 CARS**  
per 1,000 inhabitants



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

**59**

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






**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



**2 EURO**

cost of a 1-trip public transport ticket

**4**

road traffic related  
**fatalities**

per year per 100,000 inhabitants








**19 TAXIS**

per 10,000 inhabitants



# BEIJING

## Global Urban Mobility Indicators 2022

	 <b>Bus</b>	 <b>Metro</b>	 <b>LRT</b>	 <b>BRT*</b>	 <b>Trolleybus</b>
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



Automated vehicles



Bike sharing



Car sharing



E-scooter sharing



Moped sharing



**250 CARS**  
per 1,000 inhabitants



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

**5606km**



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



**33 TAXIS**  
per 10,000 inhabitants



Ride hailing



Taxi



Waterborne



Open loop payment






Mobile PT app



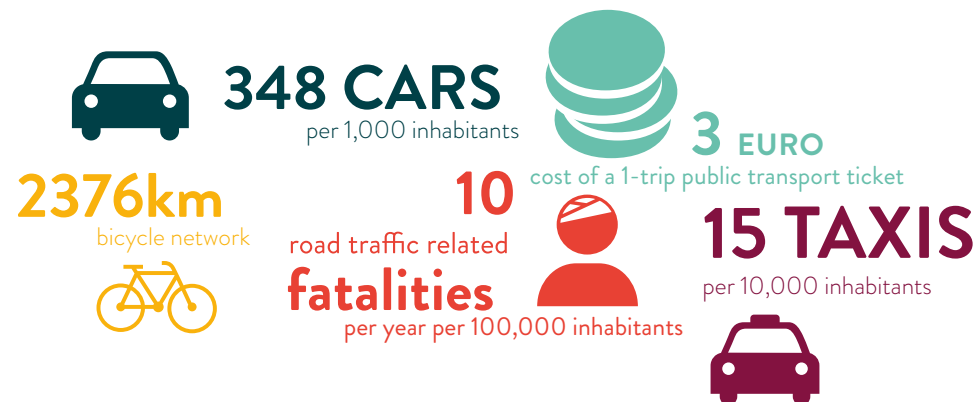
# BERLIN

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



# 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



Automated vehicles



Bike sharing



Car sharing



E-scooter sharing



Moped sharing



**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



Ride hailing



Taxi



Waterborne



Open loop payment







Mobile PT app





# 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

  
Automated vehicles



  
Bike sharing



  
Car sharing



  
E-scooter sharing



  
Moped sharing



  
Ride hailing



  
Taxi



  
Waterborne



  
Open loop payment



  
Mobile PT app





 **115 CARS**  
per 1,000 inhabitants

**15km**  
bicycle network  


 **6 EGYPTIAN POUND**  
cost of a 1-trip public transport ticket




**33**  
road traffic related  
**fatalities**  
per year per 100,000 inhabitants

 **55\*\* TAXIS**  
per 10,000 inhabitants  


\*\*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	

\*Bus data refers only to Golden Arrow Bus Services

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



**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



**129 CARS**  
per 1,000 inhabitants



**2**  
US DOLLARS

**708km**  
bicycle network



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



**8 TAXIS**  
per 10,000 inhabitants



  
Ride hailing



  
Taxi



  
Waterborne



  
Open loop payment





  
Mobile PT app



# 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



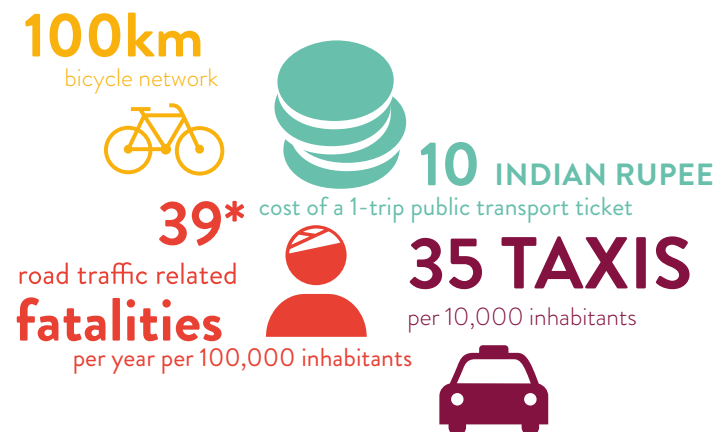
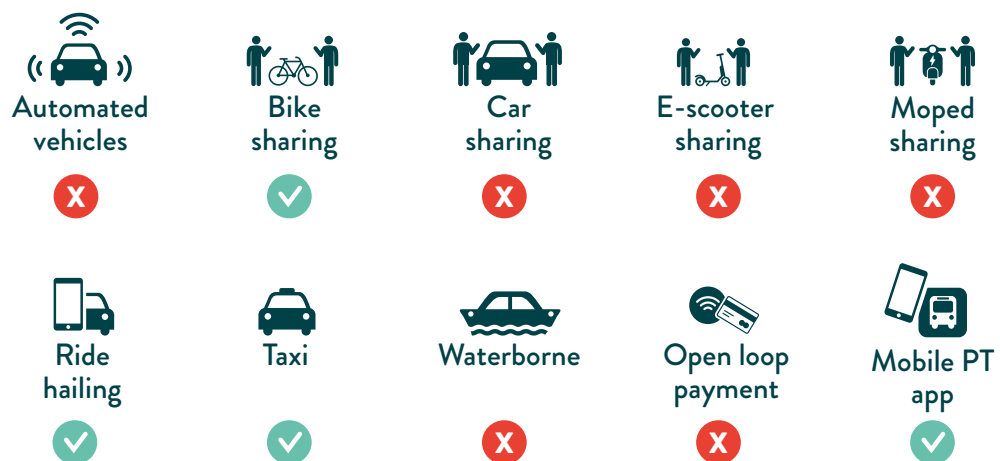
# DELHI

