**23rd Sustainable Development Commission (SDC)**

**Draft Minutes**

**27-28 October 2016**

**ATTENDEES**

**Chair:**

Gunnar HEIPP MUNCHNER VERKEHRSGESELLSCHAFT

**Members:**

Emilie COSTON RATP

Kit LAW MTR CORPORATION LIMITED

Amadou Saïdou BAPrésident de l’Assemblée plénière du Conseil exécutif des Transports urbains de Dakar (CETUD)

Jonas Kempe SCANIA

Glenn FROMMER HONARY UITP MEMBER

Projjal DUTTA MTA, NEW YORK

Sara GÄRTNER Västtrafik AB

Julia BOXLER STADTWERKE AUGSBURG HOLDING GMBH

Robert Fontaine STIB

Roger KESTELOOT DE LIJN

Maria OLAUSSON MTR NORDIC AB

**UITP:**

Philip TURNER

**Guests:**

Eléonore LACROIX RATP FOUNDATION

Magnus BORELIUS GOTHENBURG CITY COUNCIL

Begona GONZALEZ EU BUSINESS SCHOOL, MUNICH

Jonas ELIASSON CITY OF STOCKHOLM

Sofie Jonsson SCANIA

Jonas Strömberg SCANIA

**Apologies:**

Sophie Mazoué RATP
Markus OSSBERGER WIENER LINIEN

Janice LAO MTR CORPORATION LIMITED

Gerrit POEL VERBAND DEUTSCHER VERKEHRSUNTERNEHMEN e.V.

Wilhelm LINDENBERG ÜSTRA HANNOVERSCHE VERKEHRSBETRIEBE

Elaine SEAGRIFF TRANSPORT FOR LONDON

Markus KLEHR VERKEHRSBETRIEBE KARLSRUHE GmbH

Hanna Björk Västtrafik AB

Dr. Walter CASAZZA STADTWERKE AUGSBURG HOLDING GMBH

Ahmad AL-AKHRAS METRO JEDDAH COMPANY

**INTRODUCTION**

1. These minutes summarise the main conclusions and decisions made at the meeting as required by the Commission's Terms of Reference. Presentations and working papers are available in Mobi+.

**ADMINISTRATIVE MATTERS**

1. In his introductory welcome, the chair noted the need for the Commission to take stock of where it is now and what it wants to achieve in its future work programme. While much has been done focusing on policy there is perhaps a need for renewed focus and open more cooperation with other Commission with more attention on implementation of climate and sustainable development policies. It was also stressed that working groups must be set up and that members make a commitment to support delivery of the work programme.
2. A number of changes in terms of membership have occurred with Michael Schimmer (Bombardier), Janice Lao (MTR) and Elaine Seagriff (TfL) all recently leaving their respective organisations. Replacements are being sought in these and other organisations but it was felt that a more general review of the Commission's composition should be done in the New Year to ensure active engagement of all participants (currently around half are sleeping members).
3. The current chair's mandate will draw to an end in May and nominations were sought to replace him as well as for the role of deputy chair(s). The chair has recommended to the Commission that Projjal Dutta (MTA) takes over his role and members are asked to endorse the proposal or alternatively nominate themselves. The announcement of the new chair will take place at the next Commission meeting just before the UITP Global Public Transport Summit (GPTS) in May.
4. The minutes of the last meeting were approved as drafted. Action items have either been superseded by events or were considered as part of the agenda. It was noted that work related to building capacity on reporting the Sustainable Development Goals (SDGs) has not progressed as we continue to wait from the UN Agency in charge to give the green light to work in collaboration. It is hoped that progress will be made in early next year.

**LOCAL HOST PRESENTATION: STOCKHOLM CITY**

1. Jonas Eliasson, the new Head of Transport Planning at the city of Stockholm, presented the evolution of the city’s transport system over the past few decades and trends going ahead. Copies of his presentation are available here: <https://docs.google.com/viewer?a=v&pid=sites&srcid=ZGVmYXVsdGRvbWFpbnxqb25hc2VsaWFzc29ua3RofGd4OjRmOGI4NWM3MWExN2IxODg>

