

**21<sup>th</sup> Sustainable Development Commission (SDC)  
26-27 October 2015  
Draft Minutes**

**Attendees**

**Chair:**

Gunnar HEIPP MUNCHNER VERKEHRSGESELLSCHAFT

**Members:**

Markus KLEHR	VERKEHRSBETRIEBE KARLSRUHE GmbH
Gerrit POEL	VERBAND DEUTSCHER VERKEHRSUNTERNEHMEN e.V.
Jeremy CORFIELD	ARRIVA PLC
Dr. Walter CASAZZA	STADTWERKE AUGSBURG HOLDING GMBH
Roger KESTELOOT	DE LIJN
André PORLIER	SOCIÉTÉ DE TRANSPORT DE MONTRÉAL
Wilhelm LINDENBERG	ÜSTRA HANNOVERSCHE VERKEHRSBETRIEBE
Jonas KEMPE	SCANIA
Eric TERRIER	TRANSDEV
Michael SCHEMMER	BOMBARDIER TRANSPORTATION
Manuel BARRIGA	TRANSPORTS METROPOLITANS DE BARCELONA

**UITP:**

Philip TURNER

**Apologies**

Margarida ALMEIDA	TRANSPORTES DE LISBOA
Glenn FROMMER	HONARY UITP MEMBER
Janice LAO	MTR CORPORATION LIMITED
Markus OSSBERGER	WIENER LINIEN
Projjal DUTTA	MTA, NEW YORK
Peter J. BLANKEN	PROVINCIE GELDERLAND
Hanna Björk	VÄSTTRAFIK AB
Elaine SEAGRIFF	TRANSPORT FOR LONDON

**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 AND UPDATE (papers 1a,b,c)**

2. The minutes of the last meeting were approved as drafted. Actions were either superseded by events or were considered as part of the agenda. It was noted that in the future, Commission meetings would not be held on the Sunday's just before UITP World

Congresses. It was proposed to hold the next meeting of the Commission on the 1<sup>st</sup> week of April 2016 in Hong Kong, this will be confirmed with MTR (**action: UITP**).

3. UITP provided a short update on the last meeting of the UITP Policy Board and the Integrated Global Work Plan (IGWP). The IGWP is steered by the PresCom which consists of all chairs of Committees and Commissions etc, including the SDC chair. 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**).
4. The SDC's work consists of three themes: 1) supporting climate and sustainable development advocacy efforts; 2) smart cities initiatives; and 3) sustainability reporting as promoted via the UITP Sustainability Charter. Working Groups within the SDC are yet to be established for all the three themes and members are requested to nominate themselves to sit on at least one item to support the delivery of the work plan (**action: SDC members**).
5. A number of other Commissions and Committees are working on a number of related topics and can provide supportive synergies to support the SDC work plan (and vice versa as identified in the presentation which is available in Mobi+). It was agreed that the PresCom is the best place to build on these synergies but the UITP Secretariat will actively reach out internally to facilitate this (**action: char & UITP**).
6. UITP members were made aware of the FOSTER RAIL project, which is the tool through which the European Rail Research Advisory Council (ERRAC) works to define strategies of R&I for the rail sector. Ten roadmaps are currently under development, according to the main topics of research identified by the ERRAC members. The FOSTER RAIL/ERRAC partners will discuss the draft roadmaps in a workshop open to all rail stakeholders that will take place on the 10<sup>th</sup> of November in Brussels, between 09:00 – 17:00 and members were invited to join. Further information can be found at: <http://www.errac.org/foster-rail>.

#### **MEMBER ROUND TABLE**

7. An update was provided on key developments: the climate talks at the end of the year were a particular focus for a number of companies especially those based in France like Transdev but also others, for example STIB and De Lijn have signed a COP 21 open letter on the need to shift to low carbon solutions<sup>1</sup>. There was a general consensus that the public perception of diesel was extremely negative and that this is speeding up the trend in the electrification of the bus fleet. A number of e-bus pilot projects had recently been launched in Hannover and Barcelona but it was noted that this was part of the solution as there are many different alternatives to diesel technologies on the market as highlighted by the representative of Scania and by the range of pilot bus projects and new rolling stock undertaken by De Lijn and in Karlsruhe. STM provided an update on their experience of the development of their GRI G4 sustainability report, green procurement

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<sup>1</sup> <https://theshift.be/en/take-action/projects/cop-21>

initiative and new infrastructure scheme. Arriva's revised business strategy will provide greater focus on sustainability efforts but the business case for e-buses still needs to be made and UITP can play a key role here.

#### **MUNICH'S SMART CITY STRATEGY**

8. Munich's successful bid for EU funding is alongside a consortium including Lyon and Vienna (as leader cities). It will see the transformation of a part of the city which will have a strong focus on enhanced quality of life and co-creation. Governance will play a key role in the project due to start in 2016 and will see the transformation of e-mobility options in the area over a three year period, which will help with the wider and better integration of mobility throughout the city. The presentation which is available in Mobi+ has further detailed information on the project.