## 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

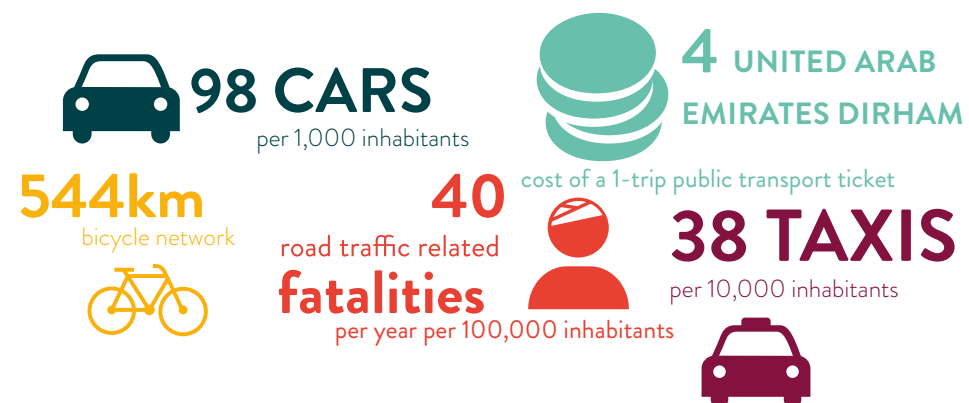
# DUBAI

## 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





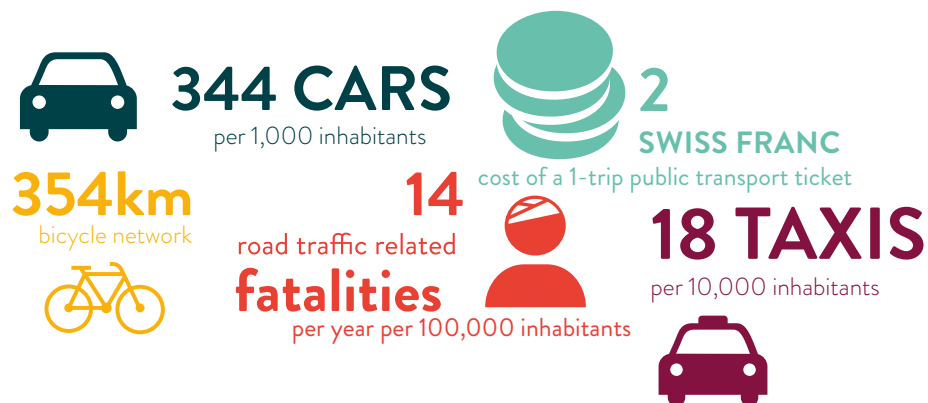
# GENEVA

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 electric buses	







## 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

  
Automated vehicles



  
Bike sharing



  
Car sharing



  
E-scooter sharing



  
Moped sharing



  
Ride hailing



  
Taxi



  
Waterborne



  
Open loop payment



  
Mobile PT app



