

**10<sup>th</sup> UITP Sustainable Development Commission Meeting  
Leipzig**

**Hosted by Leipziger Verkehrsbetriebe**

**29-30 Avril 2010**

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**Chairperson:**

John English

Utah Transit Authority, United States

**Members:**

Giuliana Artiaco

Compagnia Trasporti Pubblici Di Napoli , Italy

Manuel Barriga

Transports Metropolitans de Barcelona, Spain

Dominique Delis

Veolia Transport, France

Gunnar Heipp

Münchner Verkehrsgesellschaft, Germany

Elena Montafia

Azienda Trasporti Milanese, Italy

Johan Nordgren

SLTF, Sweden

Magdalena Pogoda (replaces Walter Casazza)

Verkehrsbetriebe Karlsruhe, Germany

Emanuele Proia

ASSTRA, Italy

Michael Schemmer

Bombardier Transportation, Germany

Coen Volp

Provincie Gelderland, The Netherlands

**UITP:**

Heather Allen

UITP, Belgium

Jan Möllmann

UITP, Belgium

**Local Host:**

Peter Müller-Marschhausen

Leipziger Verkehrsbetriebe, Germany

Marko Ranft

Leipziger Verkehrsbetriebe, Germany

**External Expert:**

Prof. Dr. Engelbert Lütke Daldrup

**Apologies for not attending the meeting:**

Ahmad Al-Akhras

Department Of Transport, UAE

Caroline Edant

Veolia Transport, France

Glenn Frommer

MTR Corporation, China

Claire Masson

Société des Transports Intercommunaux de Bruxelles,

Belgium

Uta Maria Pfeiffer

Verband Deutscher Verkehrsunternehmen, Germany

Elaine Seagriff

Transport for London, United Kingdom

Eric Terrier

TRANSDEV, France

Marie-Xavière Wauquiez

Keolis, France

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These minutes summarise the main conclusions and decisions that emerged from the discussions during the meeting. To facilitate both reading and presentation, they do not necessarily follow the order in which the successive discussions took place. For further details, readers are invited to consult the annexes. and you can find the presentations in [Mobi+](#) (username: SUSTAINABLE - password: SDCOM). The meeting was held in English only.

## 1) Welcome by Chairman & Introductions

New members were welcomed and several last minute apologies acknowledged (see list)

### NEW – First meeting

- **Guiliana Artico**, Compagnia Trasporti Pubblici Di Napoli
- **Emanuele Proia**, ASSTRA, replaces Antonietta Argili who was with us almost since the beginning
- **Coen Volp**, Province of Gelderland, the Netherlands, who is the official representative of the Organizing Authorities Commission
- **Johan Nordgren**, SLTF the Swedish Public Transport Association, was welcomed back after a long leave of absence

## 2) Leipzig and Professional Knowledge

### a) Presentation of LVB by local host

Leipzig's development has been coloured by its history and geographical situation. It was annexed into East Germany after the Second World War which also saved its dense tram system as few people were able to afford a car. However the dense urban centre has suffered urban sprawl since the '90's when the government introduced tax incentives to build outside of the city boundaries meant that it was more attractive to build new in the suburbs rather than renovate inner city housing.

Inner city population (roughly 500,000) has declined by 50 000 in the last 5-6 years, but is now slowly growing again. This was widespread as Germany became one nation at the end of the 20<sup>th</sup> century and there was significant migration towards more affluent western German cities, both from urban and rural areas.

Historically Leipzig has a strong mechanical and mining history and was also well known for textile production and open cast coal mining. The sudden demise of these industries 20 years ago lead to a sudden loss of some 45,000 jobs (only around 5000 jobs remain in these industries today and unemployment is still higher than national average).

In terms of mobility Leipzig has experienced rapid growth of motorization from 60,000 to 200 000 cars in 20 yrs. The inner city of Leipzig is a very compact city so bike and PT shares have been kept but this has not been easy. Public transport modal share in 1990 was 24%, it has now dropped to 18% but LVB have an ambitious target to increase it to 25% by 2025.

