

**12<sup>th</sup> UITP Sustainable Development Commission Meeting  
Nice, France**

**9-10 February 2011**

Chairperson:

John English

Utah Transit Authority, United States

Participants attending the meeting:

Maria Margarida Almeida

Companhia Carris de Ferro de Lisboa, Portugal

Antonietta Argilli

ASSTRA, Italy

Manuel Barriga

Transports Metropolitans de Barcelona, Spain

Glenn Frommer

MTR Corporation, China

Gunnar Heipp

Münchner Verkehrsgesellschaft, Germany

Claire Masson

Société des Transports Intercommunaux de Bruxelles, Belgium

Sophie Mazoué (replaces Françoise Combelles) RATP, France

Elena Montafia

Azienda Trasporti Milanese, Italy

Peter Müller-Marschhausen

Leipziger Verkehrsbetriebe, Germany

Johan Nordgren

SLTF, Sweden

Magdalena Pogoda (replaces Walter Casazza) Verkehrsbetriebe Karlsruhe, Germany

Michael Schemmer

Bombardier Transportation, Germany

Elaine Seagriff

Transport for London, United Kingdom

Eric Terrier

TRANSDEV, France

UITP:

Heather Allen

UITP, Belgium

Stéphanie Priou

UITP, Belgium

Local Host:

Dominique Delis

Veolia Transport, France

Caroline Edant

Veolia Transport, France

Yannick Laurens

Veolia Transport, France

Philippe Payen

Veolia Transport, France

Apologies for not attending the meeting:

Ahmad Al-Akhras

Department Of Transport, United Arab Emirates

Giuliana Artiano

Compagnia Trasporti Pubblici Di Napoli, Italy

Walter Casazza

Verkehrsbetriebe Karlsruhe, Germany

Françoise Combelles

RATP, France

David Hytch

Greater Manchester Passenger Transport Executive, UK

Laura Martusciello

ATAC, Italy

Jan Möllmann

UITP, Belgium

Coen Volp

Provincie Gelderland, The Netherlands

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These minutes summarise the main conclusions and decisions that emerged from the discussions during the meeting. For further details, readers are invited to consult the annexes, and you can find the presentations in [Mobi+](#) (username: SUSTAINABLE - password: SDCOM). The discussions were held in English only.

**1) Welcome by Chairman & Introductions**

Mr. John English, Chairman of the Commission, opened the meeting, welcomed the guests and thanked Veolia for all their efforts in organising this replacement Commission Meeting in Nice. A one-day training on the reporting framework would follow the meeting in the same location.

The members were informed of changes in the Commission and that some members were not attending the meeting in a regular fashion – namely GMPTE and Abu Dhabi Department of Transport. Both would be encouraged to join the next meeting or otherwise their seats would be given to others. It was noted that we did not have much input from the corresponding members and efforts would be made to reach out to them and get them to communicate via email as they were not able to attend.

**2) Approval of minutes from 12<sup>th</sup> Commission meeting**

No further comments received so the minutes were approved.

**3) Update from Commission Members**

All participants briefly updated the Commission on the activities of their respective organisations.

SLTF, Sweden – Johan Nordgren

Sweden was still in the process of its 'Doubling PT' strategy and everything that SLTF was doing was connected in some way to achieving this goal. They were also undertaking an important telephone survey of some 3.000 households to better understand the market share of PT. It would seem that in 2010 market share increased. This took place mainly in the major cities. New changes in legislation in 2012 will change how the structure of PTE's. They are seeing a trend for longer contract arrangements when tendering and also efforts to make PT more market responsive and transparent.

Verkehrsbetriebe Karlsruhe, Germany - Magdalena Pogoda

Several important projects are ongoing in Karlsruhe including renovating a major maintenance depot. They are doing this according to high sustainable building principles using recycled materials, natural lighting and ventilation and automatic light sensors.

