



## Paper 2

### WORK PROGRAMME 2015 – 2017

1. This document outlines the topics for the work plan of the UITP Sustainable Development Commission (SDC) until the 62<sup>nd</sup> UITP World Congress. It is framed within the context of the Integrated Global Work Programme (IGWP) which forms the foundation of all UITP working bodies and efforts (see Annex A). The IGWP is approved by the Policy Board on behalf of the General Assembly and is steered by the PresCom which consists of all chairs of Committees and Commissions etc, including the SDC.
2. The IGWP aims to firstly strengthen overall knowledge on public transport and local mobility (**learn**), support UITP members in their day-to-day business (**serve**) and promote public transport (**advocate**). These three principles are the foundation of the SDC's terms of reference and will enable the Commission deliver on its mission: promote and enable the positive contribution public transport makes to sustainable development.
3. The IGWP is based around three working streams:
  - a) **Business intelligence**: collecting and analysing data and information related to mobility and public transport systems and market. It covers the production of statistics and benchmarking activities as well as the intelligence related to the market, its actors and systems.
  - b) **Business-oriented management and technological excellence**: generating and managing state-of-the-art knowledge related to the development and operation of public transport networks and services. It covers the organization of events and training programmes, the production of knowledge briefs, publications and manuals as well as targeted projects and initiatives.
  - c) **Policy related activities**: conveying a positive image of public transport and its contribution to city competitiveness, the environment, and citizens' wellbeing and social welfare. It covers the definition of policy messages, the dissemination of policy briefs and official positions as well as the organization of advocacy events.

### WORKING TOPICS:

4. The following working topics will be established within the SDC based on the IGWP and is informed by the discussion had at the 19<sup>th</sup> formal meeting of the SDC. The workstreams are based on those identified in the IGWP and the deliverables are selected on the typology of UITP services (see Annex A for further detail). The topics and deliverables for 2015/17 ensure that the SDC is fully compatible with the IGWP, which is the foundation of all UITP business.

<b>WORKSTREAM ONE: BUSINESS INTELLIGENCE</b>
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### Sustainability reporting - succeeding the transition

5. Collecting and analysing data is fundamental to reporting and more and more countries – including developing countries – are passing legislation requiring individual companies (including public transport) undertakings to report non-financial information, as highlighted by the passing of the European Directive 2014/95/EU.
6. At the same time, more and more cities are committed to reporting their sustainability impacts, for example at the end of 2015 around 2,000 global cities will commit to reporting their CO2 emissions using the same methodology (the Protocol for Community-Scale GHG Emissions Inventory (GPC)). Public transport operators and authorities will play an important role in generating the data and even calculating and reporting city wide transport information so it will be important that they understand the requirements of the standard.
  - Reporting guide / effort translating the GPC for public transport professionals with support of the C40 Cities (**UITP service: P4, manual / guideline**).
7. National governments will agree a set of Sustainable Development Goals (SDGs) in September 2015 which will set the policy agenda for the international community until 2030. Indicators will be the backbone of monitoring the SDGs at local, national, regional, and global levels. They will serve as a management tool to help countries develop implementation strategies and allocate resources accordingly, and as a report card to measure progress towards achieving the targets and to ensure the accountability of governments and other stakeholders (including public transport undertakings) for achieving the SDGs and reporting progress against them.
8. Of the 17 proposed targets, one (11.2) calls for “expanding public transport” in a wider context of urban sustainable development; and another (12.6) encourages companies “to adopt sustainable practices and to integrate sustainability information into their reporting cycle”.
9. In recognition of this, UITP has aligned the UITP Sustainability Charter with the SDG framework as it is increasingly likely legislation will be passed in countries requiring public transport undertakings to report their non-financial impacts to assist local and national level SDG reporting.
10. The UITP Charter acknowledges the work of UITP member's contribution to sustainable development and the value of public transport undertakings measuring and reporting on their relevant sustainability policies, practices and achievements that will help move their city / region towards sustainable development agenda.
11. Signatories of the Charter have or will have a system in place for regular reporting and commit to share best practice. In return, UITP commits to deliver universal services to help build UITP members capacity in non-financial reporting. Deliverable to date include an implementation guide on the ISO 26000 International Organisational Standard on Social Responsibility and reporting manual based on the Charter's Sustainability Reporting Framework, which identifies the key topics and indicators need for public transport specific content reporting, with the view that this needs to be in place to improve the sustainability performance of organizations in the sector.
12. It will be important for members to understand the implications of the SDG framework and their responsibility to measure progress towards achieving the targets and their

accountability. The UITP Charter tools can help achieve this but awareness of the network is limited to a few leading companies within UITP. This will however need to change if public transport undertakings are to fully contribute to the SDG agenda.

