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.

To capture the key developments in the last few years and highlight plans and opportunities, Global Mass Transit has launched the second edition of the NFC Mobile Ticketing for Transit Report 2021-2030.

The report will provide an in depth analysis of the NFC Mobile Ticketing for Transit and will be available in the PPT format (converted to PDF).

Chapter 1 will provide information on the current NFC mobile ticketing industry including market size, 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 will discuss the 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 will analyse the 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 will discuss the recent developments including deployments, pilot projects, contracts awarded, announcements, partnerships, etc.

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

Chapter 6 will present an analysis of opportunities by region: North America, Latin America, Asia Pacific, Europe and Middle East and Africa.

Chapter 7 will provide information on key players in the segment, the competitive landscape and the industry outlook.

The report will be released in November 2020.
# Table of Contents

1. Current NFC Mobile Ticketing Industry for Public Transport
   1.1 Overview
   1.2 Current Market Size
   1.3 Spotlight on Mobile Ticketing in the COVID World
   1.4 Applications of NFC Mobile Ticketing Technologies
   1.5 Introduction to NFC-enabled Digital Wallets, Wallet Models and Processes
   1.6 Standards and Certifications
   1.7 Key Trends Impacting the Current Market
   1.8 Comparative Analysis of Alternative Fare Media
   1.9 NFC Mobile Ticketing and QR Code-based Ticketing
   1.10 NFC Mobile Ticketing vis-à-vis EMV Payments
   1.11 Considerations for Transit Agencies to Deploy Mobile Ticketing
   1.12 Benefits of Mobile Ticketing to Transit Authorities
   1.13 Key Issues and Challenges

2. Key Upcoming Trends Influencing Adoption of Mobile Ticketing
   2.1 Focus on Integration and Interoperability
   2.2 Contactless and Open Loop Payments
   2.3 Mobility-as-a-Service (MaaS)
   2.4 Blockchain
   2.5 Wearable Technology and Other Devices
   2.6 Digitalisation and Big Data in Public Transport Ticketing
   2.7 Evolving Customer Expectations
   2.8 Other Key Trends

3. Impact of COVID-19 on Mobile Ticketing for Public Transport
   3.1 Impact on the Current Mobile Ticketing Market
   3.2 Factors Influencing Use of Mobile Ticketing
   3.3 Expected Growth in Mobile Ticketing in the Post-COVID Era
   3.4 Regional Impact

4. Recent Developments
   4.1 Recent Deployments
   4.2 Recent Announcements
   4.3 Recent Pilot Projects
   4.4 Recent Contracts Awarded
   4.5 Recent Partnerships and Collaborations
   4.6 Recent Technology Developments
   4.7 Other Recent Developments
   4.8 Open Tenders

5. Market Outlook and Opportunities by 2025 and Beyond
   5.1 Key Growth Drivers
   5.2 Growth in Mobile Ticketing Market Size by 2025
   5.3 Future Market Outlook and Opportunities
   5.4 City/Transit Agency Plans for Deployment of Mobile Ticketing
   5.5 The Way Forward to 2030
   5.6 Risks and Challenges Impacting Future Deployments

6. Analysis of Regional Trends, Opportunities and Potential
   6.1 North America
   6.2 Latin America
   6.3 Asia Pacific
   6.4 Europe
   6.5 Middle East
   6.6 Africa

7. Key Players
   7.1 Overview
   7.2 Competitive Landscape
   7.3 Profiles of Key Players
   7.4 Industry Outlook

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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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