LVB and its operating environment follows the 'German model' where a tariff union covers Leipzig and 3 surrounding districts (states), it is under public ownership with 'sister' companies providing other public services such as energy and water. There is cross compensation from the more

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profitable ones to LVB to fill the gap between operations and costs. Some level of liberalization has taken place as is the case with maintenance which was restructured in the 90's into a management company in partnership with Siemens allowing them to win maintenance contracts from other cities. They also construct their own Leoliner tram (not 100% low floor but of an acceptable level) with a crane and rail vehicle company. They are considerably lower cost than the major manufacturers and are now being sold in Poland especially different countries. Recently they won a contract under public tender from Munich to refurbish 50 of their trams.

They also construct their own Leoliner tram (approx. 60 % low floor) in co operation with a crane and rail vehicle company. They considerably cheaper than the major manufacturers and are now being sold to different European Cities.

Two years ago a citizens initiative forced a referendum asking if they wanted to sell the public energy company to private shareholders – this received a negative public vote and this would probably be similar for LVB. (This is beginning to be a trend eg recently in Hamburg and this helps local government to reinvesting in public municipalities).

Farebox revenues are going up and cross subsidy and other compensations will be reduced to 45 million from present higher levels means that LVB will still have to make careful decisions. Progress has been made as farebox and other incomes are currently 72% cost coverage level reached 75% in 2009 compared to only 57% in 2002.

The social pillar is a key area of interest and under the reunification procedure of East and West Germany there were many contracts that needed to be revised. However unemployment was also rather high (15-20%) and with the Unions they have managed to retain old contract terms for long time employees but new employees now accept different terms. Despite difficult negotiations with the Unions this solution at least protected jobs and fewer people were put on forced early retirement. It also has successful programmes to help the long term unemployed to get back into the job market, preventative health and youth outreach. (*See notes on technical tour*). A social tariff was recently introduced at the cost of 1.3 million€ lost in revenues which is now compensated for.

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## **b) Presentation by Prof. Dr Engelbert Lütke Daldrup, Former State Secretary at the Federal Ministry of Transport, Building and Urban Affairs**

Germany has a national goal of 30% reduction of CO2 (higher than EU average) and to increase the use of renewable from 40%.

Other remarks noted that the links between climate and transport at federal and local levels especially in respect to national urban development plans should be closer. Good practices such as Freiburg and Hamburg were shown.

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## **3) Update from other Commission Members**

### Salt Lake City UTA Transit

Continuing with the expansion of the light rail and commuter rail network despite serious financial difficulties. There is a new interest in high speed rail and Utah is in an ideal position to profit from plans for joining up with other key centres.

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## Azienda Trasporti Milanese:

Hydrogen bus EU project to test them is starting.

- Continuing with their fleet renewal and the planning of new lines for the 2015 expo.
- Milan is also interested in hosting the 2015 UITP World Congress.
- They have been invited to take part in the Shanghai Expo via the Municipality of Milan (16 – 23 June) when they will have a week of expo and events (if any UITP members are in Shanghai during this time they should make contact with Elena Montafia).

## Münchener Verkehrsgesellschaft:

Surprisingly they saw an increase of just over 1% in passengers for 2009 despite estimates that this would go down. They have also introduced a social ticket compensated by the city.

- They are making investments in the fleet – start of tendering process for 1<sup>st</sup> generation metro cars with reduced energy consumption by 50%. Since the last time that they tendered for new cars (+/- 30yrs ago) this is now possible and others will be refurbished by LVB.
- They have been doing hybrid bus trial – not conclusive yet. Aspects with Daimler and Solaris to determine
- Noise reduction plan – measures are not easy to do for PT as most noise seems to come from cars and 30KM speed limits help reduce noise levels.
- NOX is an issue as the new EU legislation shows that the city did not take early action and now they have a problem with the levels from buses.
- Involved with a BMW electric car project (minis) and looking into how this could work for car sharing with season ticket holders. The research has shown that there is not such a high need for refueling of the cars in inner city places as most people refuel at home or at the work place. As Munich does not want to use more public space for cars and certainly not for new filling stations the points will mainly be at home, P+ R, some existing parking places, offices and some major shopping centres.

