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|---|---|---|---|
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| 0-Mobility data collection | To support evidence-based arguments, strengthen the UITP brand and legitimacy | | |
| | Bus, LAD, ANZ | Benchmark/operation KPIs | |
| | TEC, metro, AO, LAD, anz | Common metrics on economic aspects (coverage rate, infrastructure funding, etc.) | |
| | SD, BHRM, anz | Sustainable Development Charter Reporting Framework (incl. CSR) | |
| | BHRM, TUL, OA,anz | Observatory of employment | |
| | Metro, anz | UTO database | |
| | Metro, lad, anz | operation SC database | |
| | Metro, lad, anz | Rolling stock database | |
| | LR, lad, anz | LR statistics | |
| | TEC, BRHM,OA, LAD, anz | Economic benefits of PT, incl. green jobs | |
| 1-Communication, travel info & ticketing | IT helps tomaster complex travel chains. Demand for sophisticated solutions is equally expected by customers and political arena | | |
| | IT&I, ITSI, EU, OA, LAD, ANZ | ITS - Interoperable fare management | 2, 3, 9, 12 |
| | IT&I, ITSI, EU, OA, LAD, anz | ITS - Travel info market, incl. data open access | 2, 3, 9, 12 |
| | IT&I, ITSI, MKTG, SECOM, LAD, ANZ | Social media | |
| | Bus, IT&I, anz | AVMS, pax info in disruption, mobilemedia... | 11 |
| | D&C, ITSI,anz | Information Design | |
| | MKTG, SECOM, EURAS, anz | Communciation in times of crisis | |
| 2-Intermodality | Seamless mobility chain is key to i-MOVE 2.0 and remains a challenge and needs improved treatment | | |
| | OA, TUL, CMP, EU, modal, anz | Interchange hubs - NODES | 4, 1, 8 |
| | TUL, CMP, anz, lad | Intermodality column PTI | 1, 4 |
| | CMP, lad | Cycling work programme: combined ticketing | |

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| | CMP, MKT, LAD, EURAS | How to integrate combined mobility services into the PT offer | 1 |
| | CMP | Cycling work programme: design of interchange hubs | 4 |
| | CMP, lad | Observatory of car industry | |
| | CMP, LAD,anz | Integrated infrastructure (PT, cycling, road infrastructure) | |
| | WTC | Waterborne system integration and connectivity with other modes | |
| | APC, EURAS, ANZ | Mainstreaming Taxi as PT mode : regulating issues, energy and emissions | |
| 3- Quality Excellence | Self-explaining key requirement to generate modal shift | | |
| | Bus, D&C, anz | Comfort and noise in buses | |
| | Project, BC, LAD | Innovative bus - 3i BS | |
| | SECOM, BC, D&C, LAD | Role of security in the attractivity of bus | |
| | MKTG, LAD, anz | Lifestyle services for tomorrow customers | |
| | EU, EURAS | Passenger rights | |
| | SECOM, metro, anz | Security feeling as quality component | |
| | WTC | Comfort and accessibility in waterborne transport | |
| | Metro, lad,anz | PRM: Fixed Installations, Rolling Stock & Operations SC - continuation of work on accessibility of metro systems // All SC for QUALITY | |
| | D&C, SECOM, anz | Goals and actions of the Design in PT | |
| | D&C | Design Day/ alterning Culture Day | |
| 4-Integrated land-use and transport | Cities are shaped by their transport systems, and reversely. No good quality transport can be affordably offered without a propoer interaction and coordiation of both | | |
| | OA, TUL, EU, ANZ, lad | Mobility plans | 6 |
| | TUL, OA, D&C, ANZ, lad | Integration of urban planning and public transport | |
| | SD, ANZ | | |

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| | WTC | Waterfront planning integration and development of waterborne transport | |
| | RT, ANZ | Sprawl and demographic changes in sparcely populated areas | |
| 5-Security | Security is major concern in open mobility system not onmly for governments but also for the travelling public who sees it as a major aspect of quality | | |
| | SECOM, anz | Benchmarking questionnaire | |
| | Projet, SECOM, EU, anz | Secure-ED | |
| | SECOM, anz | PT security terminology | |
| | SECOM, EU, anz | European policy on security | |
| | SECOM, metro, lad, anz | Graffiti | |
| | SECOM, EURAS, anz | Security threats | |
| | SECOM, metro, anz | Metal theft (activity to be defined) | |
| | SECOM, anz | risk assessement and mitigation | |
| | SECOM, IT&I, ITSI, anz | IT & security | 1 |
| 6-Energy and emissions | Pollution, climate change and scarcity of fossil fuels are major driver in the search for energy efficiency and diversifaction of fuels | | |
| | Bus, anz | FTSO | |
| | Project, BC, EU, anz | electrification of buses (incl. Trolley) | |
| | Project, metro, LR, SD, lad, anz | Osiris - energy consumption optimisation in urban rail | |
| | Bus, lad | SORT - measurements | |
| | SD, EU, Bus | EU emission policy, $CO_2$... | |
| | LR, SD, lad | WG The sustainable tram | |
| | RSR, LAD | Energy management in regional railway | |
| | WTC | Reduced emission vessels | |

