

14th UITP Sustainable Development Commission (SDC) Meeting Minutes
10 – 11 May 2012, Rome

Attendees:

Chair:

John English	Utah Transit Authority
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Members:

Antonietta Argilli	ASSTRA
Giuliana Artiaco	CTP
Glenn Frommer	MTR Corporation
Peter Gillespie	Veolia Transdev
Sabine Gröner-Weber	Leipziger Verkehrsbetriebe
Liz Halsted	Transport for London
Gunnar Heipp	Münchener Verkehrsgesellschaft
Katherine Hudson	Transport for Greater Manchester
Roger Kesteloot	VVM De Lijn
Claire Masson	STIB
Elena Montafia	Azienda Trasporti Milanese
Markus Ossberger	Wiener Linien
Magdalena Pogoda	Verkehrsbetriebe Karlsruhe
Eric Terrier	Veolia Transdev

UITP:

Stéphanie Priou	UITP
Philip Turner	UITP

Local Host:

Stefania Fois	ATAC
Laura Martusciello	ATAC
Pietro Spirito	ATAC
Cristiano Stifini	ATAC

Guest:

Guido Del Mese	ASSTRA
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Apologies:

Maria Margarida Almeida	Companhia Carris de Ferro de Lisboa
Hanna Björk	Västtrafik
Walter Casazza	Verkehrsbetriebe Karlsruhe
Lars Johansson	Volvo
Jan Möllmann	UITP
Michael Schemmer	Bombardier Transportation
Elaine Seagriff	Transport for London
Coen Volp	Provincie Gelderland
Charlotte Wärebörn-Schultz	SLTF

Introduction

1. These minutes summarise the main conclusions and decisions made at the meeting. The working papers and presentations given by speakers are available in Mobi+ (user name: SUSTAINABLE; password: SDCOM).

Approval of the Minutes

2. The minutes of the last meeting were approved as drafted.

Update from Members

3. A summary of Member's activities since the last meeting is attached at Annex A.

Next Commission Meeting

4. The Autumn meeting of the SDC will be held in Salt Lake City on 8 – 9 November 2012 (tbc). So that all parties can participate, a webinar will be arranged for the tour de table. It is recommended that the Spring 2013 meeting be held alongside the UITP World Congress (25 May). Members are requested to inform UITP whether they have any objection to this by the summer. Nominations to hold future meetings should also be sent to UITP so that dates can be put in diaries well in advance (**action**).

Trainings, Reporting Framework and Charter

5. Nominations were sought from Members to participate in future UITP 'Training Programme for Public Transport Managers' held in April each year, with the next one planned in Tokyo (21-24 April 2013) – travel and accommodation expenses are covered by UITP (**action**).
6. The quality of data contained in the Reporting Framework needs to be improved and it was agreed that reporting on smaller and more focused number of indicators would help to do this. To identify what they are, a half day working session will be held at the next SDC meeting. Members will present their experience of reporting under the Framework and detail what they are able and willing to report on. UITP will provide Members with information on those indicators which are most frequently reported on to assist them in their efforts (**action**).
7. Charter signatories are requesting case studies of standards (e.g. ISO 14001, BREEAM etc) that Members use to embed sustainability into their organisations. Examples are requested from SDC Members (**action**).

Climate Change EU Policy Working Group

8. In support to UITP's advocacy work, the Group was established to provide expertise in the preparation of opinions on climate change and energy related EU policies of importance to the sector. Position statements consulted on by the Group are submitted and adopted by UITP's EU Committee, which deals with all

European matters of concern to UITP's European members. Attached at Annex B is a schematic showing the how the Group links into UITP's EU decision making process. The co-decision procedure of the European Union can be found [here](#).

9. Members shared their thoughts on the internalisation of external costs so as to provide UITP with advice when attending an EU workshop on 21 May. It was stressed that public transport should be seen as a measure to avoid external costs and assuming that full internalisation is possible, a single figure to express the benefits of a modal shift from car to public transport should be identified.

