



International Association of Public Transport
Union Internationale des Transports Publics
Internationaler Verband für öffentliches Verkehrswesen
Unión Internacional de Transporte Público

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Sustainable
Development
Manager**

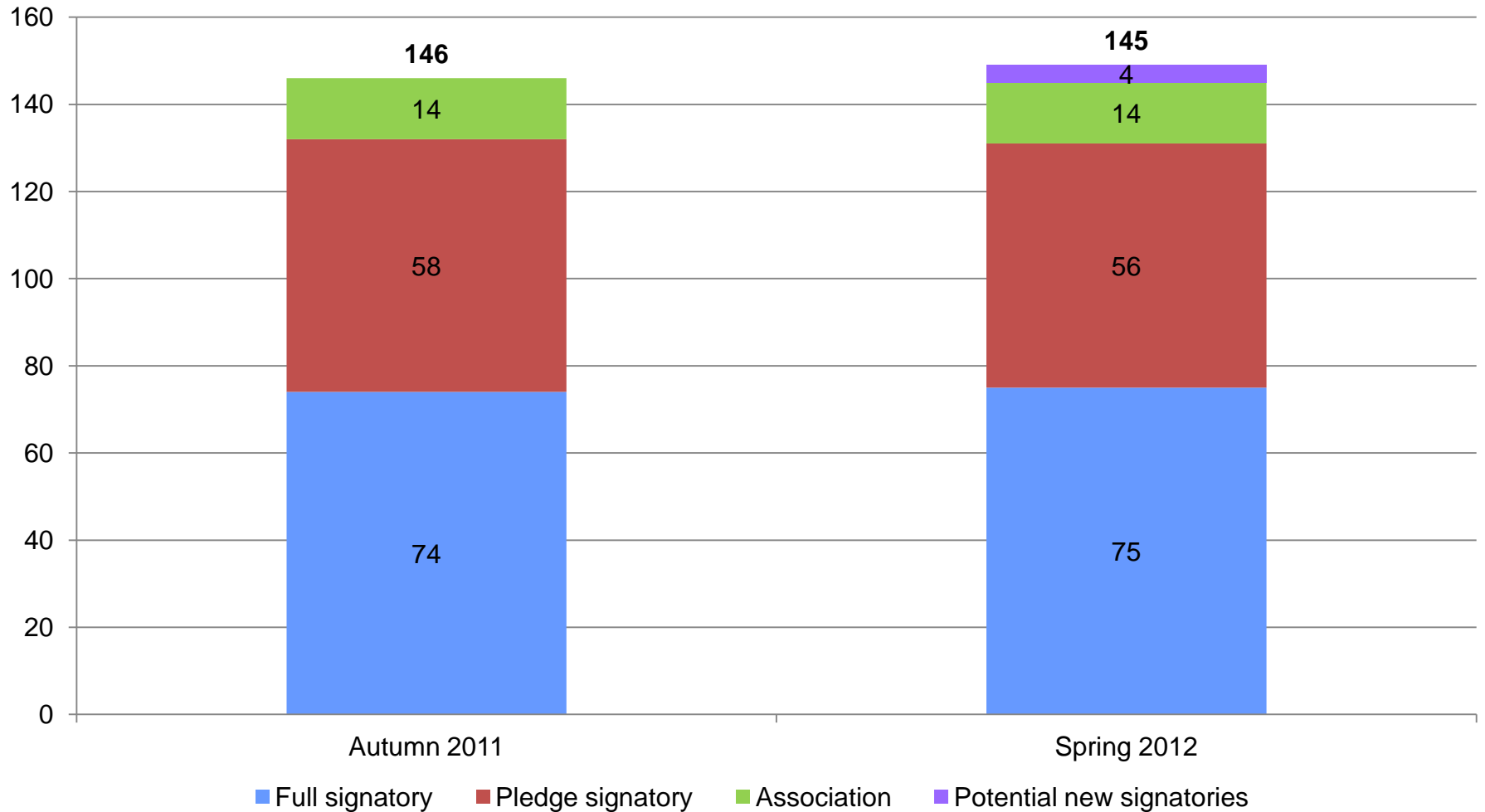
UITP Sustainable Development Charter & Reporting Framework