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| 7-Corporate Management & HR | | Beside the traditional approach of public service requirements and its social function, innovative and diversified business models must be encouraged in order to attract entrepreneurship, capital and talent. | |
| | HRBM, lad, anz | Attractiveness of jobs in PT | |
| | HRBM | Social matters Newsletter and network | |
| | HRBM, EU, SECOM | (International) Social dialogue | |
| | HRBM, metro, lad, anz | Quality & Performance Management | 3 |
| | HRBM | Risk analysis of PTX2 | |
| | HRBM, SD, EU, SECOM | Corp. Social Resp. | 9 |
| | HRBM, anz | Wise Women in PT | |
| | SECOM, BHRM, Metro, LAD | H factor in Security | |
| | SD, BHRM, anz | Sustainable Development Charter | |
| | Metro, BHRM | Organizational models for Automated Metro Lines | |
| 8-Funding and financing | | To strengthen the financial robustness of the sector and reducing its dependency on public money by diversifying revenue and funding sources and increasing its patronage and efficiency. | |
| | TEC, metro, AO, MKTG, LAD, anz | Fare revenue management | 1 |
| | TEC, Regio APC, metro, LAD, EURAS, anz | non fare revenue streams | |
| | TEC, EU, OA, LAD | Earmarked funding | 4, 12 |
| | TEC, EU, ANZ, LAD | Private investors, capital markets | 4 |
| | TEC, metro, ANZ | Risk management (financial) | |
| | Metro, LAD, ANZ | Finance & Commerce SC | |
| | Metro, TEC, LAD | Evaluation of external advantages of metro systems | 0 |
| 9-Market org. & instit. Framew. | | A fair and transparent regulatory framework is necessary for the sector to become (again) a flourishing business, able to offer quality mobility solutions to various market segments. | |
| | EU, OA, ANZ, LAD | Organisation of public transport, Contracting (1370, procurement, concession...) | |

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| | EU, BHRM | Buying social | 7 |
| | RSR, EU, LAD, EURAS | Railway organisation and business model | 12 |
| | OA, ANZ | OA Awareness campaigns and exchange worldwide | |
| | CMP, lad | Combined mobility marketing campaigns | 2 |
| | RT, ANZ | Competition in low density areas | 4 |
| | AFR, LAD | Formalisation of illegal transport | |
| | Regio APC | Regulating non-motorized transport (India) | |
| | OA,ANZ | Terminology/glossary | |
| 10-Mode & capacity increases | Demand for public transport has been growing and will continue to do so in most parts of the world. This requires a drastic increase of capacity (notably to ease bottlenecks at peak time). The ambitious aim of PTx2 reinforces this call for investment in public transport. | | |
| | WTC | Use waterways to reduce congestion on land | |
| | Project, Metro, lad | CBTC | 1' |
| | Metro | Assets Life Extension | 8 |
| | Metro, lad | Metro maintenance indicators and maitenance cost reduction | 8 |
| | Metro | Redevelopment and renewal of underground tunnels | |
| | Metro, VEI | UTO observatory | 3 |
| | Metro, LR | exact title tbd | |
| | BC | Bus conference - exact title tbd | |
| 11-Pricing and mobility management | The management of mobility in cities must rely on demand management measures as citizen mobility behaviour is shaped by many factors, a number of which are independent from public transport policy and supply | | |
| | SD, OA, TUL, ANZ | Congestion charging | 13 |
| | APC, OA, ANZ | International sourcing, tendering structure (HK, Singapore, etc) | |

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| | | If you have more than 1 suggestion per priority topic, please use multiple lines | |
| | APC, OA, ANZ | Demand management measures, congestion charging, electronic road pricing system etc (China, Singapore, etc) | |
| 12- Standardisation / Research | In support of innovative solution and cost effective market for technical equipment and installations | | |
| | EU, Metro, LR | Input to standardisation process | 8 |
| | EU, RSR | Input to ERA work | |
| | EU | ERRAC | |
| | EU | ERTRAC | |
| 13-Safety & health | Major benefits for society which needs to be better understood in order to better "sell" PT to policy-makers | | |
| | MKTG | Lifestyle services- attractive PT added value? | |
| | SD | | |
| | Metro | EISS, Operations, RS, Fixed Installations | |
| | LR | WG Safety | |
| | LR | (Shadow) Participation in European COST project | |
| | APC, SECOM, ANZ | Working conditions under adverse weather, natural disaster | |
| | | | |
| | ANZ, EURAS, LAD | Training for PT managers | |

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