#### **ROAD TO PARIS \_ UITP EFFORTS FOR COP 21**

9. UITP is producing a report for COP 21 overseen by the Commission which aims to provide transparency to UITP efforts linked to the Lima Paris Action Agenda (LPAA) for the climate talks at the end of the year and provides a set of recommendations to national governments to deliver on their commitments on public transport and provide inspiration to those governments who have yet to identify climate action with public transport. Included with these minutes is an analysis by UITP on the public transport interventions pledged by countries. The report will be presented to governments at COP 21 on a LPAA transport half day being held on 3 December as part of the official programme being organised by the French organisers (**action: UITP**).
10. The LPAA encompasses cooperative initiatives from governmental and non-governmental actors (businesses, local governments, international organisations, NGOs, etc., in other words civil society in the broad sense), and individual commitments by local and regional governments and businesses, including the public transport sector. The LPAA builds on the initiatives from the UN Climate Summit where UITP launched its Declaration on Climate Leadership (led by the SDC). Importantly after COP 21 greater effort will be to link the LPAA initiatives and parties to help scale up efforts and UITP will be in a prime position to facilitate this. Therefore, it was agreed that the key message that should be communicated to UITP members in the build up to the talks is of the unique opportunity that COP 21 offers for the public transport sector (**action: UITP**).

#### **UITP DESIGN AND CULTURE PLATFORM**

11. Giuseppe ATTOMA, the chair, presented the work of the Platform which is the place where UITP members exchange and develop knowledge on design and architecture to craft solutions for spaces, services or components. The platform is at the crossroads of several disciplines including product design, architecture, identity design, signage, information and interface design, landscape and urban planning. In this platform, members also work on the cultural and artistic action to strengthen the sensitive scope of solutions and to renew their impacts on the public.

#### **ARRIVA – INNOVATION IN ENVIRONMENTAL SUSTAINABILITY**

12. Arriva is one of the largest providers of passenger transport in Europe, employing more than 55,000 people and delivering more than 2.2 billion passenger journeys across 14 European countries each year. Arriva is part of Deutsche Bahn (DB) and is responsible for DB's regional passenger transport services outside Germany. Arriva's growth strategy is based on the providing a complete mix of mobility solutions to complement their core public transport solutions. 'Destination Green' is their core environmental programme but it is recognized that innovation goes needs to go beyond technology as it has to be embedded into the culture of their business. Their new strategic approach to environmental sustainability will help this realization and further information on Arriva's approach can be found in the presentation in Mobi+.

#### **VDV SUSTAINABLE DEVELOPMENT INITIATIVES**

13. VDV has covered sustainability issues for over the past 5/6 years, covering 12 key themes, ranging to green procurement, environmental management to sustainability reporting. Two major projects have focused on energy-efficiency and renewable energy in public transport and findings of their research is available in Mobi+ (in German only).

#### **MUNICH E-MOBILITY**

14. The new mobility solutions, notably linked to the smart city initiative, cover a range of elements: from the charging stations, information columns to car sharing (stationary and free floating) to taxi, park and ride etc all linked to traditional public transport. By being able to link the physical products to digital demands, all mobility can be provided by a central point which can provide a huge amount of information on people's mobility habits helping fine tune the offer for the benefits of citizens. Further detail on the scheme is available in the presentation in Mobi+.

#### **UITP SUSTAINABILITY CHARTER & SUSTAINABLE DEVELOPMENT GOALS (SDG)**

15. The UITP Sustainability Charter has been aligned to a new global sustainability agenda which calls for expanding public transport in an urban context. Signatories to the Charter alongside UITP will help develop tools and capacity-building in order to better report progress against the global agenda. This in turn will support national governments deliver on their commitment to 'expand' public transport. It will also help drive efficiencies and innovation in operations and business practices as well as help demonstrate public transport's contribution to the global and local sustainable development agenda. The new personalised Charter certificate will be issued to signatories in the coming weeks prior to COP 21 (**action: UITP**).

#### **UITP SUSTAINABILITY CHARTER & EU DIRECTIVE ON NON-FINANCIAL REPORTING**

16. Adopted in September 2014, around 6,000 large (+ 500 employees) 'public interest enterprises' will have to report on a number of sustainability matters, including environmental, social and employee matters, respect for human rights, anti-corruption and bribery matters. The statement will also include a description of the policies, outcomes and the risks related to those topics. Meeting paper 3a shows how the

disclosures from the UITP Sustainability Charter that can be used to comply with the EU Directive.

17. The definition of 'public-interest entity' is taken from Article 2 of the Accounting Directive 2013/34/EU. This includes listed companies, and unlisted banks and insurance companies. It includes as well any company that is so designated by each Member State. Some have not used the latter option yet. Others have, but do not use the same criterion. It was agreed that it is advisable that each company check what the situation is in its Member State. There is no expectation that unlisted public transport companies should, in general, fall within the scope but some UITP members will (i.e. listed members and possibly others). This report will be shared with the UITP EU Committee (**action: UITP**).

#### **UITP SUSTAINABILITY CHARTER & UN GLOBAL COMPACT**

18. The UN Global Compact and the UITP Sustainability Charter are complementary initiatives that can help public transport organisations of all sizes and in all locations, work towards sustainable development and transparently report progress towards this goal. Meeting paper 3b describes how to use the UITP's Sustainability Reporting Framework to prepare a Communication on Progress under the UN Global Compact. This can be useful for public transport organizations to take advantage of the synergies and complementarities of the two initiatives, especially for those organizations that have used the UITP Reporting Framework and would like to understand how it relates to the UN Global Compact. It was agreed that UITP should not formally endorse the Compact, rather it should help its members comply with it should they wish and raise awareness of the Charter to the UN Compact (**action: UITP**).

#### **CLOSE**

19. No other items were raised and upon closing the meeting, the chair for the day thanked members for their contribution to the meeting.