10 - 11 May 2012, Rome

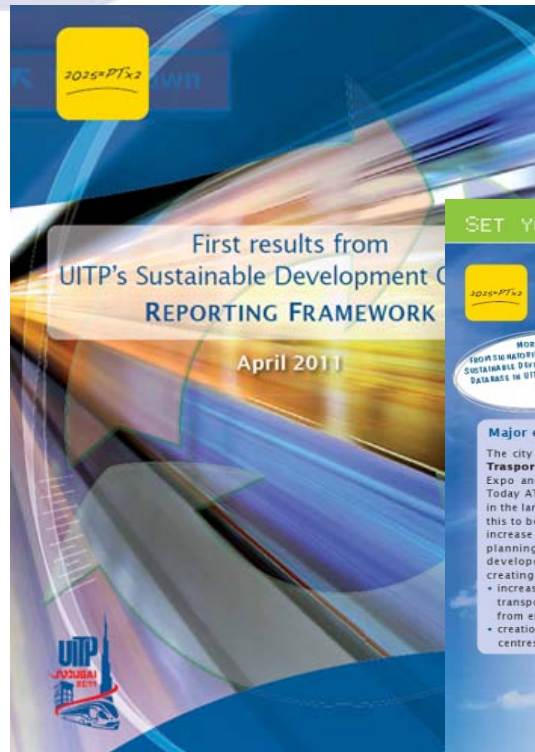
UITP Sustainable Development Charter



1. UITP Sustainable Development Charter Update




UITP Sustainable Development Reporting Framework



First results from
UITP's Sustainable Development
REPORTING FRAMEWORK

April 2011

SET YOUR AMBITIONS  PICK YOUR SOLUTIONS

2025+PTX2 Signatories to the UITP Sustainable Development Charter are helping to make this ambitious strategy a reality

MORE EXAMPLES FROM SIGNATORIES CAN BE FOUND IN THE SUSTAINABLE DEVELOPMENT BEST PRACTICES DATABASE IN UITP'S ELECTRONIC LIBRARY

On their way to doubling market share!

Empowers the economy!
Help the planet breathe!
Bring everyone everywhere!
Alleviate congestion!


Major expansion plans in Milan, Italy
The city of Milan and UITP member **Azienda Trasporti Milanese (ATM)** will host the 2015 Expo and the UITP World Congress in 2015. Today ATM serves the 3 million people living in the larger metropolitan area of Milan but for this to be successful they need to significantly increase their public transport network! Urban planning and mobility planning are being developed hand-in-hand with a focus on creating local economies:

- increased parking availability at public transport interchange hubs dissuades people from entering the city by car;
- creation of modern multi-purpose intermodal centres (with shops, etc.).

	2010	2015	
Km	70.8	100	+ 41%
Stations	88	118	+ 34%
Staff (Operations)	1040	1350	+ 30%
Pax per Direction	1,080,000	1,700,000	+ 57%