**LOCAL HOST PRESENTATION: SCANIA**

1. Jonas Strömberg presented some of the key sustainability challenges being faced globally and the role that Scania can play in addressing them. By advocating a systems wide approach a number of bus technologies can play a significant role in reducing emissions and help move the sector towards a pathway to decarbonisation. It highlighted that there is no silver bullet solution but that cost effective bridge technologies exist. At the same time, there is increasing commitment at the local level to scale up efforts on low emissions bus systems as well as at the national level as outlined in the climate strategies put forward under the COP21 Paris climate Agreement. A copy of the presentation is available in Mobi+.
2. There was a discussion on how support UITP members scale up low emission bus systems and it was proposed that a review of policy mechanisms should be undertaken (such as for example, the UK Green Bus Fund or the US Federal Transit Administration program of competitive grants for new buses and bus facilities). An analysis of such mechanisms would to help inform decision makers at all levels and the Commission would welcome the support of the UITP Bus Committee members in undertaking this work.

1. The Commission proposed that a simple handbook / decision making matrix (inc. best practice specs and KPIs) also be developed in consultation that will help guide and support the strategic deployment of low emission bus systems identified in national and local plans. A provisional working group in the Commission has been established (with De Lijn, MTA, Wiener Linien, Ratp and the founding chair of the SDC) and the proposal has since been put forward to the UITP Bus Committee who have agreed to support this work by consulting on their findings. It was agreed that this work would be started quickly, early in the New Year (**action: working group**).

**UITP GPTS, MONTREAL 15-17 MAY 2017**

1. The secretariat gave a short overview of the structure of the Summit which includes a combination of plenary sessions and smaller workshop events. Roger Kesteloot provided a summary of the selection procedure that he took part in and confirmed that the Commission's proposal for a plenary session on decarbonisation was approved, receiving one of the highest marks by the selection committee.
2. It was agreed that it would be a moderated plenary session with around five speakers. It was noted that it will be important to have a balance in terms of gender and region. The link to health and air quality will also be important in the discussions. It was agreed that the session would look at four key areas:
	* The COP Paris Climate Agreement and SDGs.
	* Climate policies and how this can enable institutional arrangements, notably at the local level.
	* Climate technologies and innovations.
	* Climate and air quality issues.
3. The issue of transit avoided carbon will be brought out in the discussions and its role in decarbonisation. As a side, the OECD International Transport Forum has recently launched a decarbonisation project (see [here](http://www.itf-oecd.org/decarbonising-transport) for further information) and should any member be interested to know more they are asked to contact the chair.
4. It was agreed that the secretariat would flesh out the four key areas of the session to highlight the sort of topics that could be discussed under each item. This would form the basis of the key questions that will be put to the panel. Members of the Commission are asked to comment on this document (attached with these minutes) before the end of the year so that the necessary arrangements can be made in time for the GPTS (**action: SDC**).

**AIR QUALITY**

1. The issue of air quality continues to rise up the political agenda given the strong health links. Public transport has a key role to play in addressing emissions and is a minor emitter considering the scale of the problem. The Commission work programme includes a proposal to develop a knowledge brief on air quality but to date work has not progressed. A lot of the information needed to develop such a product has already been generated at the October 2013 Commission meeting in Vienna which focused on air quality. A report of that meeting is available in Mobi+.
2. A knowledge brief based on this report could be developed looking at the growing problem, sources of emissions, the challenge for cities (i.e. some issues are out of the control of the local level), the link to climate change and the role that public transport can play in reducing local air pollutants. The brief could also include case studies of initiatives that have reduced emissions such as congestion charges, ultra low emissions zone, fuel economy and so on. Members of the Commission are asked to say whether work on this should go ahead and if interested, to nominate themselves to develop the brief accordingly (**acton: SDC**).
3. A subsequent discussion was had around wider trends and correlations linked to public transport (e.g. obesity, noise / stress). It was proposed that a fact document could also be prepared that would outline these correlations. Information could be gathered by undertaking a survey with relevant Commissions and a working group (MTA, Wiener Linien and the founding chair of the SDC) could be tasked with the above. Commission members input and comments are also sought (**action: SDC**).

**SMART CITY STANDARDS ISO 37120**

1. In the interest of time, it was not possible to discuss working paper 4 which translates the latest ISO standard on smart cities for the sector and the linkages between the ISO KPIs and those of the Charter. Members are requested to give their views and comment on the paper. If no substantive comments are received the paper will be considered signed off prior to the next Commission meeting (**acton: SDC**).