International Advocacy & Climate Change

10. UITP's outlined plans for the upcoming [Rio+20](#) Conference. These types of events present a good opportunity to highlight the work of the Charter and strong, simple advocacy messages need to be put forward. This would add increasing value to signing the Charter and bring the work of the SDC to a wider audience.

Local Host Presentation

11. Pietro Spirito presentation outlining plans for new metro lines of Rome is available in Mobi+.

ISO 26000 Working Group

12. It was agreed that the Group should start work on promoting a common understanding of ISO 26000 and determining its alignment to the Charter. Led by the SDC, the work will be done in cooperation with UITP's Business and Human Resource Management Committee. Membership of the Group will be expanded to UITP regions and operators (Asstra) (**action**).

UITP 60th World Congress, Geneva

13. The next UITP World Congress will be held from 26-30 May 2013 and an initial programme will be available on 15 June 2012. A schematic outlining the structure of the Congress can be found in the presentation. The [Expo Forum's](#) call for papers is open until 15 September.

VDV Sustainable Development Commission

14. Gunnar Heipp's presentation updating the activities of the VDV SD Commission is available in Mobi+.

'Sustainable Mobility for a Europe in Crisis' Conference: Nantes, 10-11/03/2013

15. UITP will hold a joint conference with the city of Nantes and the EU [Covenant of Mayors](#) (CoM). It was agreed that this would be a good opportunity to raise awareness of the Charter by linking it into the CoM and provide an opportunity to highlight the SDC's work to a wider audience. EU SDC Members should present what they have done to link their city with the CoM at the next meeting (**action**).

16. A seat on the Steering Group - which will oversee the development of the conference programme in the summer of 2012 - was offered to the SDC. Peter Gillespie and Marcus Ossberger kindly putting their names forward. The Group will meet once or twice, with most of the work done via correspondence.

Election Process of New Chair

17. Interested parties should send a declaration of interest to UITP by mid August and notification of interested parties will be sent to Members in September / October, so that a formal vote for a Chair and vice-Chair can be held at the next SDC (**action**).

SDC Work Programme 2012-13

18. The work programme has been updated to reflect the key decisions made during the meeting (available in Mobi+). A chart outlining key activity periods has been developed. The SDC's work programme should be given to relevant UITP bodies so feedback and linkages can be developed. A presentation should also be developed for Members, so that they can use it to raise awareness of the Charter and the work of the SDC.

19. A summary of the work programme should be given to the UITP Policy Board for official sign-off. This should include a proposal to develop a Focus Paper on sustainable development reporting, in the context of the Charter (**action**). PM Note: The focus of reporting has been strengthened and included in the Rio+20 Declaration, Paragraph 47.

20. PTI magazines dedicated to sustainable development will no longer be pursued by UITP. Each magazine includes a column dedicated to sustainable development and Members should provide UITP with case studies so that these can feature in future publications (**action**).

PTI Issue	Theme	Deadline for publication
November 2012	Social media	3 September
January 2013	Geneva & Switzerland (World Congress)	2 November
March 2013	Urban rail	2 January
May 2013	tbc	1 March

21. Members stressed the need to ensure that the work programme is properly financed and that Charter fees should be used to support the SDC's activities. UITP has the necessary resources to deliver the work programme and should Members wish to be more involved, they are actively encouraged to do so. The request will be looked into but the final decision on the SDC's budget is held with UITP.

Annex A – Update from SDC Members

Utah Transit Authority (UTA)

The expansion of public transport has seen the complete regeneration of the downtown area. The city owes its progress to the shrewd leveraging of federal funds. Despite these challenging economic times, employment has been maintained thanks to the investment in new infrastructure.

Münchner Verkehrsgesellschaft, Germany (MVG)

The city of Munich is developing its long term strategy to deal with the impacts of a growing population on its infrastructure. Amongst other things, MVG is looking at integrating car-sharing operators with a single on street parking system - the modal shift impacts will be looked into.