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They are continuing with renewing their fleets with 9 new hybrid Citaro buses and 2 low floor trams (Bombardier). They recently broke ground on a new tram line to the South East that will take 2 years to build and which will ease the pressure on the city tunnel which is still in construction phase. This tunnel which will take all the trams underground for 2 ½ km and will have 7 underground stops. Costs have escalated and it has caused a lot of disruption to the normal traffic, the first project was proposed in 1995 but it took a long time to go through all the processes and stakeholder (citizens) councils. (+/- 6 yrs)

Karlsruhe will host IT Trans 2012 and this might be a good occasion to promote the Charter.

#### Azienda Trasporti Milanese, Italy - Elena Montafia

Milan is preparing for the Expo 2015 and also is one of the finalists for the UITP World Congress 2015. The public transport offer will nearly be doubled by this time as 2 new metro lines will be built (to complement the existing lines). Existing metro stations are being restyled (eg at the main station and shopping malls are being created). Improving access by bike and the provision of more bike stations as well as the introduction of electric vehicles are all being worked on.

They would also like to ensure that the Exhibition and UITP congress comply with high standards of sustainability.

#### Leipziger Verkehrsbetriebe, Germany - Peter Müller-Marschhausen

LVB saw a + 4-5% increase in ridership in 2010 (helped by a harsh winter). They are also struggling with the construction of a city tunnel (to open in 2013). They are trialling some 18 hybrid buses.

Copies of the latest SD report were distributed (CD) and it is available in English and German. They have created a new graphic identity based on a puzzle. Recent focus has been on external communication about SD – and have published 32 practical examples of how 'we live sustainable development' (8 in each dimension). Their holding/sister company (electric and gas utilities) now want to also publish a joint report with them – to combine resources. Other activities include a planned internal workshop (2011) on the subject to help get employees to work better together on it and in November 2010: First mobility week (especially directed at young employees) to come to work using environment-friendly modes of transport. Every employee (2900) had a free ticket to try to use PT to come to work and go home with it. From the analysis it seems to have helped make people change to PT. LVB does not give free passes for PT but heavily discounted (50%) (CF to Karlsruhe where not only the employee gets a free pass but their close family members get discounted travel).

A new CEO will arrive in March.

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Companhia Carris de Ferro de Lisboa, (Carris), Portugal - Maria Margarida Almeida

Carris has a multidiscipline group, named "Carris 2012 project" that is looking at innovation. They have set a company-wide target for 15% reduction in costs over 2011 and are studying different scenarios to implement it.

STIB – Claire Masson

Important projects have been undertaken by the STIB are the automation of metros, and 2 EU projects, Tramstore 21 (looks at creating a green depot) and Ticket to Kyoto. Ticket to Kyoto involves 5 organisations: STIB, RATP, RET, GMPT, MoBiel (a short overview will be presented in the workshop the following day).

The new corporate vision includes sustainable development which is good. The new offices function as a 'clean desk' and all space is shared (quiet rooms can be found – if you are early- otherwise it is open plan).

Veolia Transport – Philippe Payen; Dominique Delis and Caroline Edant

Veolia is looking at ways to improve performance especially in terms of safety and the environment. Their present research into fuel consumption and improving synergies across the company has shown that quite small things can make a big impact. Better adapting gearing and gear boxes with soft ware can bring 2-3% fuel savings. They are looking at using more biofuels in the mix and also electric mobility. Some trials with electric buses may start and they are promoting electric cars both for car sharing (a station will open in Nice) and also at corporate level. They are working with partners Electricité de France.

2 sites in Paris have been given an A+ according to the ISO 26000 social responsibility guidelines – this interesting experience could be shared with other members of the commission. Veolia also undertook training of 100 managers on sustainability (2 days one corporate and one focused on their theme – water, waste, transport etc). They have developed 4 modules that they will share with us; around general information, climate change, environmental management and the eco efficient traveler calculator. This will be rolled out across the different regions in Germany, China, the USA and the UK first.

Caroline Edant attended the Climate change conference in Cancun in December as part of the Bridging the Gap initiative and she will also present this at the upcoming UITP world congress in Dubai. Progress is slow for transport but there are some openings now in terms of National Appropriate Mitigation Actions (NAMAs) and also for a transport window in some of the new climate funds.

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Dominique shared with us that he will be moving to the SD unit of Veolia Environment and expressed his appreciation of his experience working with the group.