## Provincie Gelderland:

The local government is responsible for 1200 km of roads, 200 km of bike lanes with some 700 employees in the environmental department.

- Contracts PT services and recently found that they specified Euro V levels but were offered EEV buses for the same price. They set the levels (in this instance 1500 passengers per direction and the starting and ending times of the service).
- Other environmental aspects include the functional specifications for roads

## Karlsruhe Verkehrsverbund:

They are partners in an 'Energy mountain' made from a previous waste dump which is now a real green hill. The rubbish makes methane for the electricity and it also has solar and wind power. It is used to teach pupils about renewable energy.

- Karlsruhe has been a partner from the beginning of the project and it has received excellent media coverage and from March 2010 until end of Dec fully booked (10 people team)
- Bike racks have been put on buses (5 bikes) and new cleaner buses with particulate filter exhaust treatments have been introduced for rural buses or low frequency/density buses (most inner city travel is by rail – tram)
- Introduction of a social ticket – most sold tickets lately for low earners or employed 50% of normal – other things are combined with the transport ticket such as swimming pools

## Transports Metropolitans de Barcelona:

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10 more kilometres of an automatic line opened and now two thirds of TMB stations are accessible and all buses. 100 bus stops have solar panels supplying the energy for the real-time information

- Biodiesel 30% mix is in trial but their involvement with EU CUTE Hydrogen project will not be continued however they are testing hybrid buses.
- Youth outreach – via schools – 250 schools have visited the bus depot for information and get a free ticket to children until 12. They have found that this also attracts adults to the system
- Book day – stories in Catalan and Spanish on the metro and tramway
- Media and short films festival with short films shown on the metro and in the stations (also other animations such as dancing)
- Continuing with its solidarity programme for the disadvantaged

### Bombardier Transportation:

- Introduction of company wide policies to better align company process with sustainable objectives. Some are easier to implement than others e.g. policy to switch to buying/using green electricity for manufacturing is widely accepted while a more stringent company car policy is less easy. However they have introduced better rates for leasing of more environmentally sustainable cars.
- A new sophisticated data collection process will be introduced in 2010
- Working on UNIFE standards such as product declarations such as recyclability and allowing better comparison across the different suppliers
- An interesting initiative for a web-based design tool for students and other interested parties to be able to design rail cars. This is apparently quite wide spread in the car industry but not so in the rail supply industry. Most successful ones will be displayed at INNOTRANS this year.

### Veolia Transport:

Now has its EMS (Environmental Management System) adopted in 900 sites across the world and is calculating its CO2 from networks and promoting its Ecoefficient travel planner tool. It uses the base that its services avoid 1.26million tons of CO2 by using PT.

- It has its own internal sustainable development charter (seen in the March edition of PTI)
- Future plans include new processes to show progress and excellence to motivate a greater attention to SD in the 'production' of transport from all sites
- Looking to produce a best practice kit
- Member of the California Climate Registry
- Veolia was also invited as an external expert for a report on transport for the Spanish Presidency, this focused more on low cost airlines and cross border connections rather than urban transport. (A copy of the report can be made available).

### SLTF - Swedish Public Transport Association:

- SLTF has a strategy to double the number of trips (similar to UITP's PTx2) in Sweden.
- Looking for national phase out of fossil fuel for PT by 2020. Present extra cost of the more expensive technologies and vehicles can make this 50% more expensive for PT authorities and operators.
- Was formed in 1905 so it too has celebrated a recent birthday

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### Compagnia Trasporti Pubblici Di Napoli :

- One of the oldest PT organizations in Italy covering region of 170 000 inhabitants across 72 municipalities and 2 provinces.
- Focus on the renewal of the fleet and uses methane (City gas), EEV and Euro V buses (almost all Euro 0 or 1 are now retired) also has 2 trolley bus lines

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- Extending use of solar panels (now on some depot roofs)
- Social inclusion project 'Trabahando' has helped to include the growing immigrant population and has shown increased ticket sales and reduced the number of conflicts
- Has produced its first SD report (available via the web) using the GRI guidelines

