

NFC MOBILE TICKETING FOR TRANSIT 2021-2030



Increase in mobile subscriber base and penetration of smartphones is driving the deployment of near-field communication (NFC)-based mobile ticketing for transit systems (rail and bus). Recently, growth in the market has also been driven by an increasing focus on deployment of contactless payments and open loop payments during the COVID-19 pandemic, as a way for transit agencies, authorities and operators to encourage passengers to use public transport. There are other factors that have been driving the demand for NFC-based mobile ticketing and these include spotlight on integration and interoperability not just amongst transit operators but also with retail and other value-added services; focus on account-based ticketing (ABT); increasing digitalisation in public transport; the potential of big data; the drive towards development of smart cities; and the rise of Mobility-as-a-Service (MaaS) and mobility on demand. Mobile ticketing as a form of contactless payments is expected to be a dominant form of fare payment in the post-COVID era given the advances in technology and the benefits that the technology offers to transport agencies as well as to passengers.

Global Mass Transit has released the **second edition** of the **NFC Mobile Ticketing for Transit Report 2021-2030** in November 2020.

The NFC Mobile Ticketing for Transit Report provides an analysis on:

Chapter 1: Information on the current NFC mobile ticketing industry, applications of NFC mobile ticketing technologies, NFC-enabled digital wallets, wallet models and processes, standards and certifications, key trends impacting the current market, comparative analysis of alternative fare media, considerations for transit agencies to deploy mobile ticketing, benefits of mobile ticketing to transit authorities, and key issues and challenges.

Chapter 2: Key upcoming trends influencing adoption of NFC ticketing such as integration and interoperability, contactless and open loop payments, mobility-as-a-service (MaaS), blockchain, digitalisation in public transport, big data, and evolving customer expectations.

Chapter 3: Detailed impact of COVID-19 on mobile ticketing for public transport with focus on regional impact, factors influencing use of mobile ticketing and expected growth in mobile ticketing in the post-COVID era.

Chapter 4: Recent developments including deployments, pilot projects, contracts awarded, announcements, partnerships, etc.

Chapter 5: Outlook for the segment, opportunities, key growth drivers, plans of transit agencies to deploy NFC-based mobile ticketing, potential for NFC mobile ticketing, way forward to 2030 and risks and challenges impacting future deployment.

Chapter 6: Analysis of opportunities by region- North America, Latin America, Asia Pacific, Europe and Middle East and Africa.

Chapter 7: Information on key players in the segment, the competitive landscape and the industry outlook.

The report was released on November 30, 2020.

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Table of Contents

1. Current NFC Mobile Ticketing Industry for Public Transport	6	3.3 Expected Growth in Mobile Ticketing in the Post-COVID Era	46
1.1 Overview	7	3.4 Regional Impact	47
1.2 Spotlight on Mobile Ticketing in the COVID World	8		
1.3 Applications of NFC Mobile Ticketing Technologies	9	4. Recent Developments	48
1.4 Introduction to NFC-enabled Digital Wallets, Wallet Models and Processes	10	4.1 Recent Deployments	49
1.5 Standards and Certifications	15	4.2 Recent Announcements and Pilot Projects	52
1.6 Key Trends Impacting the Current Market	20	4.3 Recent Contracts Awarded	54
1.7 Comparative Analysis of Alternative Fare Media	21	4.4 Recent Partnerships and Collaborations	56
1.8 NFC Mobile Ticketing and QR Code-based Ticketing	23	5. Market Outlook and Opportunities by 2025 and Beyond	57
1.9 NFC Mobile Ticketing vis-à-vis EMV Payments	24	5.1 Key Growth Drivers	58
1.10 Considerations for Transit Agencies to Deploy Mobile Ticketing	25	5.2 Growth in Mobile Ticketing Market Size by 2025	59
1.11 Benefits of Mobile Ticketing to Transit Authorities	27	5.3 Future Market Outlook and Opportunities	60
1.12 Key Issues and Challenges	28	5.4 City/Transit Agency Plans for Deployment of Mobile Ticketing	62
		5.5 The Way Forward to 2030	64
		5.6 Risks and Challenges Impacting Future Deployments	65
2. Key Upcoming Trends Influencing Adoption of Mobile Ticketing	29	6. Analysis of Regional Trends, Opportunities and Potential	66
2.1 Overview	30	6.1 North America	67
2.2 Focus on Integration and Interoperability	31	6.2 Latin America	68
2.3 Contactless and Open Loop Payments	32	6.3 Asia Pacific	69
2.4 Mobility-as-a-Service (MaaS)	35	6.4 Europe	70
2.5 Blockchain	36	6.5 Middle East and Africa	71
2.6 Tokenisation	37		
2.7 Wearable Technology and Other Devices	38	7. Key Players	72
2.8 Digitalisation and Big Data in Public Transport Ticketing	39	7.1 Overview	73
2.9 Evolving Customer Expectations	41	7.2 Competitive Landscape	74
2.10 Other Key Trends	42	7.3 Profiles of Key Players	75
		7.4 Industry Outlook	105
3. Impact of COVID-19 on Mobile Ticketing for Public Transport	43		
3.1 Impact on the Current Mobile Ticketing Market	44		
3.2 Factors Influencing Use of Mobile Ticketing	45		

Sources and Methodology

Global Mass Transit Research's industry analysts have utilised primary and secondary research sources in preparing this report. Primary sources include information obtained through telephone interviews and emails from public transport authorities, operators and regulators. Secondary sources include, but are not limited to, project websites and status reports; websites, annual reports, capital programmes and financial reports of transport authorities and operators; documentation provided by relevant financing institutions; investor presentations; analyst reports; government plans and documents; websites of ministries and regulators; websites of industry associations; internal and external proprietary databases; news articles; and press release reports. Wherever applicable, research sources are cited within the report.

Our analysts and researchers have combined the information from these primary and secondary sources with their industry expertise to synthesise the qualitative and quantitative analysis presented in this report. In cases where data was not available, we have used the estimates from authentic published reports or press releases.

Great care has been taken to ensure that all analysis is supported by facts. In situations where facts were not available and assumptions were made to conduct analysis, we have explained our assumptions and our methods of estimation.

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