13. Much attention is currently being paid (both politically and by UITP members) to the climate talks which are to be concluded at the end of 2015. It is therefore proposed that the SDC take advantage of this situation focus the Charter in the short term on building capacity on GHG reporting linked to the GPC. In the longer term, the Charter network will help public transport organisations understanding of the wider implications of the SDG framework and build capacity on sustainability reporting more generally:
- Core brief / guidance document outlining public transport's contribution to the SDG's framework and implications for the sector notably in the context of sustainability reporting<sup>1</sup> **(UITP service: C6, knowledge brief)**.
  - Guideline on materiality **(UITP service: C6, knowledge brief)**
  - Alignment of the Charter's Sustainability Reporting Framework to the UN Global Compact, Global Reporting Initiative and European Directive 2014/95/EU **(UITP service: P4, manual/guideline)**
  - Guide on CSR - support for first time reporters and linked to the proposed workshop **(UITP service: C6, knowledge brief)**
  - Workshop / software training package on approaches to successful CSR and sustainability reporting **(UITP service: E9, workshop/roundtable)**

## **WORKSTREAM 2: BUSINESS ORIENTED MANAGEMENT AND TECHNOLOGICAL EXCELLENCE**

### **Governing and providing mobility in connected cities - Smart cities**

14. Leading the development of smart cities has been identified as a priority topic and has been a core working topic of the SDC and will continue to be given the rising importance of it to the sustainable development policy agenda. The SDC will therefore continue to lead UITP's efforts on smart cities and develop capacity, knowledge and best practice helping support the core objectives of the IGWP (learn, serve, advocate – this will also have cross-over with IGWP's workstream one).
15. An overview of existing smart city standards and local level strategies would be of great benefit to the various actors involved in smart city projects. Currently such an overview does not exist, and standards are being created and used mostly within the traditional city silos regardless of the public transport sector.
- A report mapping existing smart city standards (e.g. ISO 37120, PAS 181 etc), so as to provide an overview and useful insights for members starting to embark in this policy area **(UITP service: C6, knowledge brief)**.
  - Review of smart city policies / strategies being undertaken around the globe (both nationally and in leader cities) and lessons learned notably with regards to big data / 'systems thinking' in order to improve customer relationship and service quality **(UITP service: C6, knowledge brief)**.

### **Sustainability Standards for public transport buildings**

16. Universal guidelines and possibilities of sustainability certification currently only exists for housing or commercial buildings, but not for construction and refurbishment of transport infrastructure. There are 3 leading and generally accepted certification institutions for

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<sup>1</sup> smart city standards also focus on sustainability reporting

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.

- 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. NB: these efforts would be led by Munich but the output could be endorsed by UITP. **(UITP service: D5, connecting between PT professionals).**

### **WORKSTREAM 3: POLICY RELATED ACTIVITIES**

#### **Climate Change, air pollution and energy**

17. 2015 year will be fundamental to the future climate change and sustainable development agenda. A post-2020 international climate change policy will be agreed at the end of 2015 at COP21. UITP will services will be developed to feed into the political deliberations and help UITP members understand how these decisions will impact them.
- Demonstrate implementation of the commitments pledged at the UN Climate Summit at COP21 and highlight the 'policies that work' to enable the wider goal for the sector (PTx2) – in support of the Lima-Paris Action Agenda **(UITP service: thematic study)**
  - Core brief / guidance document outlining the implications of COP21 for public transport – notably in the context of mitigation, pricing and resilience **(UITP service: C6, knowledge brief).**
18. In support of the wider sustainable development policy agenda both internationally and in Europe, the SDC has established two working bodies to provide UITP with input to a) the UN Secretary General's High Level Group on Sustainable Transport (HLGST) deliberations<sup>2</sup> and; b) provide expertise for commenting, reacting and preparing opinions on environment related EU policies - 2015 lobbying priorities have been identified by the EU Department and a summary is attached at Annex B (this will also support other working topics identified in this SDC work programme).

#### **Improving air quality and advocating the impact of public transport on health**

19. Improving air quality and the link to health and active travel is important priority for UITP and is becoming a top priority for policy makers in all regions to address. The definition of policy messages, the dissemination of policy briefs and official position as well as the importance of building international collaboration with other sectors outside of the public transport sector spearheaded by the SDC will be increasingly be important in these two related issues. It has therefore been proposed that the SDC develop the following in support of its members to convey the positive image of public transport<sup>3</sup>.
- Policy brief on improving air quality and advocating the impact of public transport on health as a priority **(UITP service: C4, policy brief; C5 Action Points).**

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<sup>2</sup> The UITP Sustainable Development Manager is the sherpa for the HLGST

<sup>3</sup> Note: Hedley Index <http://hedleyindex.sph.hku.hk/html/en>



## **Annex A UITP Integrated Global Work Programme From June 2015 to May 2017**

### **Approach and priority topics (Updated on 15 April 2015)**

The Integrated Global Work Programme (IGWP) consists of the **topics** covered by UITP working bodies (Committees, Commissions, Platforms, Projects Teams, Centres of Transport Excellence, Secretariat) and the **deliverables** they produce.