ASSTRA – Antonietta Argilli

Italy was presently experiencing massive spending cuts and threatened reductions in subsidy of 25-30%. ASSTRA actively defended PT's position using the loss of jobs as a key lever – and they think that this has resulted in only a 5% cut. Italian PT companies are often quite small so this would really hit them hard. Rome and Milan are the two largest systems and Rome has been reorganized recently that might help put it on a more solid basis otherwise PT depends on regional government for subsidies.

Bombardier Transportation – Michael Schemmer

Recent changes have taken place at corporate level between the rail and aviation divisions. CSR Bombardier.com web portal has been developed as a sophisticated knowledge management system – it will be improved but it is already state-of-the-art and functions include being able to print via excel output on the different sectors. Previously investors would only look at corporate information but now SD criteria are being made available and included in their analysis.

In Dubai a new report, "Transportation Sustainability Report" will be published and although this is not new it will be filtered to have transportation criteria. A new CSR Supply chain policy agreement with 400 or so suppliers called 'market leaders'. The first step is a self assessment tool followed by some level of auditing. Suppliers in China find this quite challenging.

Bombardier has a commitment to be carbon neutral by 2020 – efforts have been started with a project on energy efficiency. At present this is limited to scope 1 & 2 (not including the whole supply chain). This programme has been noticed by the CEO and is being rolled out across all aerospace and transportation; 4-5 m € has been reserved for projects and employees are being asked to make innovative suggestions.

They have recently modified their company car policy – quite difficult in Germany – and now cars are limited to 180 g/km and this will fall to 130 g/km. It is already being taken up by senior managers.

MTR Corp – Glenn Frommer

The C40 Cities Climate Leadership Group met in November 2010 in Hong Kong. A lot of work building new railway lines in China – but the provision of electricity for its rapidly growing needs is still a challenge. In Hong Kong there is a proposal to switch from a majority of power generation from coal to nuclear by 2020. It is expected that there will be a near doubling of population in the Pearl River Delta in the next ten years. The next China 5 year plan (the 12th edition) will give regions special powers and targets but the impact on GHG targets for Hong Kong/Guangdong is as yet unknown. With

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increases in ridership of about 6% serious overcrowding is becoming a concern in Hong Kong. This brings accompanying safety challenges and where escalators might be stopped and, in the worst stations may need to be shut down. The new MTR metro lines in Beijing and Shenzhen will be ISO 14001 certified. MTR is introducing a carbon foot printing assessment methodology that includes the embodied energy in the construction as well as the energy used for operational life time. On average even in China it takes about four years to construct, test and commission a new underground metro.

New SD report – available via the internet

#### Münchener Verkehrsgesellschaft, Germany - Gunnar Heipp

Munich will host the next Winter Games (2018) and it is hoped that this will boost declining investment in public transport. 1 billion € is needed over the next 20 years. They faced a major challenge when the 3 main unions called strike action during the Oktoberfest – they were able to draw on extra staff from 13 private companies already operating under contract (600 extra drivers were needed).

The city has a strong commitment to renewable energy and has been investing in wind and solar parks (especially in Spain) and it is expected the all the electric energy requirements for the city will come from renewables. This has meant some quite sophisticated financial arrangements and most of this investment does not appear in the local balance sheets. MVG saw a 2% increase in passengers 2009-2010 and over past 5 years this has been a stable annual increase. Biking has also increased by 3% but traffic problems are far from being solved. 60 trams are presently being refurbished (LVB daughter company) and they are building 3 new depots for rail, tram and bus, renewing their largest metro hub and are also partners in the Tramstore 21 EU project. Developing non fare revenue has paid off as the retail property at the metro hubs are some of the highest returning commercial spaces (with a waiting list for leases) and brings MVG some 2 million euros revenues. MVG is also trialling a car-sharing scheme with BMW.

#### Transdev – Eric Terrier

Transdev is a leader in hybrid use – wide experience in Strasbourg and has until recently the first hybrid taxi company (called Green Tomato) – in the Veolia Transdev merger this was released to RATP as part of their trade off. Has also recently undergone the first ISO 26000 assessment in TAM, Montpellier. They have also signed the Yann Artus Bertrand charter (director of the film “Home”) – there is some importance of this in France.