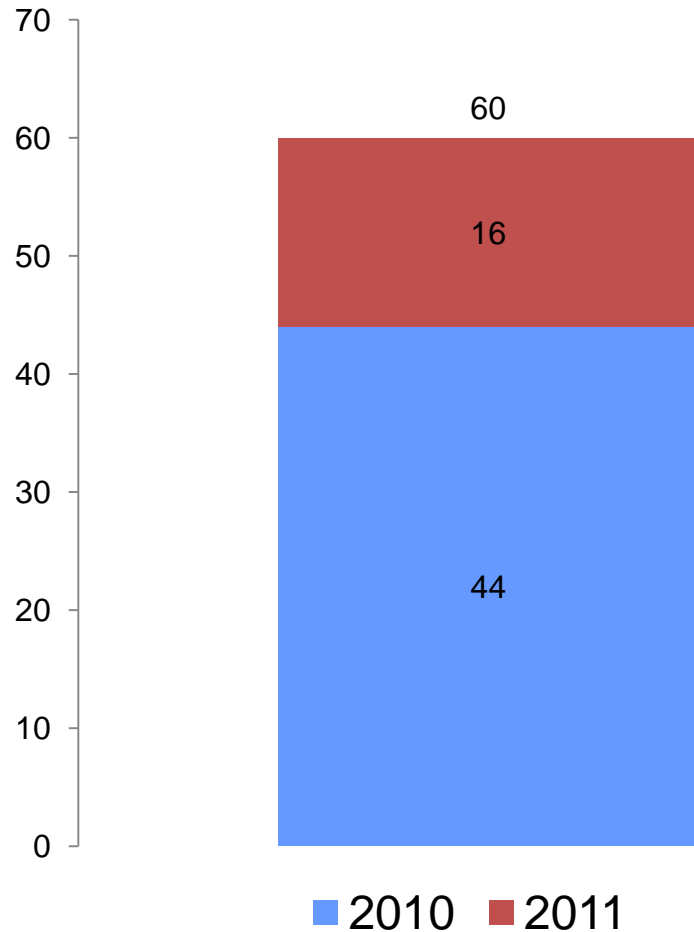
Nice, France increases significantly modal share
Veolia Transdev operates the network along the Cote d'Azur in the south of France. This region encompasses 163 districts with a total of just over 1 million inhabitants. But it must also cope with around 10 million tourists every year for a few months of the year and an 'older than average' local population. The decision-makers are keen to constrain urban sprawl and to find sustainable solutions for the growing congestion levels that are as high as the Paris ring road (Peripherique) during the summer months! Measures include the introduction of the tramway in 2007 and improving the quality and frequency of the buses (4 minute headways, a bus with a high level of service, BHL5 in Antibes and a BHL5 project in Cannes). 40% of the trips are made on the tram as this is seen as being more attractive than the bus. A flat fare of 1€ for urban and non urban trips has also really played a strong part in getting people out of their cars as this is easily what they pay in parking in downtown and shopping areas! Bike and car sharing are part of the service offer. Public transport modal share increased by 31% between 1998 and 2009 and the ridership of the urban transit system grew by 57% between 2006 and 2010.

The UITP Sustainable Development Commission visiting the Nice network.



