

**13<sup>th</sup> UITP Sustainable Development Commission (SDC) Meeting**  
**San Sebastian**  
**13-14 October 2011**

**Attendees:**

**Chair**

John English Utah Transit Authority, United States

**Members**

Antonietta Argilli	ASSTRA, Italy
Manuel Barriga	Transports Metropolitans de Barcelona (TMB), Spain
Peter Gillespie	Veolia Transdev, France
Gunnar Heipp	Münchner Verkehrsgesellschaft, Germany
Katherine Hudson	Transport for Greater Manchester, United Kingdom
Claire Masson	Société des Transports Intercommunaux de Bruxelles, Belgium
Markus Ossberger	Wiener Linien, Austria
Magdalena Pogoda	Verkehrsbetriebe Karlsruhe, Germany
Cristiano Stifini	ATAC, Italy
Eric Terrier	Veolia Transdev, France
Coen Volp	Provincie Gelderland, The Netherlands

**Local Hosts**

Emma Aguilera Herranz	Basque Government, Spain
José Ignacio Asensio	Eusko Trenbideak – Ferrocarriles Vascos, Spain
Mikel Diez Sarasola	Basque Government, Spain
David Garcia Castro	Eusko Trenbideak – Ferrocarriles Vascos, Spain
Iñaki Prego	Metro Bilbao, Spain

**UITP Staff**

Laurent Dauby	UITP, Belgium
Stéphanie Priou	UITP, Belgium
Philip Turner	UITP, Belgium

**Apologies:**

Maria Margarida Almeida	Companhia Carris de Ferro de Lisboa, Portugal
Walter Casazza	Verkehrsbetriebe Karlsruhe, Germany
Françoise Combelles	RATP, France
Glenn Frommer	MTR Corporation, China
Jan Möllmann	UITP, Belgium
Elena Montafia	Azienda Trasporti Milanesi, Italy
Peter Müller-Marschhausen	Leipziger Verkehrsbetriebe, Germany
Johan Nordgren	SLTF, Sweden
Michael Schemmer	Bombardier Transportation, Germany
Elaine Seagriff	Transport for London, United Kingdom

## Introduction

1. These minutes summarise the main conclusions and decisions that emerged from the meeting. The presentations given by speakers are available in [Mobi+](#) (username: SUSTAINABLE - password: SDCOM).

## Welcome by the Chairman & Introductions

2. Upon open the meeting, the Chairman welcomed guests and thanked the Basque Government for hosting the meeting. He welcomed those attending for the first time and suggested that closer ties should be sought with the Société de transport de Montréal. Members were then informed that the Executive Board of UITP have selected Alain Flausch as new Secretary General. He will take over from Hans Rat (effective by the end of the year). Mr Ousmane Thiam, most senior Vice-President, will follow Alain Flausch as President.

## Approval of the Minutes from 12<sup>th</sup> Commission Meeting

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

## Update from Commission Members

4. All participants updated the SDC on the activities of their respective organisations. A brief summary is attached at Annex A.

## Update on International Advocacy and Climate Change

5. European cities, regions and municipalities will have a major role to play in terms of delivering the EU's 2020 climate and energy targets and long-term 2050 roadmaps. The European Commission (EC) has therefore invited Mayors to join the Covenant of Mayor's (CoM) initiative - where they pledge to go beyond the EU's 2020 climate and energy targets. A total of 3,052 signatories had signed up as of 27/10/11: [http://www.eumayors.eu/covenant\\_signatories.pdf](http://www.eumayors.eu/covenant_signatories.pdf).
6. The SDC agreed that closer cooperation should be sought with the CoM and that greater visibility of the Charter should be sought on the one side directly with local authorities and on the other; with European institutions. Members should therefore contact their related city to seek greater collaboration and UITP will look to develop closer ties with the CoM (**action**). As a general trend, all Commissions and Committees will be requested to support more intensively UITP's European lobbying efforts. The structure, process and methodology are yet to be defined, but the SDC Working Group on CO<sub>2</sub> (focus on Europe) seems a natural place to do this.
7. UITP plans to attend the UNFCCC COP17 negotiations in Durban (28/11-09/12) in association with the 'Bridging the Gap' (BiG) initiative. UITP will be holding their African Assembly in Johannesburg the week before the talks, so there is a possibility of further UITP engagement. Information that will be presented at COP17 will be shared with the SDC (**action**).