 **75 CARS**  
per 1,000 inhabitants

**225km**  
bicycle network



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

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








**24 TAXIS**  
per 10,000 inhabitants



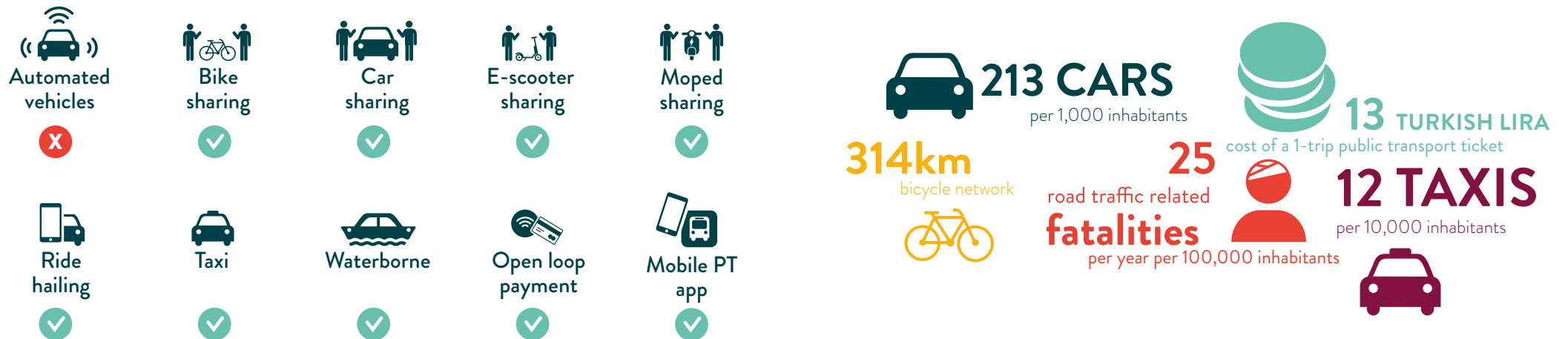
# ISTANBUL

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

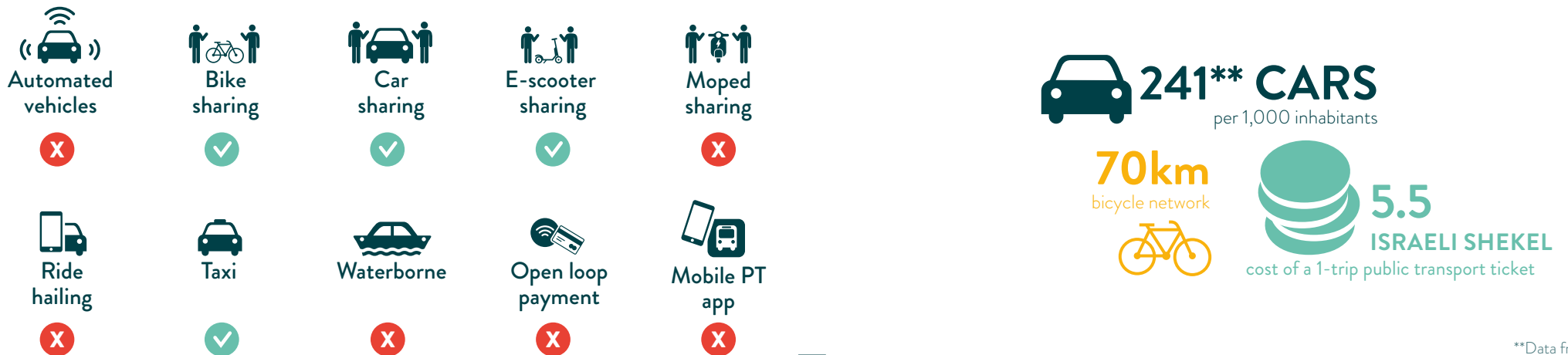
# JERUSALEM

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



\*\*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	

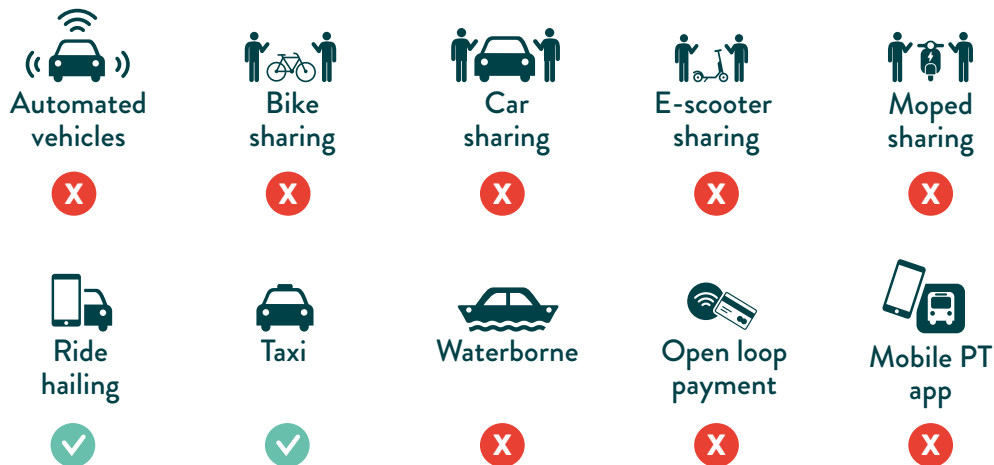
\*Data ridership refers only to Metrobus