2. Reporting Framework

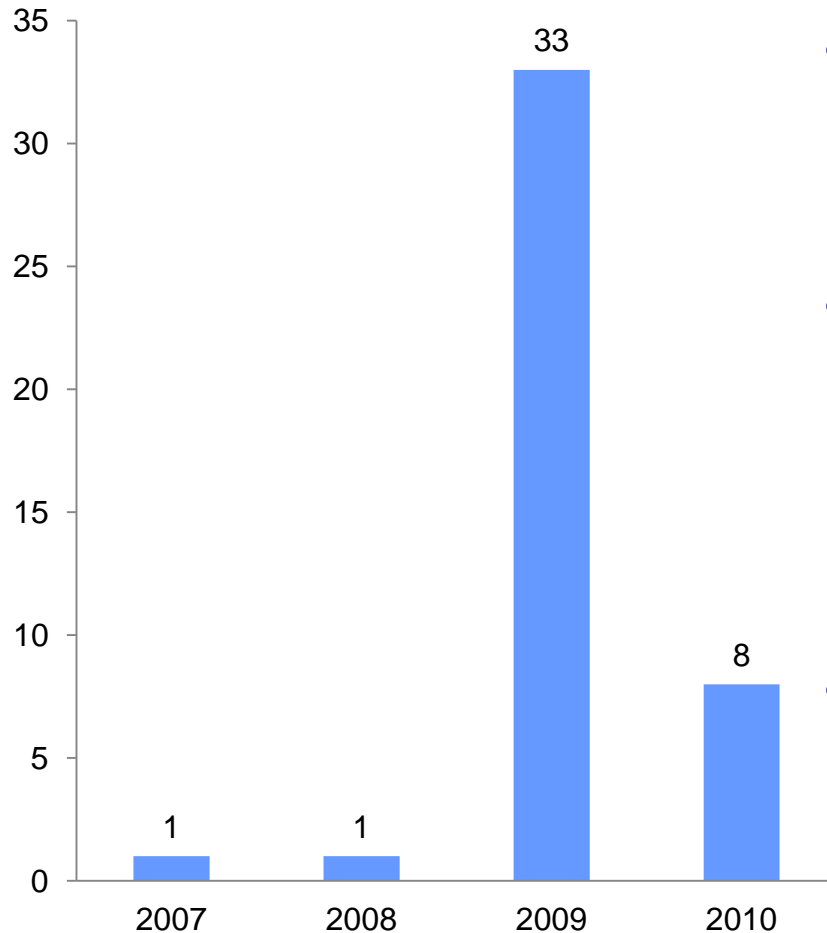
Number of Returns



- Total of 60 organisations submitted data in the 2 years
- **85%** of Full signatories submitted returns over the two years – around 30% in 2011
- Only 2 organisations reported twice
- Yearly data is therefore not comparable
- Question marks around the representativeness of the sector and comparability

2. Reporting Framework

Age of data

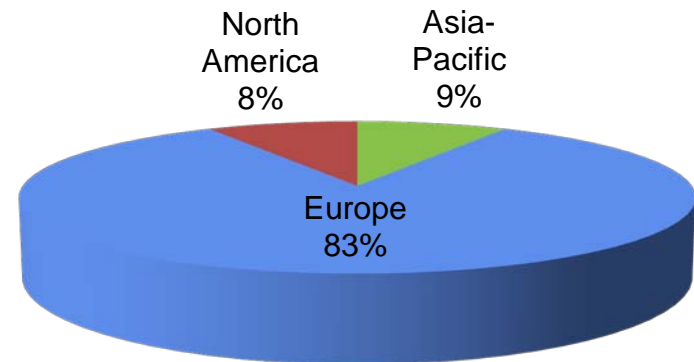
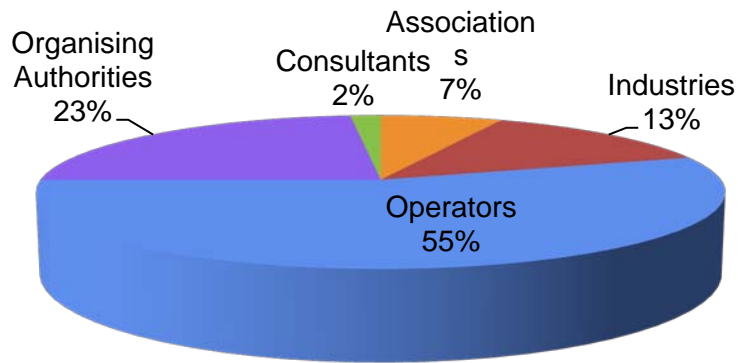


Source: ECO1 Total number of passengers carried

- Majority of data appears from 2009
- Difficult to compare annual performance due to the spread of reporting years
- Again, question marks around the representativeness and comparability

2. Reporting Framework

Types of organisations and geographical spread



- Broad scope of organisations – organising authorities and operators form the bulk of returns
- Strong European focus and gaps making it not possible to compare regional performance
- Again, question marks around the representativeness and comparability