## Commission Work Programme 2011-2013

8. As mentioned above, UITP is keen to use its Commissions more effectively in its advocacy efforts, particularly at the European level. Advocacy will therefore form a central part of the

SDC's future work. Activities should focus on developing a toolbox of simple advocacy messages, supported key facts, figures and solutions. This will help UITP for fill its mission to be the global advocate of public transport and increase the understanding of public transport's role in sustainable development as well as the Charter.

9. An updated, prioritised work programme will be developed taking into account the SDC's discussions. Cooperation with other Commissions will be important; the programme will therefore identify opportunities for joint working. The revised work programme will be reviewed by Members via correspondence prior to the next meeting (**action**).

### **The Sustainable Mobility Act**

10. The proposed Government legislation aims to establish a regulatory policy framework to drive more sustainable transport in Euskadi. The presentation given is available in Mobi+.

### **Update on the Sustainable Development Working Group on Climate Change Policy (focus Europe)**

11. The Group's primary responsibility will be to support UITP's lobbying efforts by providing expertise for commenting, reacting and preparing opinions on any climate change and energy related EC-policy. Climate change adaptation will not be considered by the Group at this stage but it will look to branch out to cover wider sustainability issues in due course. Joint working with other UITP Commission's and Working Groups will be important. Gunnar Heipp (Working Group lead) will convene the Group's first meeting in due course to discuss the Group's deliverables for the coming year (**action**).

### **Presentation of the Draft Focus Paper "towards low carbon mobility in Europe"**

12. The SDC strongly supported the Focus Paper and felt that the Charter should be used to promote its conclusions. Since the SDC meeting, the paper was taken to the Policy Board (19-22 October) where it became the official position of UITP (see attached).

### **Update on the ISO 26000 Working Group**

13. At the last SDC meeting, a Working Group was proposed, led by Eric Terrier to look into developing guidelines for the sector as others were actively preparing their position on it. Concerns were raised that this work could result in a 'daughter standard' being developed but it was felt that the public transport sector should at least have a view on it (without recommending its adoption, but if a Member organisation is keen on it, UITP should have a set of implementation guidelines) as well as how it aligns to the Charter. It was therefore recommended that the Group's objectives should be further considered. Should this become a project, UITP will look to develop a joint Working Group with the Business and Human Resources Management Committee (this was agreed a few days later). In the meantime, Eric Terrier will continue to develop guidelines for public transport operators in France.

### **TMB Environmental Sustainability Master Plan**

14. A copy of the presentation given is available in Mobi+ and provides a useful summary of the sustainability projects that have been recently undertaken at TMB.

## **Summary of the Joint Sustainable Development, Transport and Urban Life and Organizing Authorities Conference, Gothenburg, 6-7 October 2011**

15. A copy of the presentation given by the keynote speaker at the joint conference is attached with these minutes. Members felt that there were strong links to the works of this Commission. In the future, the SDC should look to be more integrated with other Commissions as well as more involved in the development of joint conference programmes, ensuring sustainability is embedded into them.

### **Update on VDV Sustainable Development Commission**

16. Some VDV Commission activities have been put on hold as no replacement has yet been found for the individual who was in charge of SD at VDV side. Commissions are currently being rationalised to form a joint steering group (further information to follow). A VDV working group has been set up to model and measure the holistic cost benefits of public transport. An update on their work will be given at the next meeting.