The Grenelle de l’environnement regulation (French regulation) stipulating that the CO2 emissions need to be shown on vehicles is due to come into force in 2012, but exactly how this will be put in

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place is not yet certain as it is the implementation of the Clean Vehicle European Directive. A common methodology is being set out by AFNOR and he will share this with us.

Transdev and Veolia are presently finalizing their merger

### Transport for London – Elaine Seagriff

TfL is under huge financial pressure at the moment and all attendance at international conferences and other meetings have been suspended. This has moved the ethos of the organization strongly towards delivery. Approved investments such as the tube upgrading and Cross rail will still go ahead.

Bike sharing 'Boris's bikes' have been hugely popular and it is hoped to extend this for the Olympics.

Moved towards outcome based reporting – and a 'social' responsibility framework (although just using the word social can be contentious). The Mayors new transport strategy is looking at creating a virtuous circle – where growth will bring investments in quality PT and sustainable transport will be encouraged. This is going through public consultation presently and so far seems to be fairly well received.

Some in roads into carbon footprinting especially in terms of sourcing electricity is being looked at – but most of the focus is towards the Olympics.

### Utah Transit Authority, Salt Lake City USA – John English

A 53 billion 6 year programme for High Speed Rail has just been announced to get through Congress. Salt Lake will open 2 of its planned 5 lines 2 years ahead of schedule increasing the commuter rail network by 50 miles.

Development work on creating a regional bike and pedestrian authority is in progress and any other examples of where this might have been created would be welcomed.

### TMB, Barcelona – Manuel Barriga

TMB is presently trialling some 13 hybrid buses partly EU and nationally funded. They are both diesel/electric and CNG/electric. Other improvements include particles filters now on 400 buses (reducing 60% or particles emissions) and 80% of stations are now accessible. Fraud has been looked into and it seems to be at around 3.2% of riders are not paying what they should (ticket validation).

TMB out reach especially to schools is continuing and a total of 6.000 school children have now visited the main bus depot since the programme started.

#### **4) Overview of the reporting framework output and control process, and how we can use the information and launch in 59th World Congress**

The first trial of the internet tool for the reporting framework has been undertaken. A confidential document with the first analysis was circulated to those attending but is not to be made publicly available.

The first results appeared cautiously promising:

- 50 + organizations answered from all membership categories

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- There is still some work to be done to clarify some of the indicators
- However some first trends showing that charter signatory organizations were progressive and showing leadership.
- Not all signatories replied to the required number of questions
- SD commission members were asked to verify their initial inputs

#### Comments:

- We should indicate those that are the same as GRI and ISO 26000 (GRI has been done – thanks to MTR),
- Some additional functionalities are to be added (such as to be able to be used from more than one computer if possible)
- Add links to the best practice database
- Other language versions will be introduced once the list has been finally approved. The commissioners will be asked to help on this work.
- Need to add the cut off dates on an biannual basis (30 July and 30 January)
- How to manage that each signatory annually updates it

#### Next steps:

- i) A leaflet will be prepared for Dubai, first draft to be circulated mid March for limited distribution in Dubai.
- ii) More input from the industry would be solicited (via UNIFE for rail and via the new group of bus manufacturers for bus) as many indicators are targeted at operators.
- iii) Agree on the five or so more important (a list has been put forward).
- iv) Which indicators to remove (this will be proposed after the second round of input) for indicators that might be important but that are not representative of the sector or important for our purposes (eg EBITDA).
- v) Add the possibility to put not available where appropriate.
- vi) Look at the indicator list of both APTA and CUTA (and others if appropriate).
- vii) Adapt the report that signatories receive if possible to be more easy to use and read.

### 5) Creation of a “European Climate Change” working group

This new working group has been proposed (Gunnar Heipp and Jan Moelleman) to better respond to at EU level on climate issues. There is some legislation coming up that (such as CO2 emission standards for light and heavy duty vehicles HDV). Its work would complement the Bridging the Gap (UITP, GTZ, ITDP, TRL and Veolia Transport) initiative’s work at international level. This role would be both technical and political (lobbying activities at European level).