2. Reporting Framework

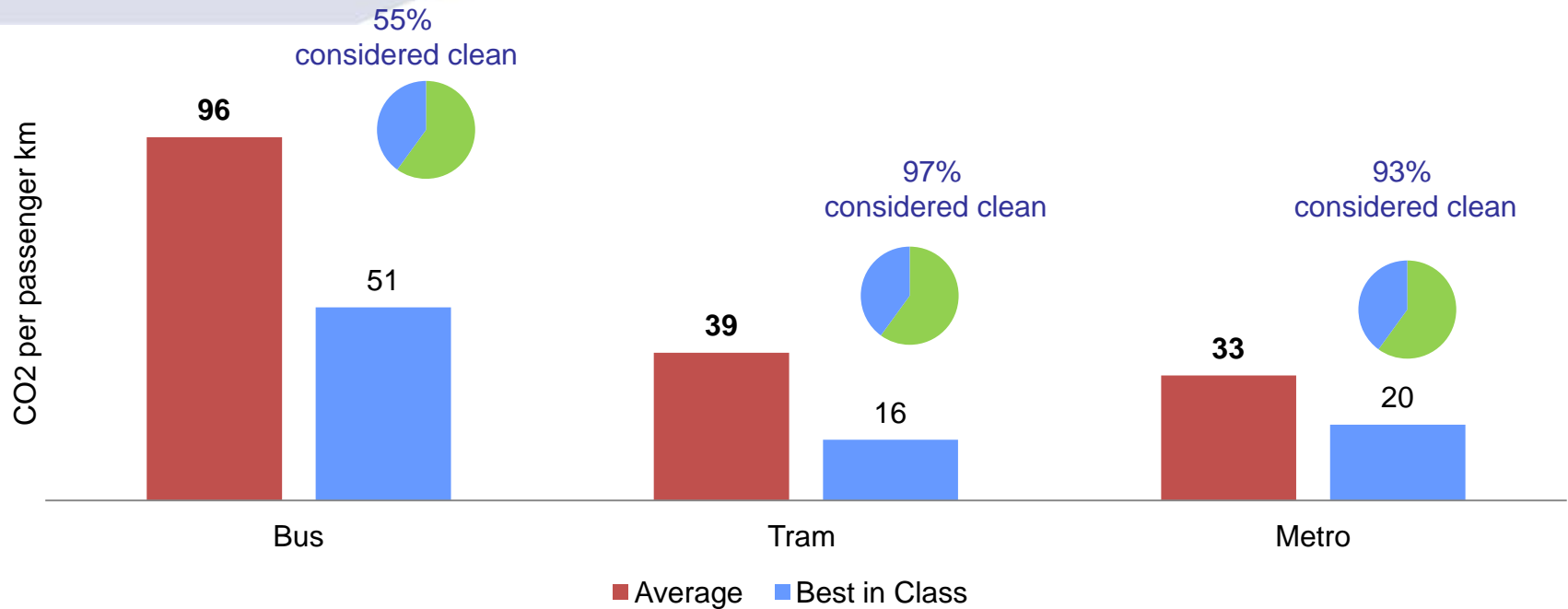
Performance data

Cluster	KPI	Description
Environment	Env 8	CO ₂ per passenger km
	Env 9	% of fleet considered clean
Social	Soc 1	Customer satisfaction
	Soc 6	Accessibility
Economy	Eco 1	Total passengers carried
	Eco 4	Overall cost / km
	Eco 9	Average age of vehicle fleet
	Eco 10	Average commercial speed
Governance	Gov 8	National or international standards
	Gov 14	Awards

- All have reasonable data and are considered material indicators for operators and organising authorities

2. Reporting Framework

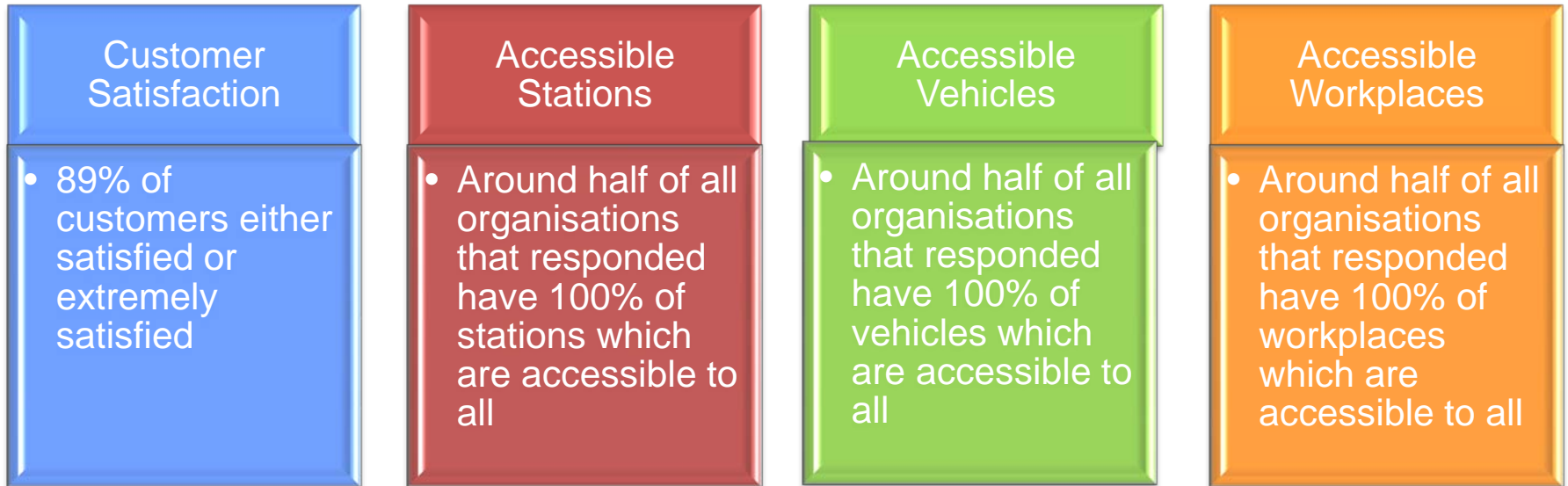
Environment – clean fleet & CO₂ emissions