The IGWP is approved by the Policy Board on behalf of the General Assembly. It is steered by the **PresCom** who gathers the chairpersons of Committees and Commissions, Platforms and representatives of Centres of Transport Excellence as well as the UITP Secretariat.

The IGWP reflects **knowledge** priorities from the operational/managerial perspective of public transport professionals (e.g. UITP members) as well as policy/**advocacy** priorities with targets outside the public transport sector (e.g. political decision-makers, city stakeholders, international organizations). Moreover, it should make sure that **EU projects** feed the association's priorities and the work of UITP bodies, and vice-versa.

### **Objectives**

The IGWP covers the period between two successive *UITP Global Public Transport Summits*<sup>4</sup> and will pursue the following objectives:

- **Learn** and strengthen the overall knowledge on public transport and local mobility
- **Serve** UITP members and support them in their (day-to-day) public transport-related business
- **Influence** politicians and decision-makers for the defence of public transport

### **Working streams**

In order to achieve the above mentioned objectives, the IGWP will follow three working streams:

1. **Business intelligence:** collecting and analysing data and information related to mobility and public transport systems and market. It covers the production of statistics and benchmarking activities as well as the intelligence related to the market, its actors and systems.
2. **Business-oriented management and technological excellence:** generating and managing state-of-the-art knowledge related to the development and operation of public transport networks and services. It covers the organization of events and training programmes, the production of knowledge briefs, publications and manuals as well as targeted projects and initiatives.

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<sup>4</sup> Previously called 'World Congress and Exhibition'

3. **Policy related activities:** conveying a positive image of public transport and its contribution to city competitiveness, the environment, and citizens' wellbeing and social welfare. It covers the definition of policy messages, the dissemination of policy briefs and official positions as well as the organization of advocacy events.

### Structure of the work programme

Based on the above, the structure of the IGWP will be as follows:

	Business intelligence	Business-oriented management and technological excellence	Policy related activities
Working body 1	Topic A		Topic B
Working body 2		Topic C	
...			
Working body 25	Topic Z	Topic C	

For the identification of topics, see hereafter 'Priority topics'.

UITP Working bodies will be invited to discuss the priority topics and propose deliverables (events, studies, publications, initiatives, projects ... See full list attached) to the PresCom who is coordinating the IGWP with the support of the Secretariat. The Secretariat and the working bodies should agree on their collective ability to secure the required resources for delivering, in the proposed and agreed timeframe, outputs of high quality which can benefit from the visibility required for their promotion towards the relevant target groups. To this end, the submission of deliverables must follow the so-called 'Project case procedure'.

Once the deliverables are approved, the IGWP will have the following structure:

	Business intelligence	Business-oriented management and technological excellence	Policy related activities
Working body 1	Seminar		Policy Brief
Working body 2		Workshop	
...			
Working body 25	Publication	Training	

### Priority working topics

The priority working topics result from the analysis of internal developments and external megatrends affecting the public transport market (cf. Public Transport Trends Report released in May 2015) supplemented by additional issues identified by the working bodies in relation with the day-to-day business operation and administration.

Hereafter, the list of topics defined by the PresCom:

#### 1. Demographic trends and mobility in urban areas

- Addressing fast growing demand
- Making informed modal choices and providing integration
- Professionalising and formalising the public transport market
- Developing new urban planning models (Transit-oriented communities)
- Facing income inequalities in cities
- Improving mobility in low density areas

#### 2. Governing and providing mobility in connected cities

- Governing mobility in a digital and connected market
- Providing lifestyle services in the public transport system
- Integrating the shared-use of cars into the public transport chain
- Exploiting open/big data to improve customer relationship and service quality
- Analysing the impacts of automated vehicles on conventional modes and demand for mobility
- Leading the development of Smart cities

### 3. **Public transport funding**

- Managing free/peak capacity in urban mobility
- Providing regulatory framework for infrastructure investment
- Informing modal choice
- Defining resilient funding architecture
- Securing contribution from indirect beneficiaries

### 4. **Globalisation and emerging players**

- Identifying and monitoring market development
- Understanding the changes and challenges related to the involvement of new players
- Providing fair and transparent regulatory framework
- Integrating new technologies and innovative business approaches
- Rationalising production costs (incl. standardisation) and fostering operational excellence

### 5. **Climate change, air pollution and energy**

- Reducing the carbon footprint and pricing carbon
- Improving air quality
- Enhancing resiliency of public transport infrastructure
- Advocating the impact of public transport on health
- Promoting active modes of transport

### 6. **Human resources: succeeding the transition**

- Professionalising and formalizing employments (incl. capacity building)
- Providing customer-focused and business-oriented services
- Strengthening employer's branding
- Involving with social partners and improving social dialogue
- Promoting diversity in jobs

Though not explicitly expressed, improving the **customer experience** remains the common objective pursued across the different thematic clusters. Whether they are focused on regulation, infrastructure, technologies, services or business management, all working topics put the traveller at the heart of the stakeholders' concerns.