Transport for Greater Manchester (GMPTE)

Central funding to support new initiatives aimed at promoting sustainable transport have been secured and lighter, more efficient tram rolling stock has been procured. The new work plan includes, amongst others, the development of a climate change strategy (aimed at reducing emissions 48 per cent by 2020) and the assessment of public transport's contribution to local carbon budgets.

MTR Corporation

New high speed lines are being developed to cater for the rapid growth in population. MTR are integrating life cycle carbon footprinting into the design process and with suppliers. The GRI reporting guidelines are being updated to focus on materiality and MTR will consider moving to integrated reporting over the next couple of years.

VeoliaTransdev

Encouraged by new national regulations and shareholder interests, the company is embarking on a process of GRI reporting. New integrated systems to collect data are being considered throughout the organisation and initiatives designed to minimise their corporate footprint are being developed.

Azienda Trasporti Milanese (ATM)

The installation of a new signalling system on metro line 1 aims to provide a quicker service. Their new congestion charge has been upgrade (5€ per day) and has public backing. The new CEO is pushing for investment to renew their fleet and applications continue to be developed to support services.

STIB

Internal efficiency reforms aimed at saving costs and increasing passengers continue, along with their search of a new CEO. Their CO₂ strategy is being developed based on footprinting work undertaken as part of their Ticket to Kyoto initiative. Safety and security of staff is becoming an increasingly important issue.

CTP Napoli

The most polluting vehicles in the fleet have been replaced with cleaner ones, helping to significantly reduce emissions. CTP is currently working on a hydrogen project and eco-driving scheme as well as seeking funds for a modernisation of the trolleybus network.

De Lijn

The organisation plans to cut operational expenditure by six per cent, while at the same time investing in important services and facilities. De Lijn is involved in two experimental projects: one in Bruges (fast inductive changes for electric buses) and the other looking at hydrogen bus cells (starting early next year).

Wiener Linien

Vienna aims to increase its public transport modal share from 37 per cent to 40 per cent by 2020. The construction of a subway and tramways continues and negotiations are underway to seek further investment. They are in the process of tendering for electric-buses in the city and car sharing and car2go is growing in presence, helping to phase out private vehicles in the city centre in the nearer future together with parking management.

Verkehrsbetriebe Karlsruhe (VBK)

Despite general strikes, passenger numbers continue to rise and continuous improvements to services is helping to attract and retain more passengers. VBK recently procured new trams, equipped with regenerative braking and passenger information systems.

ATAC

A new "People Care" division has been set up to help front line employees deal with traumatic events. A care fund has also been established to reimburse acts of material aggression and 200 buses have been fitted with anti-assault cabins. ATAC supported a "Bike to work day 2012" and is participating in a number of EU projects, such as EBSF and Osiris.

ASSTRA

Despite scaling back services, ridership is on the rise. The economic struggles and high fuel prices is having an effect on profitability. ASSTRA has recently launched a communication campaign named "Bus Brothers" which has been well received.