- Demonstrates that public transport is a greener way to travel and electricity propelled modes of transport are the cleanest
- Some good examples that should be further explored and highlighted

2. Reporting Framework

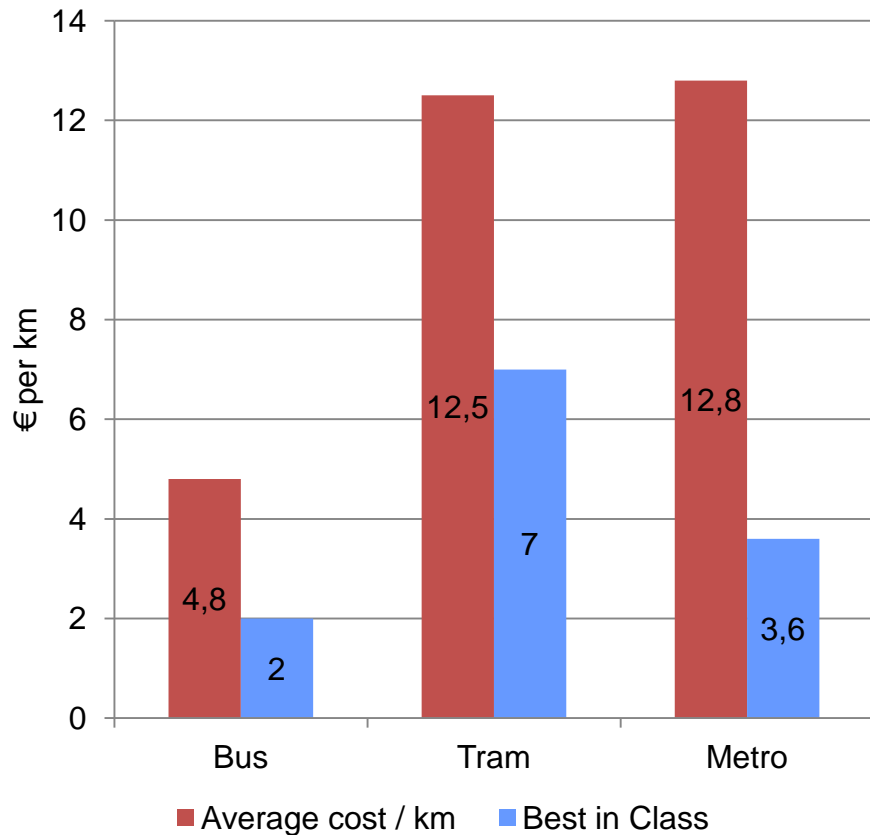
Social – customer satisfaction & accessibility



- Public transport undertakings are responding to their customers needs and making it an attractive form of transport
- Accessibility is taken seriously – critical for reducing social exclusion

2. Reporting Framework

Economic – operational performance

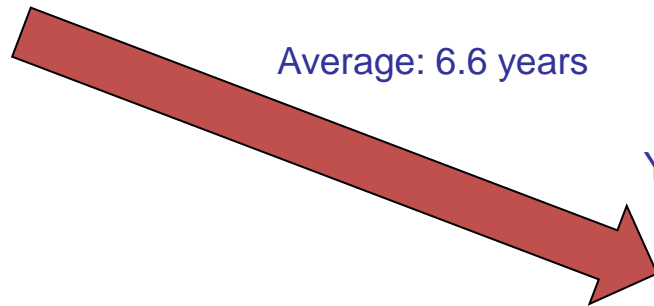


- All costs related to operations, maintenance, administration etc.
- The high costs of running public transport shows that fares do not reflect the true cost of transport