Share of battery electric buses

Number of corridors






## URBAN MOBILITY LANDSCAPE



# 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

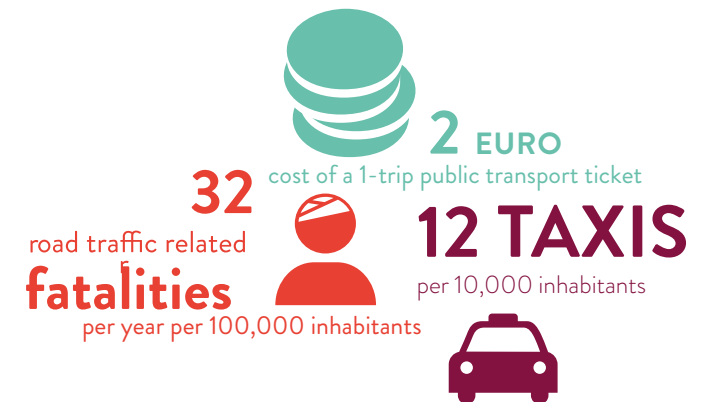
Share of battery electric buses

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 



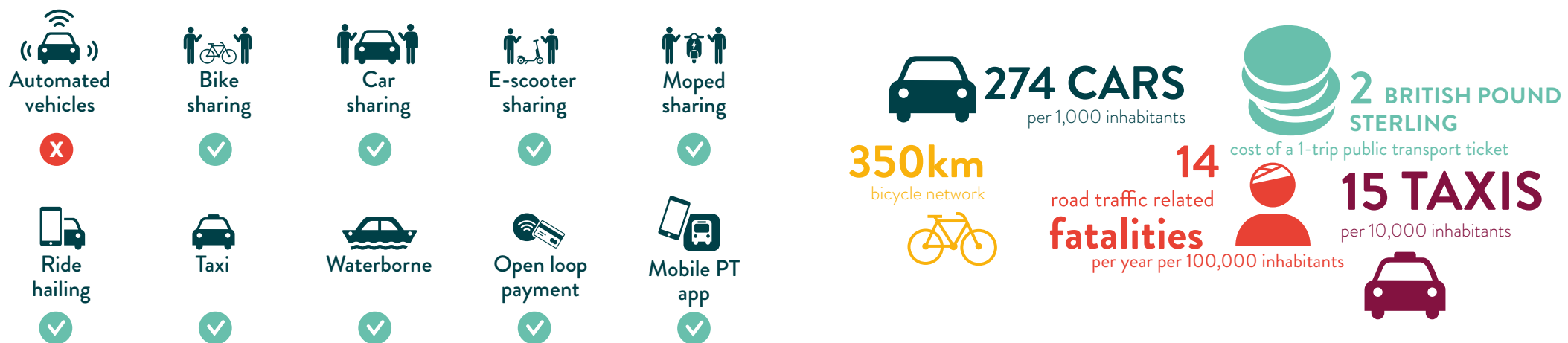
# LONDON

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





# 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

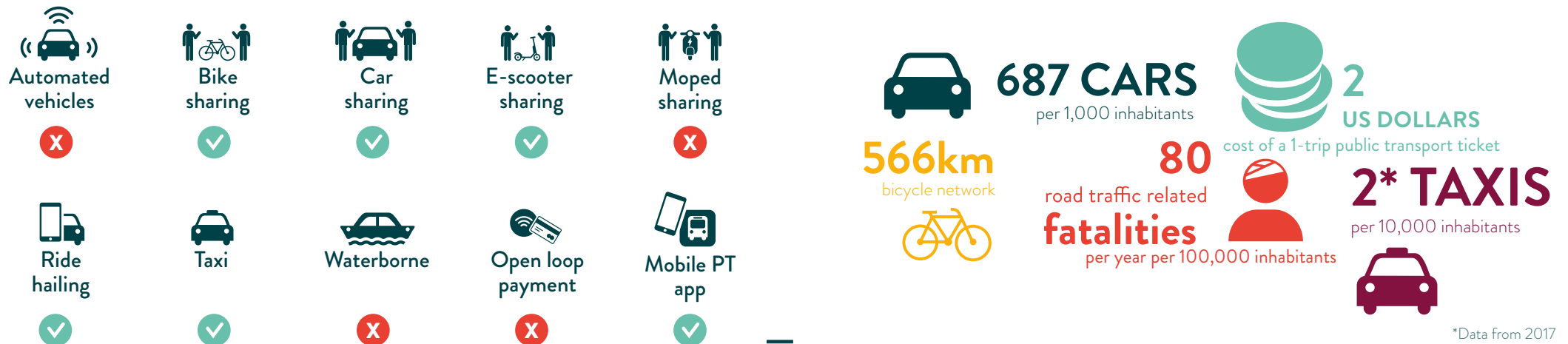
Share of battery electric buses

Share of low-entry LRT vehicles

Number of corridors






## URBAN MOBILITY LANDSCAPE



\*Data from 2017

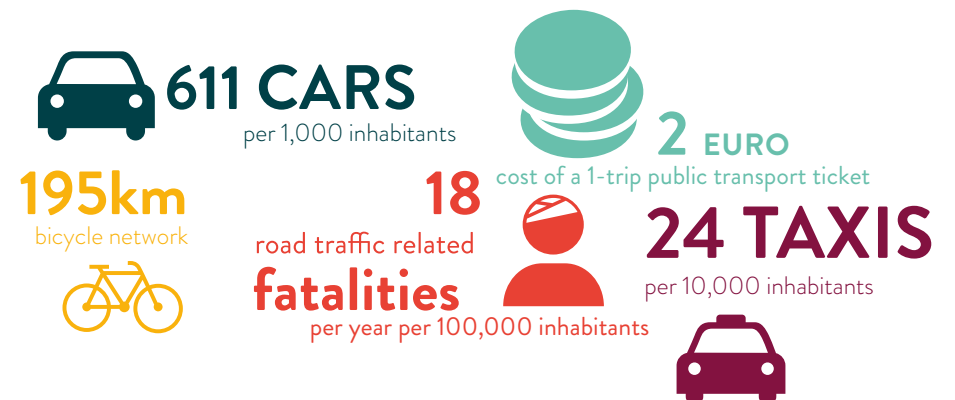
# MADRID

## 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



# 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

  
Automated vehicles



  
Bike sharing



  