**COP 22 UPDATE AND NEXT STEPS**

1. The UITP Declaration on Climate Leadership is an initiative overseen by the Commission. It is a commitment of the sector to tackle climate change and delivering action on the ground through commitments pledged by UITP members. The Declaration is one of 70 global collaborative initiatives recognised by the UNFCCC and one of 10 in the transport sector. Paper 5b is a report of implementation linked to the Declaration which UITP was required to produce by the COP Presidency. The Declaration has been recognised by the UNEP as a 'showcase initiative' for COP 22. It was one of 14 selected.
2. In the build up to the 2015 Paris climate agreement, governments outlined their climate strategies. Around 70 countries include specific public transport interventions but the level of detail behind them is thin on the ground which can be seen in paper 5a. COP 22 and beyond will focus on making these more precise and the UN and COP Presidency is encouraging Parties and initiatives to work in collaboration to support implementation of national plans.
3. It was noted that UITP should start planning for COP23 outlining the compelling arguments how it can support implementation at the local level in support of national plans. This could be done at a high level as proposed above on low carbon bus systems. Other ideas could be a checklist of things local governments should do to advance low carbon public transport and case studies to show what can be achieved. In addition, developing a global standard to measure transit avoided carbon is another possibility. However, if UITP is to go in the direction of directly supporting national implementation and project development this would require additional resources and project management. It was noted that it should be raised at the PresCom that if UITP goes down this direction and is unable to deliver, this it represents a risk but also represents a huge opportunity if positioned correctly (**action: chair**).
4. The status of the Charter will also need to be reviewed in that it was aligned to the Declaration to support SDG reporting which was announced at COP21. Again, the focus will be on implementation so should the work with the UN progress (see point 5) then this would help to address this point but if not, there would be a need to tweak the Charter once more. Proposals will be put forward at the next Commission meeting (**action: Glenn Frommer**).

**ROUND TABLE**

1. Participants summarised some of the main projects being undertaken by their respective organization / city to advance sustainable development. The highlights for each are:
* MVG: development of a multi-modal strategy and integrated application.
* Stib: banning of certain diesel cars in the city from 2020.
* Cetud: development of a BRT project.
* RATP: bus2025 project.
* Stockholm MTR: push for commuter trains running on 75% renewables.
* Stadtwerke Augsburg: sustainable development reporting in early 2017.
* MTR: launch of a new line.
* De Lijn: 25% of renewable energy for new lines in tenders.
* Glenn Frommer: GRI new focus on integrated reporting.
* Vasttrafik: new definition of sustainable development for the organization.
* Scania: EU legislative proposals for CO2 from vehicles and a proposal for EU standards on e-charging in 2019.
* MTA: launch of a new line on Second Avenue with enhanced sustainability features - the first time in 70 years a new line has been launched.
1. Presentations from STM, Wiener Linien and Karlsruhe who were unable to attend the meeting were also given which can be found in Mobi+.
2. Three requests were made to share best practices amongst Commission members. MTR requested best practices on the decommissioning of trains, Vasttrafik on BRT electrification and MTA on contract language regarding subway-car light weighting (**action: SDC**).

**THEMATIC FOCUS: GREEN PROCUREMENT & SUSTAINABLE ENGAGEMENT**

1. The following presentations were given focusing on the above topics and all presentations are available in Mobi+:
* **Green Bonds, Gothenburg:** Magnus Borelius, Head of Treasury for the city presented their approach to financing sustainable investments in the city including public transport using green bonds. As this is still an emerging area, standards are yet to be developed and reporting capacity needs also to be developed to meet the needs of investors. It is proposed that a knowledge brief be developed highlighting the opportunities for the sector and the importance of a system wide approach to green bond investment in public transport. Views on this are requested (**action: SDC**).
* **RATP Foundation**: Eleonore Lacroix highlight the importance of stakeholder engagement and that philanthropy can be good for business and help the sector build important partnerships with the community that they operate in for shared value.
* **EU Business School**: Begoña Gonzalez highlighted the work that the school undertakes and potential collaboration and research, notably linked to COP23 (**action: chair**).

**CLOSING**

1. The chair thanked participants for their contributions and requested early effort on the action points and indication to join working groups by the end of the year. The next meeting will be hosted by MTA over 11-12 May in New York just before the GPTS. Finally, he asked for early endorsement or nomination of the new chair so that this can be finalised by end January 2017 and formally signed off at the next meeting.