2. Reporting Framework

Economic – operational performance

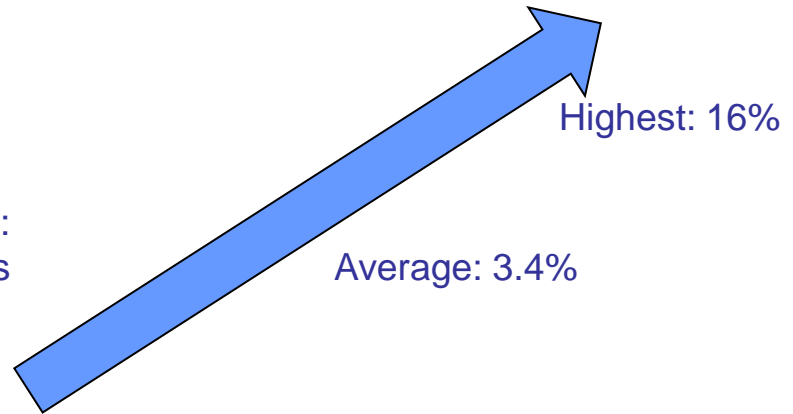
Oldest: 9 years



Average: 6.6 years

Youngest:
5 years

Average age of the bus fleet



Highest: 16%

Average: 3.4%

Increase in passenger numbers

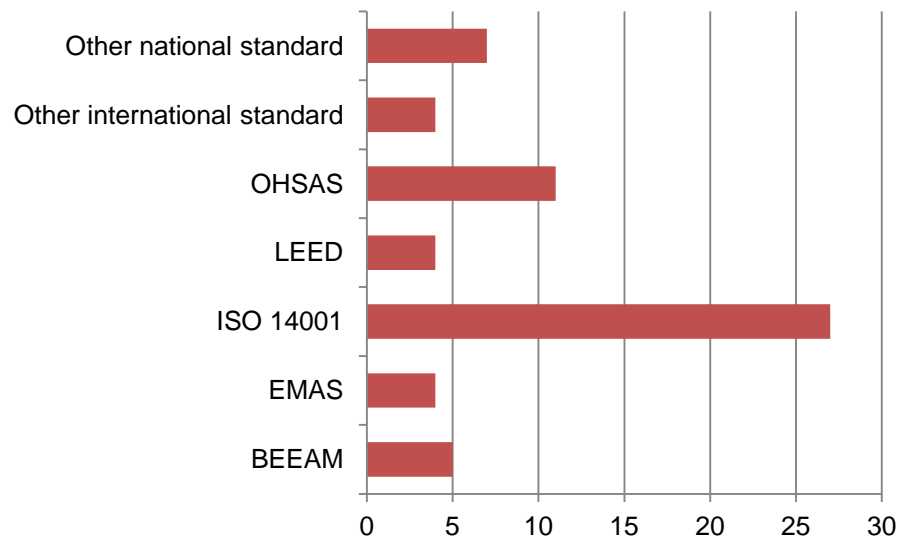
- Public transport ridership continues to grow and public transport undertakings continue to invest to meet ever growing demand
- Investment in public transport is critical if it is to meet ever growing demand for its services

2. Reporting Framework

Governance – embedding sustainability



- Public transport undertakings were awarded 39 international and domestic awards - recognises the efforts members take to embed sustainability into their organisation
- Organisations are using a structured approach to embed sustainability



- Charter signatories are requesting more and more of this information
- Examples of best practice are kindly requested

3. Conclusions

- Reporting Framework data is difficult to compare against – performance data has to be aggregated
- Question marks around the representativeness and comparability of data – useful to identify best practice
- Need examples of sustainability standards to sit alongside the reporting framework
- 2012 clearly has to be a lot better
- How should these results be presented?