Car sharing



  
E-scooter sharing



  
Moped sharing



**214 CARS**  
per 1,000 inhabitants



**2900**  
COLOMBIAN PESOS

**140km\*\***  
bicycle network



**105\*\***  
road traffic related  
**fatalities**  
per year per 100,000 inhabitants



**57 TAXIS**  
per 10,000 inhabitants



  
Ride hailing



  
Taxi



  
Waterborne



  
Open loop payment





  
Mobile PT app



# 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



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





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

 **10 TAXIS**  
per 10,000 inhabitants



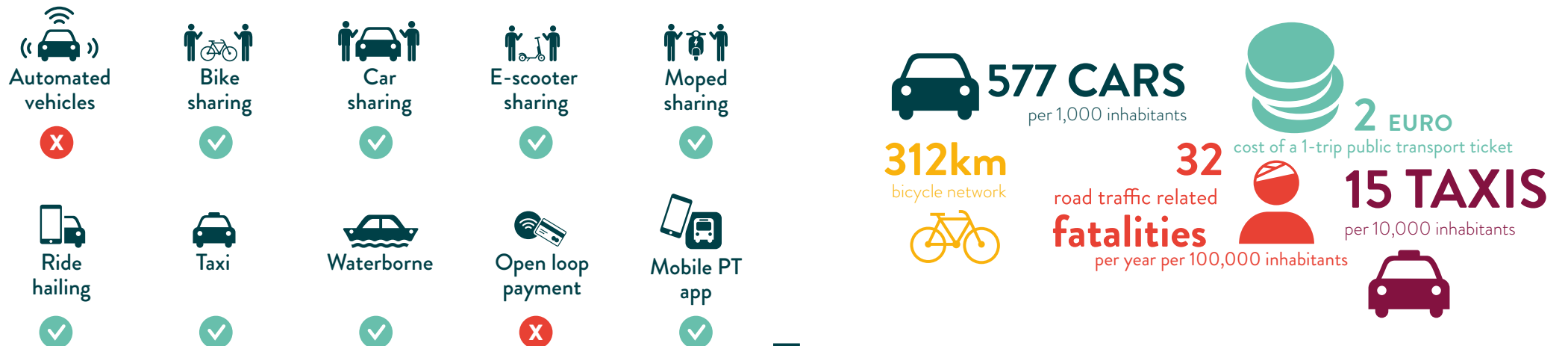
# MILAN

## 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

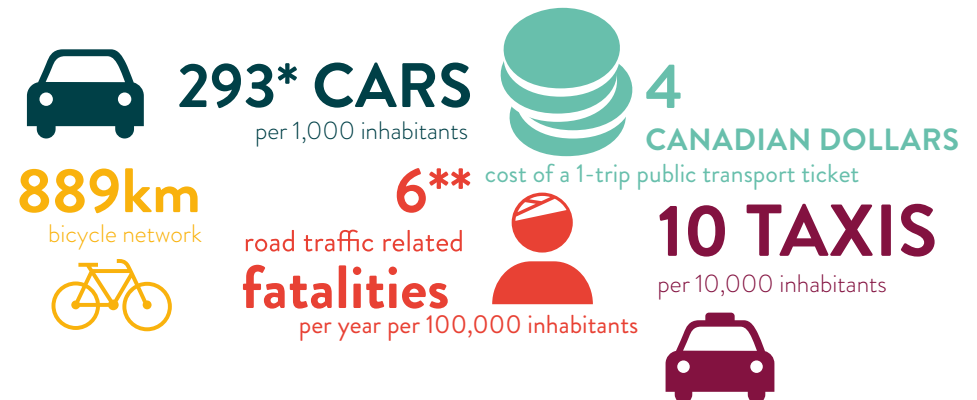
\*Data ridership refers only to Exo and STL.  
Data vehicles refers only to STM, STL and RTL.