**ANNEX: TYPOLOGY OF UITP SERVICES/DELIVERABLES**

- Governance**
- G1 - General Assembly
  - G2 - Executive and Policy Boards
  - G3 - Divisional Assembly
  - G4 - Committee/ssion meeting
- Events**
- E5 - World Congress & Exhibition
  - E6 - Regional Congress & Exhibition
  - E7 - International Conference (&Exhibition)
  - E8 - Regional Conference
  - E9 - Workshop/Round table
  - E10 - Regular/periodic trainings
  - E11 - Study tour
  - E12 – Webinar
  - E13 - Non-UITP event (Structural alliance)
  - E14 - Non-UITP event (Punctual involvement)
  - E15 - International Seminar
  - E16 - Special events for high-level Executives
  - E17 - Advocacy event
  - E18 - Advocacy dinner
  - E19 - EU Project event

- Information services**
- C1 - Communications Campaign
  - C2 - PTI Magazine
  - C3 - UITP Direct Newsletter
  - C4 - Policy Brief
  - C5 - Action Points
  - C6 - Knowledge Brief
  - C7 - Brochures/Publications
  - C8 - Thematic Newsletter
  - C9 - List of members
  - C10 - Report of activities
  - C11 - Web site
  - C12 - Mobi+
  - C13 - myUITP.org
  - C14 - Social media
  - C15 - Members hot line
  - C16 - Awards
  - C17 – Market watch / Business intelligence
  - C18- Statistics Brief
  - C19- Statistics Analysis
  - C20- Event Wrap Up
  - C21 - Regional Newsletter

- Projects**
- P1 - Statistics / Facts & figures
  - P2 - Benchmarking activity
  - P3 - Thematic study
  - P4 - Manual/Guideline
  - P5 - Special initiative
  - P6 - Third-party funded Project

- Customised services**
- D1 - Customised training / study tour
  - D2 - Peer review
  - D3 - Customised Information
  - D4 - Announcements (ex: Jobs, tenders)
  - D5 - Connecting between PT professionals



## **ANNEX B - EU ENVIRONMENT PRIORITIES 2015**

Based on the identified priorities the SDC working group will: a) provide UITP with input to EU consultations; b) produce reports to the SDC and interested UITP Commissions on EU decisions; and c) react to European Commission (EC) proposals. When reacting to EC proposals, the Group will develop position statements which are submitted to the UITP's EU Committee for formal sign-off.

### **CLIMATE CHANGE**

Governments are currently communicating their national pledges on post-2020 climate action that will form the basis of the international climate deal to be agreed in Paris at the end of the year (COP21). The EU has already announced its pledge through its 2030 climate and energy framework, but there is a risk that what is pledged by others will not be enough to meet the 2 degrees climate goal leading to a pessimistic message at the talks. To overcome this, the French Government is proposing an 'Agenda of Solutions' to help show what possible on climate action and the SDC will support UITP's EU Department in reaching out to the French and UN agencies to ensure that public transport features in the COP21 agenda, with specific EU messaging.

### **SMART CITIES**

The EU Innovation Partnership on Smart Cities established a Market Place in October 2014 for urban stakeholders to meet and exchange ideas and solutions for cities. The Marketplace includes one cluster on sustainable urban mobility, in which UITP is playing a leading role in supported by the SDC so that it appropriately accounts public transport as this could influence future EU funding calls.

### **URBAN MOBILITY PACKAGE**

The European Parliament will be producing an 'Own Initiative Report' in July, in response to the Commission's "urban mobility package" in 2013. UITP has met with both the rapporteur and shadow as well as providing written comments with SDC input on the initial draft report (to be finalised in time for COP21), to ensure that UITP's main positions are reflected as far as possible. Namely, flexibility on Sustainable Urban Mobility Planning (SUMP)'s based on a strong public transport backbone.

### **AIR QUALITY**

The Commission is encouraging MEPs in 2015 to comment on its proposals to improve air quality up to 2030 and UITP (supported by the SDC) has been reporting and following events in the Parliament to ensure they push for robust national emissions ceilings (NEC) Directive for 2020. This can add fiscal incentives to encourage action on air pollution which cannot be applied at the local level and will help address external sources of pollution which often undermines city level efforts, notably in the transport sector. The Parliament's position should also maintain flexibility on local level action through SUMPs and call for Euro 6 standards to deliver expected emissions reductions.