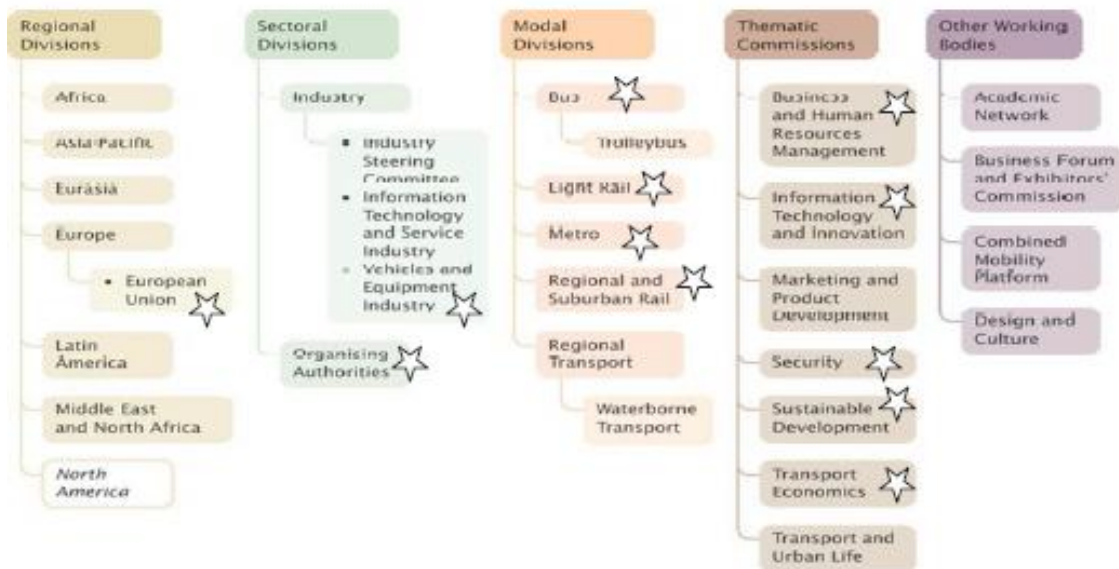
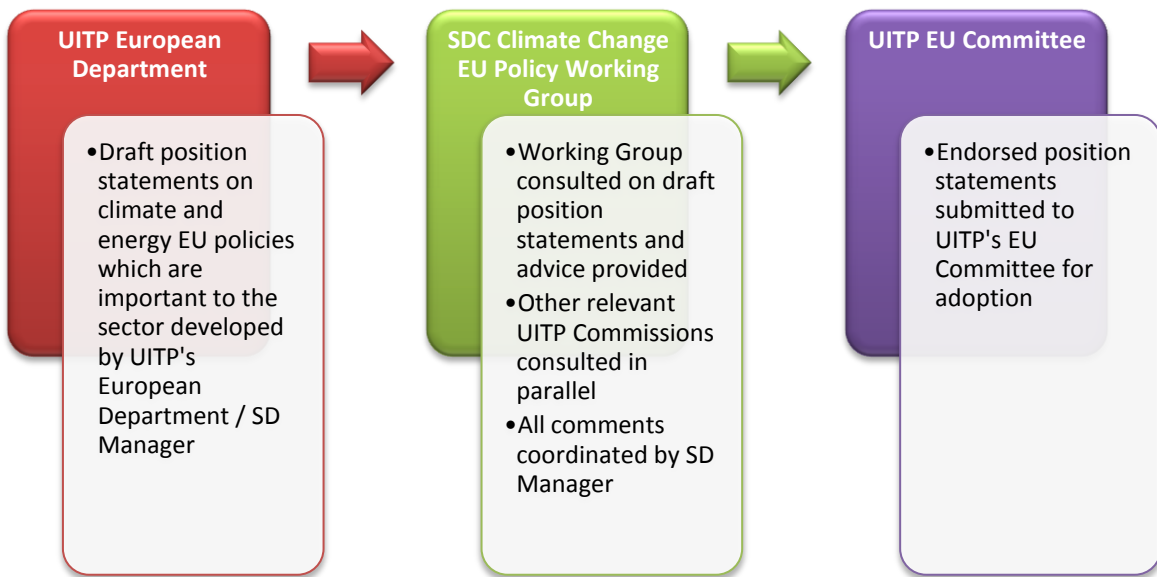
Leipziger Verkehrsbetriebe

Leipzig currently has the largest hybrid bus fleet in Germany. A successful marketing campaign was implemented during Easter to encourage car drivers to test public transport by offering discounted rates. As a result, 16,000 more passengers were registered.

Carris

Due to the current economic climate, Carris and Lisbon Metro will be merging to create a single company named Transport Company of Lisbon.

Annex B – UITP EU Decision Making Process



☆ = UITP Committees/Commissions involved in EU affairs