- Possible topics include public transport and EU CO2 emissions trading scheme (EUTS), fast track finance and CO2 emission levels for HDV especially buses. In the next weeks, Gunnar Heipp, the group leader, will be gathering people and ideas for this group.

Participation in the working group can be extended to invite signatories to join. This would include the bus manufacturers and also maybe try to have some more technical experts (even on an invitation basis).

Presently interested members include ATM Milan, TfL London, Veolia and STIB

A short informal meeting took place before the second part of the commission meeting (details to be provided by Gunner Heipp)

First deliverables would include more clarity on:

- What do we want?
- What do we contribute?



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- To whom are we directing our messages (some target audiences are within the sector (internal) eg to other UITP members and the UITP Policy Board) and others outside
- Look at what partnerships we might enter into
- Collect information on the activities of others eg ADEME Bilan Carbone, VDV and others

#### Deliverables included

- A UITP 'approved' methodology for calculating CO2.
  - Charter signatories would be contacted to see if they would share this
  - Some desk research into the different methods available (eg German way, ADEME / French way, APTA, UIC (national railways), WRI/ WBCSD GHG Protocol (international standard for many sectors) and others)
- Look at how to develop CO2 coefficients for the different modes
- Develop an approach to give a value to the contribution of public transport 'in the territory' (the service area and city-wide) and compare this between when people use public transport or the private car.
- Coordinate what we can provide for the Covenant of Mayors
- Start contacts with DG Climate (who are mainly looking at aviation rather than urban transport)

#### Discussions on the following points

- i) At European level there is quite some debate. There is the issue of how to allocate a CO2 level to HDV vehicles;

Annexes: European Climate Change working group list of participants, Oika position, CEPS paper on CO2 from transport

### 6) Creation of an implementation guide for the ISO 26000 standard

Presentation given by Eric Terrier.

The ISO 26000 guidelines are not a system of accreditation but a self assessment process and therefore only guidelines on how to implement 7 principles are given. Exactly how these are to be implemented is left to some extent to interpretation by the individual organizations.

The guidelines have now been recognized internationally as part of the ISO system. They were developed by several international working groups and members of the commission have been involved (Glenn Frommer and Michael Schemmer). Eric Terrier has been asked to develop a set of guidelines for public transport operators in France.

Other sectors are also actively preparing their own guidelines for their sector's response. His proposal to create a working group that would look at how develop in parallel to the guidelines for France develop guidelines that could be adopted by UITP internationally for the sector. Ideally these should be internationally recognized by ISO in some way (exactly how is not yet clear).

### 7) Update on the Commission Working Programme 2010-2011

If you need copies of the PTI, please ask Stéphanie Priou.

**Best Practises:** UITP still collecting them, and a selected number will be used to illustrate how UITP can achieve its PT x 2 strategy.

**Covenant of Mayors:** There have been changes in the secretariat but contact has been maintained and the CoM will be present at the UITP Gotenburg conference.

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*(Background -* UITP received a letter from the Covenant of Mayors (some 2.000 European towns and cities that make a voluntary commitment to go beyond the objectives of EU energy policy in terms of reduction in CO<sub>2</sub> emissions). The EU has sent a letter to officially recognize the importance of UITP's Charter in attaining this goal and welcomes way that the signatories of the UITP Sustainable Development Charter will be able to partnership with their city on this issue.

**UITP Sustainable Development standards/coefficients:** No progress yet as this is also closely linked to the reporting framework. Post Dubai more attention will be given to this point.

### 8) Update on the Charter

The numbers of signatories were not correct in the working programme that has been circulated and this will be adjusted to the correct figures (143)

i) The Bus Manufacturers will sign in Dubai as full signatories (evaluations are available to be checked by any commission member after Session 18 at 12.30 on Wednesday, April 13<sup>th</sup>. A seat would be made available to them on the commission.

ii ) Others signing ceremonies will take place on:

16.00            Wednesday, April 13<sup>th</sup>                            UITP Stand

Other signings may take place in the regional workshops in the congress programme.