### **Update on the Reporting Framework and the Charter**

17. A total of 59 organisations have supplied data to the reporting framework survey. UITP plans to analyse returns in order to identify best practice examples and performance. Findings will complement existing UITP analysis and work developing indications will be put on hold. An update will be given at the next meeting (**action**).

18. UITP should look to publish an issue of its Public Transport International (PTI) magazine dedicated to sustainable development in the latter part of 2012. A mind-map exercise was undertaken to agree the focus of the issue. It was agreed that the transit growth message should be articulated and focused on the vision for a quality, sustainable lifestyle for all and that public transport is a critical tool for achieving that vision (rather than focusing on a vision for public transport). Leadership was considered critical to the vision and 'Envision Utah' was cited as an example of good practice (<http://envisionutah.org/index.html>). When attending future conferences / events, Members were asked to note examples of good practice as these could be included in the future publication (**action**). Members will be informed of the timeline for input once the work programme has been agreed.

### **Upcoming Sustainable Development Trainings and Events**

19. Member's recommended that UITP trainings should be scaled down due to the significant amount of resources that it entails. It was suggested that trainings could be decentralised to Members and that a PowerPoint training template and programme should be developed by UITP to enable this. Members would then translate this material themselves. There is a risk that if UITP were to halt all its training efforts, it could hinder signatory development. A final decision on UITP activity will be made through the adoption of the work programme.

20. Prior to the next meeting, Members should inform UITP whether they would like to participate in a proposed 'buddy system' whereby a Full Signatory will work in collaboration with Pledge Signatory for a limited time period (**action**). The objective will be to help build capacity within both organisations through the exchange of ideas, experiences and actions. The initiative should include top management engagement and UITP will develop a programme with interested Members should they come forward.

21. Members will consult internally about the feasibility of attending a SDC meeting in Rio to coincide with the World Summit of Sustainable Development (Rio+20) on 4 – 6 June, or possibly 20 – 22 June - subject to confirmation (**action**). If this is not possible, the next meeting will be held in April / May, with Rome the likely destination (subject to confirmation: **action**). UITP will consider doing something around Rio+20 as it was felt that it would be a good opportunity to raise the profile of the Charter within the region, in cooperation with the Brazilian Association of Public Transport. Attached with these minutes is a copy of information submitted to the 'Idea Box' for the Conference on behalf of the Partnership for Sustainable Low Carbon Transport. The suggestions will be considered for a compilation document that will serve as the basis for negotiations at Rio+20.

### **Any Other Business**

22. The Youth for Public Transport (Y4PT) 'flash mob' was held in a number of cities across the globe on 19<sup>th</sup> September 2011. Y4PT calls on young people to support improved urban mobility through public transport. The Rome event was well received.

23. Informal discussions have been held with the city of Nantes about the possibility of hosting one of UITP's sustainable development conferences in early 2013. Nantes has been a signatory of the Charter for several years and will be Europe's Green Capital for 2013. It was agreed that a joint event should be linked to the CoM, in partnership with like minded organisations (as in Gothenburg). The conference should be geared towards elected representatives and Members were asked to submit ideas for the event's goals and objectives. Nantes will be informed of the Commission's view and further details will be sought (**action**). The final decision on whether to pursue with the conference will be held with UITP.

### **Conclusion and Wrap Up**

24. The Chairman thanked colleagues for their valuable and active contributions and thanked the local hosts. In his conclusions, he summarised the following points:

- The work programme will be updated to reflect the meeting's discussions and it will be sent round prior to the next SDC meeting;
- Advocacy will form a key part of the SDC's future work and cooperation with other UITP Commissions will be important;
- Developing simple advocacy messages supported by a clear vision – with public transport at its heart – will be important;
- The CO<sub>2</sub> Working Group should be set up at the earliest opportunity; and
- The ISO working Group's objectives will need to be further considered.