Share of battery electric buses

Number of corridors



## URBAN MOBILITY LANDSCAPE







\*Data from 2020

\*\*Data from 2021

# 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

\*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

  
Automated vehicles



  
Bike sharing



  
Car sharing



  
E-scooter sharing



  
Moped sharing



  
Ride hailing



  
Taxi



  
Waterborne



  
Open loop payment



  
Mobile PT app



 **510 CARS**  
per 1,000 inhabitants

**290km**  
bicycle network



 **42 NORWEGIAN KRONE**

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





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

 **32 TAXIS**  
per 10,000 inhabitants



# 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

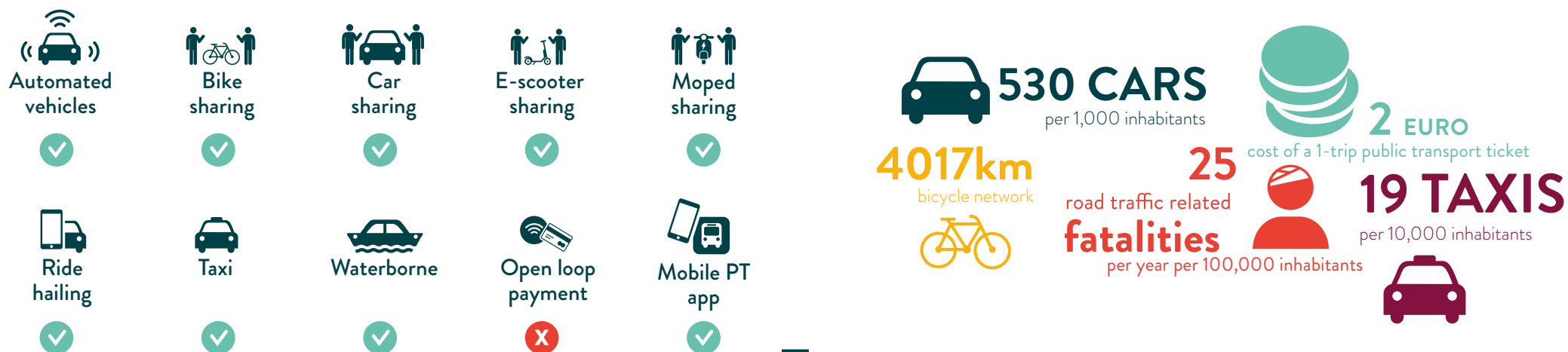
Share of battery electric buses

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

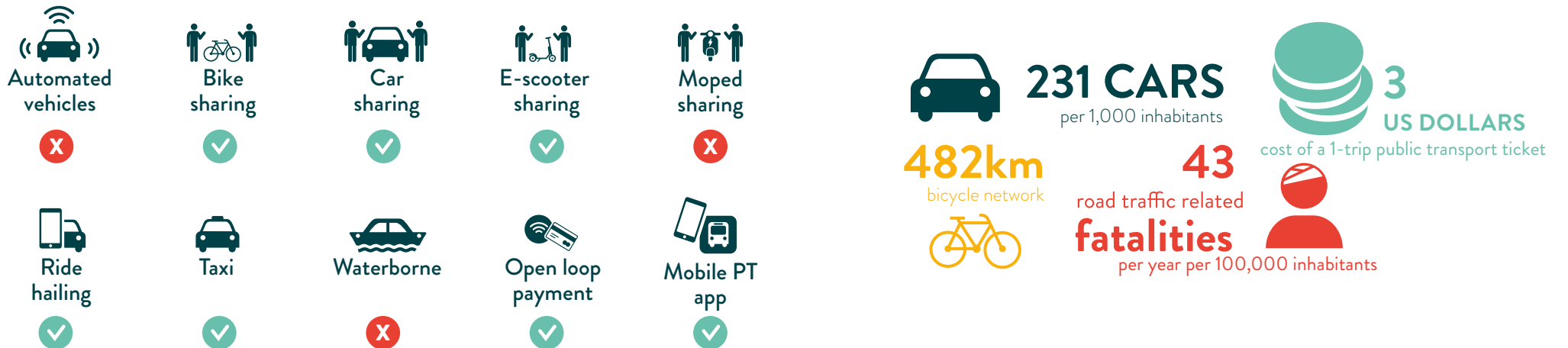
Share of battery electric buses

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

	 <b>Bus</b>	 <b>Metro</b>	 <b>LRT</b>	 <b>BRT*</b>
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

