

**Paper 1c**

**MINUTES**

**ATTENDEES:**

**Chair:**

Gunnar HEIPP

MUNCHNER VERKEHRSGESELLSCHAFT

**Local host:**

Roger KESTELOOT

DE LIJN

Tom MEEUWS

DE LIJN

**Members:**

Daniel BRAND

VDV

Jeremy CORFIELD

ARRIVA

Projjal DUTTA

MTA, NEW YORK

Sabine GRONER-WEBER

LEIPZIGER VERKEHRSBETRIEBE GmbH

Janice LAO

MTR CORPORATION

Wilhelm LINDENBERG

ÜSTRA HANNOVERSCHE VERKEHRSBETRIEBE

Markus OSSBERGER

WIENER LINIEN

Patricia REMACLE

STIB

Eric TERRIER

TRANSDEV GROUP

Manuel BARRIGA

TRANSPORTS METROPOLITANS DE BARCELONA

Elaine SEAGRIFF

TRANSPORT FOR LONDON

**UITP:**

Philip TURNER

Sylvain HAON

Agnès PETER

**Guests:**

Michael DOUST

C40 CITIES CLIMATE LEADERSHIP GROUP

**Apologies:**

Kazuhiko AIDA

EAST JAPAN RAILWAY COMPANY

Margarida ALMEIDA

CARRIS-LISBON

Walter CASAZZA

STADTWERKE AUGSBURG HOLDING GMBH

Sophie MAZOUÉ

RATP

Gillian MELLER

MTR CORPORATION LIMITED

Michael SCHEMMER

BOMBARDIER TRANSPORTATION

Markus SCHMIEDER

STUTTGARTER STRASSENBAHNEN AG

Peter J. BLANKEN

PROVINCIE GELDERLAND



## INTRODUCTION


1. These minutes summarise the main conclusions and decisions made at the meeting as required by the Commission's Terms of Reference. Links to relevant documents are provided; presentations and working papers are available in Mobi+.

### **ADMINISTRATIVE MATTERS AND UPDATE** (*papers 1,a,b,c*)

2. The minutes of the last meeting were approved as drafted. Actions were either superseded by events or were considered as part of the agenda. The Commission were informed that Ahmad Al Akhras has moved on from DoT, Abu Dhabi and Elena Montafia, ATM, will no longer work on UITP activities. It was agreed to review the composition of the Commission to ensure all regions are represented and membership is active (**action: chair and UITP**).
3. As agreed at the last meeting, SDC administrating working will be conducted through the on-line networking tool – MyUITP - and members are encouraged to post comments and raise questions on the platform dedicated to the Commission.
4. A short update was provided by the chair on the outcomes of the November UITP Policy Board (papers available in Mobi+), which included a decision to produce a UITP trends report. The report will raise awareness of the key issues affecting the sector as well as monitor developments that will have an impact on future business. The report will look at two issues of relevance to the Commission - smart cities and climate/air quality. A draft of the report will be available early in the New Year and an SDC advisory board was established to provide UITP with comments on the relevant sections of the draft (**action: Patricia, Jeremy, Elaine & Janice**). The final version of the report will be issued every two years at UITP World Congresses.
5. The Commission endorsed that the chair continues in his capacity beyond the UITP World Congress for another two year term. Slots for deputy-chairs will be available after Milan and members were asked to nominate themselves for these roles.

### **SMART CITIES – UITP WORLD CONGRESS AND CONFERENCE, BRUSSELS** (*papers 2, 3 a,b – presentations available*)

6. On the 22<sup>nd</sup> January 2015, the SDC, in cooperation with the UITP Organising Authorities and Transport & Urban Life Commissions, will host a one day seminar on integrated mobility plans and smart cities. The afternoon session will include a panel debate with cities (Warsaw, Helsinki), industry (TomTom, Microsoft) alongside the European Commission. Based on what is happening in SDC member cities, there was a discussion on the issues that should be discussed during the panel session, namely around definitions/policy focus, stakeholder involvement, bottlenecks, open data, innovations and mobility/public transport as well as governance and business models. It was agreed that the core of the debate should help identify what the sector should be doing




differently in smart cities and concluded that that there is no smart city or business case without public transport. SDC members receive a special reduced rate for the one day event and are encouraged to attend.