## Update from Commission Members

### Euskotren – David Garcia

Euskotren is the leading operator of transport in Euskadi and carries over 30 million users a year. They are expanding their operations to cater for growing demand and new projects such as the Metro Donostialdea continue at pace. It is estimated that 20 million new users will benefit from this type of project, which will also result multiple benefits such as reducing emissions and relieving congestion.

### Utah Transit Authority (UTA), Salt Lake City, USA – John English

UTA's operations continue to grow in one of the largest geographical service areas of any transit agency in the U.S. At the political level, there is growing interest in the social role of public transport but much needed infrastructure investment is not being approved due to the government stalemate.

### Münchener Verkehrsgesellschaft, Germany (MVG) - Gunnar Heipp

Due to the elections, only those projects delivered by 2019 and co-financed by the Government can be done. They have faced a number of challenges integrating new rolling stock into the system which has resulted in delays. In December, MVG will open 5km of new light rail. MVG is in the process of re-developing their cooperate master plan for the next 20-years.

### Transport for Greater Manchester - Katherine Hudson

GMPTC has recently changed its name to Transport for Greater Manchester to reflect that it now has more responsibilities. A number of large sustainability projects are under development, including those focusing on walking and cycling, electric vehicles and low CO<sub>2</sub> infrastructure (e.g. installation of LED traffic signals).

### VeoliaTransdev – Peter Gillespie, Eric Terrier

Veolia's Environment transport division operates in 28 countries, with a turnover of €8 billion. It is finalising its internal merger and a major shareholder is keen to develop a worldwide corporate environment policy to fit into its worldwide efforts. The organisation's CSR efforts will be revitalised and more outward looking with greater importance given to social aspects.

### Société des Transports Intercommunaux de Bruxelles (STIB) – Claire Masson

An agreement at the federal level has now been signed, which has unblocked a budget for public transport. By 2020, they plan to double capacity to accommodate growing demand. STIB is developing a new strategy for corporate responsibility with a move towards GRI reporting and carbon footprinting. Their 'Ticket to Kyoto' project has helped identify a new strategy for lowering carbon emissions across the organisation.

### TMB, Barcelona – Manuel Barriga

TMB has experienced a rise in passenger numbers due to the extension of the metro line. Around 80 per cent of stations are now fully accessible and 80 new buses running on LPG were introduced into the fleet (370 in total). TMB are currently developing a new sustainability plan and railway safety policy.

### Wiener Linien - Markus Ossberger

Wiener Linien is a fully integrated provider, with a public transport mobility share of 36 per cent. The aim is to increase this to 40 per cent by 2020. There have been some changes at the top of

the organisation and a reduction in the annual fare to 1€/day has been driven through at the political level. Work has commenced on enlarging the sub-lines and material flow analysis has been undertaken on some of them.

#### Verkehrsbetriebe Karlsruhe, Germany - Magdalena Pogoda

No solution has been found to last month's driver strikes and new ones are scheduled over the coming months. The situation is not helped by tram diversions caused by construction works. Their new on-line ticketing system has proved popular and plans are underway to expand it further. They are also looking to expand their bike sharing programme at a lower cost and introduce clean power sources at their stations, buildings and depots.

#### ATAC - Cristiano Stifini

In 2010, three Rome operators merged to create a single entity (ATAC) which has resulted in some changes to top management. In the spring, an internal campaign was launched to raise awareness of CSR. Safety and security is becoming increasingly important due to a rise in the number of employee assaults.

#### ASSTRA – Antonietta Argilli

The difficulties facing the economy have presented public transport with a number of challenges. The consequences will be seen in 2012 but the sector has already started to respond by scaling back services but this will have impact on fare revenue.

#### Provincie Gelderland – Coen Volp

After the national elections, budget savings have been achieved. Responsibilities have been transferred to the local level and social initiatives are being scaled back. Government funding (€300 billion) is being used to stimulate innovation and a third of it is being used as a revolving fund. Public transport is becoming increasingly politicised.