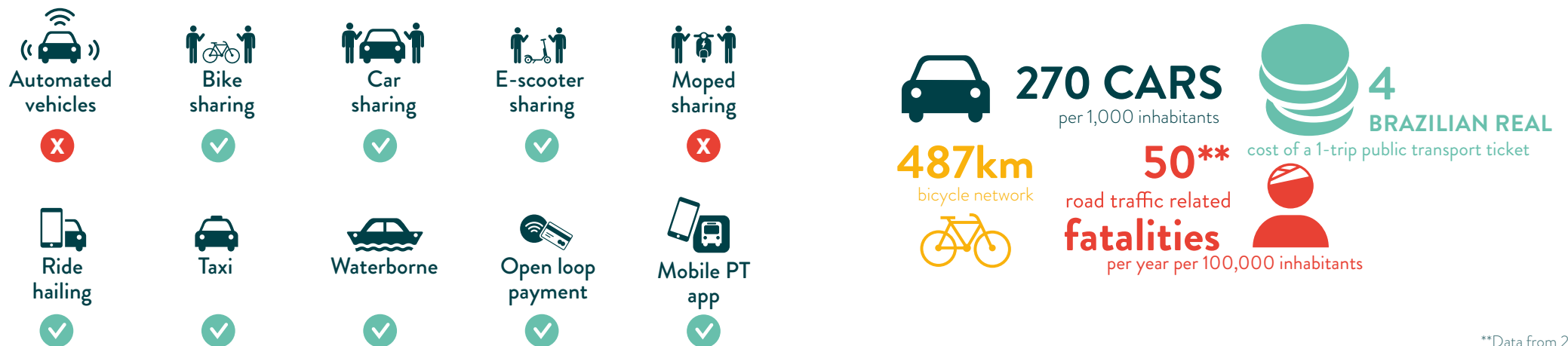
Share of battery electric buses

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



**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



  
Ride hailing



  
Taxi



  
Waterborne



  
Open loop payment





  
Mobile PT app



# SINGAPORE

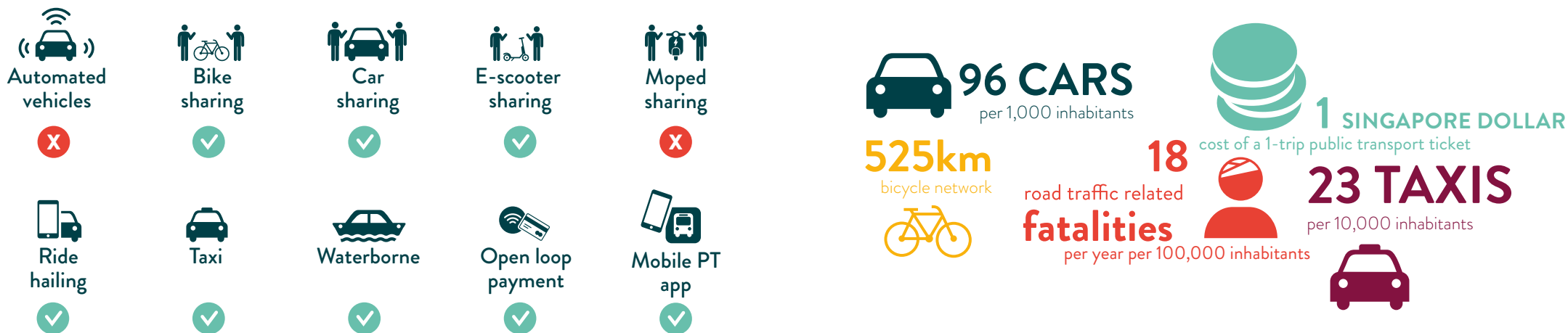
Global Urban Mobility Indicators 2022

	 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



**114km**  
bicycle network



**10**  
road traffic related  
**fatalities**  
per year per 100,000 inhabitants



**42 SWEDISH KRONA**  
cost of a 1-trip public transport ticket






**48 TAXIS**

per 10,000 inhabitants



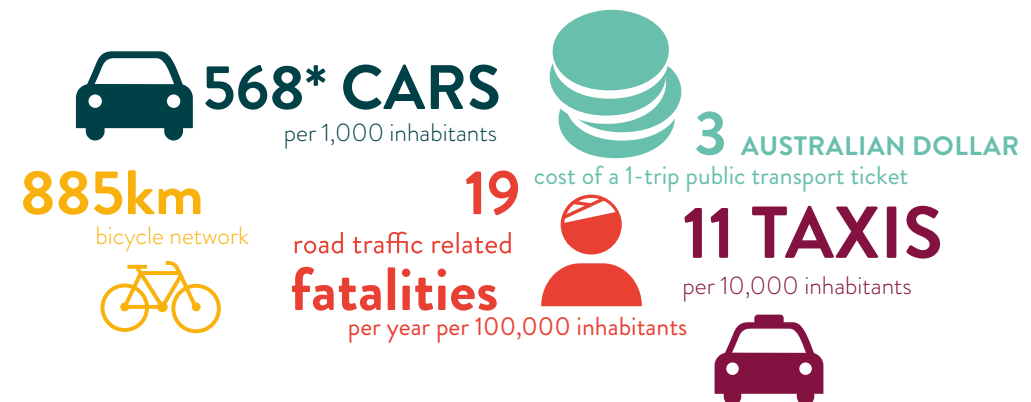
# SYDNEY

## 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

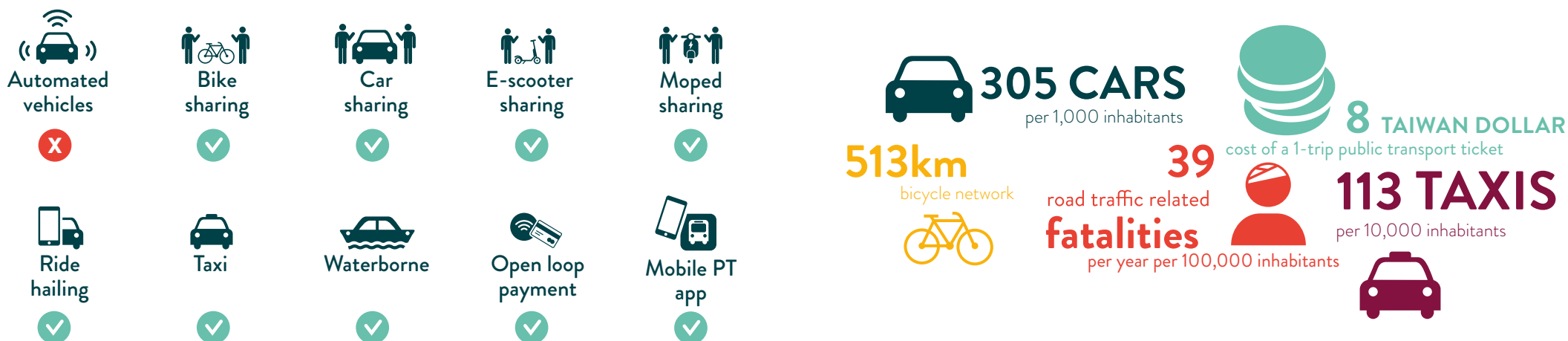
Share of battery electric buses

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%

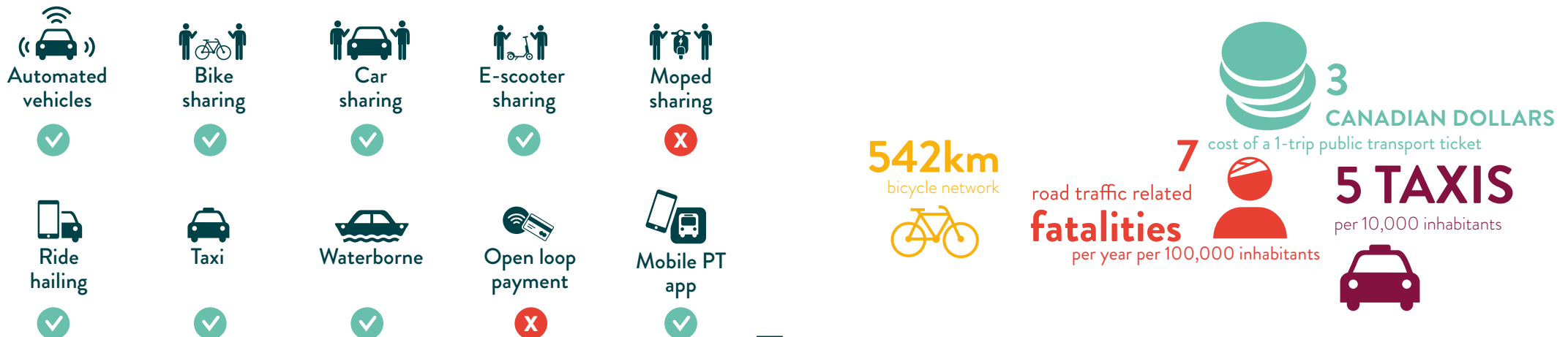
\*Bus data refers only to Toronto Transport Commission

Share of battery electric buses

Share of low-entry LRT vehicles






## URBAN MOBILITY LANDSCAPE



# VANCOUVER

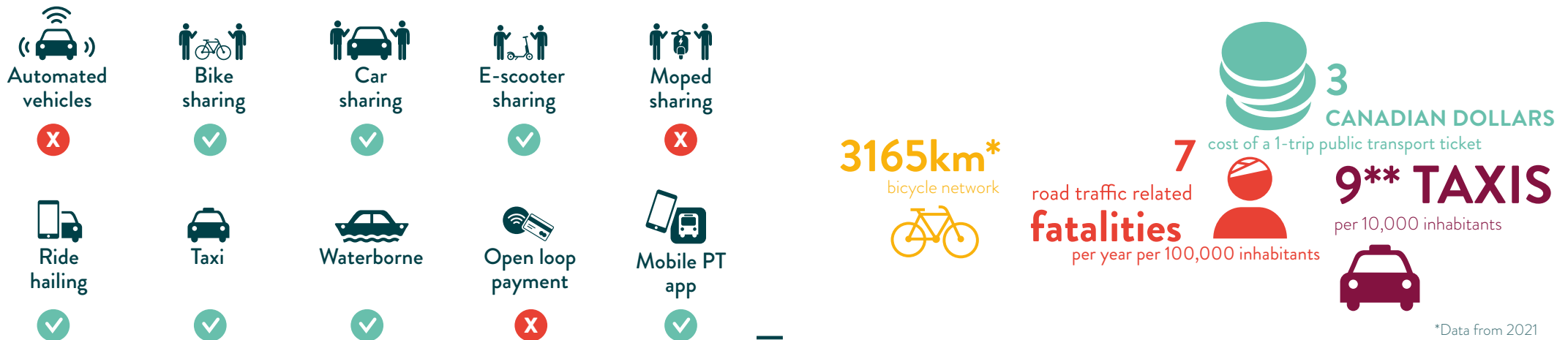
Global Urban Mobility Indicators 2022

	 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

  
Automated vehicles  
✓

  
Bike sharing  
✓

  
Car sharing  
✓

  
E-scooter sharing  
✓

  
Moped sharing  
✓


  
Ride hailing  
✓

  
Taxi  
✓

  
Waterborne  
✗

  
Open loop payment  
✗

  
Mobile PT app  
✓

 **370 CARS**  
per 1,000 inhabitants

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

**1654km**  
bicycle network  





**9**  
road traffic related  
**fatalities**  
per year per 100,000 inhabitants  


**24\* TAXIS**  
per 10,000 inhabitants  


\*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.	



<b>Indicator</b>	<b>Unit</b>	<b>Definition</b>	<b>Public transport mode covered</b>
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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**Contact:** [data.uitp@uitp.org](mailto:data.uitp@uitp.org)

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Rue Sainte-Marie 6, B-1080 Brussels, Belgium | Tel +32 (0)2 673 61 00 | Fax +32 (0)2 660 10 72 | [info@uitp.org](mailto:info@uitp.org) | [www.uitp.org](http://www.uitp.org)  
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