## ASSTRA (Italian National Public Transport Association)

- Italy suffering from the economic recession. Tough car based market – Italy has 2<sup>nd</sup> highest EU average of 457 cars per 1000 pop. – Rome is possibly the highest with 763 cars / 1000 pop. Average modal share is 80% car; 7.6% scooter. 12% PT (rest walking and cycling).
- Average cost coverage from farebox is 33% with 27% other compensation still shows a shortfall.
- Working group made up of some 20-25 companies are preparing guidelines for SD reporting for PT companies
- Trying to align the indicators to the GRI system

## EU issues (Jan Möllman)

- The Lisbon treaty entered into force in Dec 2009 with the consequence that the European Parliament (and thus the MEPs) get more power and it will be on a more equal footing with the Council. It may also become more involved in initiating proposals for legislation (previously the Commission usually initiated all proposals for approval by the Parliament and the Council). Treaty now recognizes that Climate change is a common policy issue.
- DG Env are preparing a COM on climate change and transport

## **4) Approval of minutes from 9<sup>th</sup> Commission meeting**

No further comments received so the minutes were approved.

## **5) Update on the evolution of the indicators and the Framework**

- Due to several internal reasons the launch of this has been delayed
  - A new slightly revised list will be circulated
  - SD commission members were encouraged to have one more look at the list

**DEADLINE: 15 June 2010**

- A draft version of the tool will be circulated for comment – it will then be sent to all charter signatories for trial
  - It was still the intention that the final version will be launched in Dubai
  - There was a suggestion that the reports generated might be also clustered around the megatrends such as climate change, urbanization, social inclusion etc and reflect progress towards the PTx2 strategy

## **6) Further development on the Charter / Training**

- The traditional Coaching and Training sessions in Brussels do not attract enough people to make them worthwhile so a new model would be tried out this autumn. As the tool has not been ready this has also been delayed as this would constitute a large part of this years training.
    - A combined training and SD commission meeting will be tried out in the autumn (22-24 September) in Nice, France on the kind invitation of Veolia Transport.
    - All SD commission members are encouraged to stay and participate with the training
- PLEASE CONFIRM IF YOU INTEND TO BE AVAILABLE AND THE TIME*

## **7) Update on Working Programme**

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- Draft programme was circulated

There was some discussions that the topic had been adopted by many other commissions and committees and now sustainable development in some form or another was an integral part of many of the events and conferences. This could be considered to be an indicator of success but also meant that there was a variety of interpretations of how sustainable development was being implemented in the sector by all the different actors, and that this was not always entirely positive.

- No major comments apart from:

- o The majority of the SD commission members have not received their next charters. This would be looked into at UITP and they were encouraged to keep a sharp eye out for them.
- o The Database of best practices was commended as being one of the most important outputs of the charter
  - It was suggested to cluster around the themes of the PTX2 strategy
  - All Commission members were asked to check the key words associated with their best practices.

- o **CO2 and GHG**

The updated fact sheet based on the preparations for Copenhagen will be soon available for comment.

There was a request for 'easy media friendly' figures and the notion of energy efficiency should not be swamped in any CO2 calculations

NB – Since the meeting a separate informal discussion with APTA (the American Public Transit Association) on working together on developing a methodology that could be internationally recognized to develop land use coefficients that could be used to calculate the CO2 avoided by having a good PT offer.

- o **PT My Choice**

There was some considerable discussion on this document (prepared and circulated after the meeting in Nantes as input into the contribution of the SD commission to the PTX2 strategy

The decision was that this was valuable input with a lot of good ideas but it might appear rather too ambitious as a joint effort. Members would be encouraged to take this approach but it would not be planned as an official output for Dubai.

- suggestions were made to develop a tool box approach and that maybe we could envisage all committing to one day of efforts that might (or might not) be associated with an existing day eg Earth Day..

## 8) 59<sup>th</sup> UITP World Congress, Dubai

- A first update of the papers selected for the congress was given (a high level of response from the call for papers- some 218 papers)

- There are no commission sessions and the papers that were selected will be fitted into the programme.