7. It was clear from the debate that cities are at very different stages when it comes to smart cities, each with their own differing definitions and focus. In some cases, such as in Hong Kong, innovation and technology in city services is part of the culture of the city and as such, the smart city agenda is nothing new, unlike in parts of Europe. It was not possible to discuss what the Commission should do next on smart cities as part of its new work programme but possible options could be to look at the interpretation of standards (e.g. [PAS 180](#)). Suggestions are welcomed (**action: all**).
8. At the UITP World Congress, the SDC session on smart cities has been approved and will take place on the first day of the World Congress (8 June). Following a similar format as the 22<sup>nd</sup> January seminar, it was agreed that the seminar will provide a good opportunity to fine tune the types of questions that will be discussed during the World Congress.

#### **UN CLIMATE SUMMIT – UPDATE AND NEXT STEPS** (*papers 4 a,b,c – presentations available*)

9. The 23<sup>rd</sup> September UN Climate Summit provided an unprecedented breakthrough for the public transport sector. Never before has it received recognition at this level and public transport is now seen as a key solution to climate change and delivering sustainable cities.
10. The New Climate Economy (NCE) report – [www.newclimateeconomy.net](http://www.newclimateeconomy.net) - highlights the key role that public transport can play in achieving high quality economic growth at the same time as addressing dangerous climate change. The NCE was commissioned by seven countries - Colombia, Ethiopia, Indonesia, Norway, South Korea, Sweden and the United Kingdom - as an independent initiative to report to the international community.
11. UITP was required to produce an action plan to accompany its Declaration on Climate Leadership. The plan aims to build partnerships and capacity in terms of monitoring and reporting at all levels. It was agreed that a useful way to do this would be by working with governments to ensure public transport is more included in national plans as well as developing a standard around carbon accounting/measurement.
12. While the conclusions of the climate talks in Paris next year (COP21) will agree the legally binding nature of the climate negotiations, national ambition on climate change will be set at the national level. Governments in a position to do so will announce their plans in March 2015. These will be economy wide targets but there is likely to be a gap in terms of what has been pledged and what needs to be done in order to meet the 2°C global climate target. As the Climate Summit identified the action areas that will help bridge the emissions gap, this provides the sector with the perfect opportunity to engage their national Ministries and ensure a more prominent role for public transport.

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13. UITP will continue to outreach to Member States and SDC members and national associations were also requested to facilitate this by gauging the level of interest of their Ministry's as is being done in Germany. In order to facilitate this, UITP will produce a draft letter/note and also look to develop a timetable of main events in the build up to COP21 to help raise awareness of the Climate Summit's outcomes (**action, UITP and all**).

#### **CITY CARBON ACCOUNTING – C40** (*paper 5 – presentation available*)


14. Michael Doust (C40 Cities Climate Leadership Group) presented the key elements of the Global Protocol for Community-Scale GHG Emissions Inventory (GPC). Launched on 8 December, the GPC will be the mandated form of reporting city level carbon emissions and the C40 is working with cities to build capacity in this area. In doing so, cities will have the tools needed to measure their emissions, build more effective emissions reduction strategies, set measurable and more ambitious emission reduction goals, and track their progress more accurately and comprehensively. Further information on the standard is available at: [www.ghgprotocol.org/city-accounting](http://www.ghgprotocol.org/city-accounting).
15. While the standard aims to measure absolute urban emissions, it would not be in a position to fully calculate the level of emissions that public transport helps to avoid. The MTA, alongside others, is soon to finalize the APTA methodology for accounting avoided carbon through more public transport and once complete, will be shared with UITP. It was agreed that it would be important to work with the C40 to help raise awareness of this and develop guidelines / methodologies linked to the GPC (**action; Elaine, Eric & Projjal**). This could lead to project based emissions testing and there is possible funding from the Global Environment Facility to support this. It was agreed that a working group would be established in this area (**action: UITP to follow up with C40**).