Discussions on:

1) Responding to charter signatory needs & how to increase the number of charter signatories

It was noted that it was sometimes difficult to respond to the needs of all the charter signatories spread all over the world. Even for European based signatories it was getting increasing difficult for them to travel to trainings.

2) It was also felt that not everyone understood what the charter meant and there were (even within UITP) some different interpretations of what sustainable development meant with respect to public transport. It was thought that particularly Brazil and Indian members might be encouraged (the next World Summit of Sustainable Development Rio + 20 will take place in Rio in June 2012 and it was felt that this might be a good time and place to organize the 2012 summer SD commission meeting).

Actions:

- An informal meeting with charter signatories coming to Dubai will be organized. More details will be communicated.

- Using the internet for training would be looked into and maybe trialed.

- John English would contact ANTP contact (to be sent to him) to see what could be done.

- IT Trans was also a good venue to promote sustainable development and Karlsruhe would take the lead on this.

### 9) 59<sup>th</sup> UITP World Congress, Dubai

A 'tour de table' on who would be attending the congress was made.

Caroline Edant (speaker); Eric Terrier & Gunnar Heipp confirmed their attendance (since then Gunner has cancelled) and Peter Müller-Marschhausen, Glenn Frommer and Elena Montafia were not sure (since then Elena and Peter have confirmed that they will attend).

A leaflet will be prepared on the first outcomes of the reporting framework.

UITP will present its scenario work to support the strategy PT x 2. Gunnar Heipp put forward the suggestion that we should also look at 'do nothing scenario'.

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**10) Joint Sustainable Development Conference TUL and OA, Göteborg**

The outline programme of the UITP Transport and Urban Life Commission and Organising Authorities Committee conference on **6 October, 2011** in Göteborg was circulated. Gunnar Heipp will chair a session and John English has suggested a good speaker.

**11) Update on VDV activities, European issues, international advocacy and climate change**

Very brief updates were given due to time constraints

**- VDV activities**

The SD commission is now 15 members and it is moving towards using the SD arguments for lobbying purposes rather than technical.

A joint meeting for German Charter signatories will be held in May 2011 in Bielefeld.

**- Climate change**

The report from the UNFCCC COP 16 meeting in Cancun, Mexico was circulated and a brief update was given. UITP attended as part of the Bridging the Gap initiative.

A meeting of the national associations is planned early summer to follow up on the meeting that was held in Sept. 2009. This might also be the first meeting of the CO2 working group.

**- International advocacy**

It was noted that due to budgetary restraints there would be less international work done by UITP. Limited activities on climate change and with the United Nations Commission of Sustainable Development would continue but work on health with WHO would be stopped. The commission expressed its concern as they felt that UITP should be the voice of public transport in these international forums. John English would take this message informally to the Policy Board meeting.

**- European Issues**

**- Other actions**

Several other topics and areas of work were suggested. However some were not deemed to be of enough interest to allocate time or resources. Anyone who wanted to suggest an area of work should prepare a concept paper for consideration at the next meeting.

**Health** was suggested as a new topic to deal with by Peter Müller Marchausen and it was agreed that this was important and PMM would prepare a short concept paper.

*Paper to be prepared by PMM*

**Partnerships**

Interest was expressed to partner more formally with other organizations working on the same topic and especially to either join with them for conferences, seminars and meeting where we could showcase the sustainability advantages of public transport.

A suggestion was made to hold a one day seminar on Green jobs with CEMR for example. (This might be a possibility in the context of the European Committee of the Regions week. To be followed up after Dubai).

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**12) Conclusion and wrap up**

**Next Commission Meeting: Suggested to take place in Gotenberg, in conjunction with the conference. (Dates to be determined – October 4-5<sup>th</sup>, 2011).**

**Summer meeting in 2012 is suggested to be held in conjunction with the RIO +20 World Summit on Sustainable Development in Rio de Janeiro, Brazil June 2012.**

**Enclosures:**

**Note on CO2 Working Group  
Note on Update on European activities  
OIK A position**