- Separate letters will be sent to those that were accepted/ rejected.

- Overall we did not get many speakers as many of the papers submitted came from speakers at previous congresses although the content may have been different.

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- A call of interest to hold a SD Commission meeting just before the Congress. In the light of the above there was not a lot of support for this as many of the commission members were not sure if they would be able to attend Dubai if they were not speakers or playing some other role.
- A short discussion on how to integrate the launch of the final version of the reporting framework took place. It was considered that we should try to get a mention in the main sessions (Peter Müller-Marschhausen will chair a session and he could make reference to it) and some small launch could be held at the UITP stand (with a cocktail for signatories).

## 9) Organising Authorities and Sustainable Mobility, Coen Volp, (Province of Gelderland)

Mr Volp is invited to represent the OA on the SD commission and to help elaborate ways of working together on topics of mutual interest.

He made a presentation about the role of organizing authorities and put forward some ideas for discussion

- a member of the SD commission to make a similar exchange on the OA commission?
- promote including sustainable development related points in tender documents and possibly recognising the UITP SD charter in tenders (can only be mentioned not specified as not everyone can sign our charter)
- A possible joint conference end of 2011 with OA (and or maybe Transport and Urban Life) Or a joint workshop and how to get the blue book (technical book) out to UITP members
- More members of the OA commission would be invited to become charter signatories

FOLLOW UP – Joint event possible conference (NB since the SD commission meeting there have been some developments in respect to a possible joint conference with OA and Transport and Urban Life Commissions)

- Presentation at OA meeting
- Include the charter in tenders and SD in general in contracts

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## 10) Update on European issues, Jan Mölleman (Arriva)

is delegated to EuroTeam and joins us from time to time to update us on European issues. There are a few items of interest coming up in the near and medium term future which he will try to send in time for the SD commission to comment.

Comments included that the new DG responsible for Climate Change could be a promising place to promote PT as interest was shown at a recent meeting. (To follow up)

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## 11) Update on VDV Sustainable Development Commission, Gunnar Heipp (MVG)

Gunnar acts as a link between the VDV SD commission and the UITP commission.

- VDV Annual 'day' will be hosted by Munich in early June and VDV and other UITP/VDV members are invited to re-sign the charter
- They are also producing a 'Blue' book on sustainable development published in German and English. This will be sent to the members of the UITP SD commission when ready – it is intended to launch it at INNOTRANS this autumn.
- Gunnar will make a comparative matrix between the indicators chosen by the VDV and our reporting framework (both have been developed as complementary) – He will wait for the latest version.

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- A joint meeting was proposed
- In Germany they feel the strength of the bicycle lobby and also the threat of money being put into research in electric mobility rather than PT at federal level.
- Suggestion to connect more with other European organizations and possibly NGOs to support our positions. One area of joint interest would be to get an agreed standard for the occupancy of cars which is now 1.2 in Germany yet sometimes old figures of 1.5 are used making public transport look less attractive than it is.

FOLLOW UP – Blue book when published to be sent to SD commission members  
- Joint meeting – dates to be suggested  
- Indicators comparison

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## **12) Covenant of Mayors, Elena Montafia (ATM)**

The Covenant of Mayors is a European Initiative that cities may sign up to commit to go further than the EU target of 20% reduction in energy by 2020. UITP and the charter has been recognized as a useful tool for cities to achieve this

- A launch ceremony is planned for the autumn during the week of the Committee of the Regions (date to be decided) and UITP is looking for charter signatories and cities who have signed the covenant to declare their joint commitment to this issue. Milan is one of the interested cities (Munich also expressed interest).