#### **MTA, NEW YORK – TRANSIT AVOIDED CARBON** (*presentation available*)

16. The presentation outlined the impact of Hurricane Sandy and the fundamental role that the network plays in reducing the region's carbon footprint. While the MTA itself produces 2.1 million metric tons, its transit operations actually reduce the overall carbon emissions of the region by 17 million metric tons annually. The MTA is the first transit agency to quantify its impact on regional GHG emissions and is part of its continuing effort to measure all of the benefits of public transportation. Some work has been done on the European level: <http://ec.europa.eu/transport/themes/sustainable/studies/doc/2014-handbook-external-costs-transport.pdf>. Further information on MTA's approach is available at: <http://web.mta.info/sustainability/pdf/2012Report.pdf>

#### **MTR'S LATEST SUSTAINABILITY EFFORTS**

17. Delivering a safe, reliable and customer-centric service is integral to fulfilling MTR's role. Their operations, whether inside or outside Hong Kong, are carrying more passengers than ever - and yet, are performing at even higher levels. At the same time, customer expectations are getting ever higher and the challenge it to meet these growing demands while maintaining their 99.9 percent on-time performance in Hong Kong. Risks



from climate change have the potential to delay construction works due to safety concerns, which has a potential impact on business performance as deadlines are missed. So as demands grow from both customers and governments, there is also a need to manage expectations which delivering exceptional business performance. Further information on MTR's latest sustainability efforts can be found at: <http://www.mtr.com.hk/eng/sustainability/2013rpt/home.php>

**DE LIJN – ANTWERP** (*presentation available*)

18. Tom Meeuws, director De Lijn Antwerpen, presented the key challenges facing the city and the importance of public transport in addressing them. Planned at the beginning of the 1970s to build a fully underground network with a length of 15 km and comprising 22 stations but, due to financial difficulties, only 18 stations have been built. Seven stations built in the late 1980s are unused but it is hope that these will be re-opened.

**MUNICH METRO STATION REFURBISHMENT – SUSTAINABILITY STANDARD FOR BUILDINGS**


(*presentation available*)

19. Universal guidelines and possibilities of certification currently only exist for housing or commercial buildings, but not for construction and refurbishment of transport infrastructure. There are 3 leading and generally accepted certification institutions for buildings: U.S. Green Building Council (LEED); UK Green Building Council (BREEAM) and the German Sustainable Building Council (DGNB). The intention is to build on these to develop an internal standard for Munch so that it can be tested in-house and then, through the coordination with the DGNB expert committee, to establish a nationwide standard for transport buildings.

20. Convening a working group with other German transport companies, along with SDC members who have gone through similar processes (e.g. Stib, Manchester, MTA, MTR, etc), will allow for the development of a universal criteria allowing for the establishment of a universal international standard for the transport sector. SDC members are invited to contact the chair if they have gone through similar processes and who would be interested to take part in this process (**action, all**). NB: these efforts would be led by Munich but the output could be endorsed by UITP.

**ECO FOOTPRINT OF PUBLIC TRANSPORT IN VIENNA 2020/2035** (*presentation available*)

21. The ecological footprint indicates by way of hectares how much area someone needs due to his/her consumer behaviour and for the satisfaction of his/her needs. The method was used to determine the Ecological Footprint of the provider of public transport in Vienna, Wiener Linien. The study assessed the contribution of the individual modes of public transport as well as the impact of management and service infrastructure. The data on resource consumption enables informed decision making in ecological and economic terms. Knowing which resources are necessary for providing public transport enables planning for the future and effective management. It was agreed that a



working group could be established to make recommendations / guidelines for the sector.

**2015 – 2017 SDC WORK PROGRAMME** (*paper 6, presentation available*)

22. At the World Congress, the Commission will need to agree its future work programme until 2017. Based on the discussions, a number of working topics have been identified but it was recognised on the need to prioritise workloads as well as ensure the effective and timely delivery of products / services. It was noted that the 2015 agenda is already extremely busy so outputs will focus on 2016/17. Special attention will need to be given to the Charter and the revival (and a possible future workshop). Other working items that were raised included accessibility, air quality and health. Additional items/topics for the work programme and nominations to sit on working groups are requested (**action, all**). A draft work programme will be developed for the next meeting where working groups will be formally established (**action, UITP**).

**FUTURE MEETINGS**

23. The SDC agreed the follow dates / location for the next round of meetings:
- 7 June 2015, Milan – members are encouraged to invite their Mayor's to the UITP World Congress as there will be a special programme designed for them on the following day.
  - Autumn 2015, Hong Kong
  - Spring 2016, Hannover