- The European Investment Bank is also putting a Clean Bus Facility in place under the ELENA programme to support cities that are looking for finance for cleaner technology. [www.eib.org/elena](http://www.eib.org/elena). "**ELENA (European Local ENergy Assistance)**

Technical assistance facility to support and cover a share of the cost for technical support that is necessary to prepare, implement and finance investment programmes in the field of energy efficiency and renewable energy

FOLLOW UP – Date of launch and other cities invited to join launch event

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## **13) Rail developments in the western USA, John English (UTA)**

There has been an explosion in interest for rail projects in cities in the US over the past ten years and in the coming ten years (mostly LRT and inter-city commuter trains)

- Some 150 billion dollars coming from public money from referendums

- A Western Highspeed rail alliance has been created

- Salt lake has taken the lead to create a regional bike authority – to try to harmonise bike plans – Sales tax referendum for PT which will have an allocation to bike ways to move them above the curb off the street and coordinate with light rail – 5 million dollars was added to a LRT bridge over a railroad freight yard to add bike lanes to it.

John English will represent UITP at the upcoming UIC (Union des chemins de fer) Environment conference in Madrid in June.

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## **14) Conclusion and wrap up**

Next Commission Meeting:

- New York and APTA Seminar, 28 July 2010

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A letter has been sent to invite those that wish to attend and also make a presentation at the Seminar.

The SD commission will be hosted by New York City Transit and Ernest Tollerson who is a corresponding member of the commission

- **Autumn SD commission Meeting and Indicators Workshop, Nice**

**22-23 September: Commission meeting followed on the 24 September by a workshop on the indicators.**

Please indicate if you would be able to stay till the 24<sup>th</sup> to be able to support the training of other signatories?

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## Technical visit: Health Network Center

LVB's commitment to the future (Smile youth programme, social inclusion for long-term unemployed programme)

### 1) Visit of the health centre

At the entrance of one of the largest tram/ bus depots, LVB has an integrated health and sports facility. The company doctor is based here. Annual check ups for drivers and other employees are conducted here as well as a psychological testing, physiotherapy and 'crisis' support (for example for driver involved in accidents). But there is also a host of other services linked to their preventative and long-term approach to employee health.

The premises are shared by a health insurance company (where many of LVB employees have their health insurance) and a state-of-the-art health and fitness centre. Membership is offered at preferential rates to LVB employees and staff as this is seen as an investment in the future and more cost efficient than the cost of work lost due to poor health, as German legislation obliges the company to offer alternative employment to those unable to continue in their present position due to health reasons.

The most likely risks for drivers in particular are obesity, high blood pressure and diabetes. Those identified or shown to be 'at risk' are monitored and are invited to take part in specially designed programmes that include guidance on lifestyle changes, fitness and nutrition over a 6 month period. This includes not only learning but doing and they learn how to cook more healthy foods together. This partnership is voluntary but the employee must also commit part of the time spent on this training from outside his working hours. By close partnership with the fitness centre and the health insurance company they can make sports and fitness options more accessible and affordable to their staff. Leipzig is the only German operator to have such an integrated facility. This has had a positive impact on their long-term absenteeism figures reducing them to below national average and also has a beneficial effect on general awareness about the importance of a healthy life style.

### 2) Smile scout project (Project SMiLe (Student – Member of Staff – integrated – Learning))

Winner of the UITP Youth Award 2009, LVB has a successful programme to help build bridges between those that work to provide the service and those who use it. This included identifying 'scouts' (15-17 age group) who agree to be a LVB Scout. This means that they receive special

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training on communication and tolerance; this is usually carried out with the bus and tram drivers creating a better understanding between them. The role of the scouts is to act as ambassadors and communicate with their peers on how to behave on public transport and to be more tolerant of both other passengers and staff of LVB.

### **3) Mobilitäts-Service of LVB**

Both young and old can become disadvantaged when it comes to getting and holding down a job. The long term unemployed easily fall into the trap of becoming a burden on society, not only due to the fact that they are not able to contribute financially but also because of other problems related to their precarious social situation such as obesity, depression and poor general health. This programme works in coordination with the local unemployment offices and people are screened for their suitability.

Younger candidates are also given training on how to prepare a CV and interview techniques that help get them back into the job market.

Other successfully screened candidates are taken on to ride the network and provide help and information to other passengers, visit schools and senior homes. They can also be used to accompany those that need to go to hospital or other important appointments but are unable to get themselves to the bus/tram stop.