THE GUTS NEWSLETTER

Newsletter, 3rd Edition

August 2011

Editorial

Interview with Mr. Jacek Malasek, Project Manager and Expert Panel member of IBDiM (Poland)

In June 2011, partners from Green Urban Transport Systems (GUTS) EU CENTRAL Europe project met in Warsaw for its 2nd Transnational Workshop. In focus: discussion and approval of the GUTS pilot preparatory study and the joint methodology to guide the preparation of partners' pilots. On this occasion, the expert of the Polish Road and Bridge Research Institute (Instytut Badawczy Dróg i Mostów; IBDiM), Jacek Malasek, explained Warsaw's contribution to the project.

Is IBDiM a "learning" or "sharing" partner in GUTS? How does the Institute contribute to the project's outcome?

Our Institute wants to combine two roles and act as learning and sharing GUTS partner.

Since we do not specialize in energy- and technology-related aspects of city transport, we are interested in other partners' experience and achievements regarding the efficiency of using alternative fuels in urban bus fleets as well as in solar energy powered people movers. We want to share with other project partners our knowledge in organizing sustainable urban growth, including the development of eco - friendly transport systems. We know how to make public transport modes more attractive for passengers and how to limit car use in internal journeys within the city, using the most suitable intermodality schemes. We prepared a handbook of best European practices in greening urban transport and are ready to help project partners formulating transportation policy for sustinable development of their cities.

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What are Warsaw's main bottlenecks regarding traffic conditions/road network congestion?

In Warsaw we are fighting many traffic bottlenecks. Temporary poor traffic conditions in some areas of the city centre are connected with construction and maintenance works of street pavements and tram trucks. Additional traffic problems are caused by the construction start of the metro stations for the line 2. The traffic conditions will improve after the completion of the last part of our internal ring road.

Through city traffic will be served by the city ring road which is under construction. Today traffic jams are more frequent on those main streets where one of three traffic lanes was designated only for buses and taxis. In transportation policy paper it was decided to improve capacity of streets in the city centre only by better traffic management (new streets and multilevel junctions will not be constructed here), which makes public transport more competitive and attractive for passengers.

What are the current obstacles in creating intermodality solutions in transport networks?

Intermodality in Warsaw is developing quite well. The main obstacles in creating more solutions are the lack of money and space for construction of the new "Park and Ride" (P+R) facilities. What helps a lot in intermodality is a combined ticket for commuter trains serving suburban areas and for Warsaw public transport modes. In the city we have 7 big P+R facilities for over 2600 cars and 10 "Bike and Ride" (B+R) parking areas for 160 bicycles. The city promotes cycling also by increasing its nearly 300 km long bicycle routes network. We are also constructing new interchanges which will be very convenient for travellers. The problem with the lack of space for new P+R facilities occurs mostly in the vicinity of train stations in suburban areas. In order to attract more passengers to railway lines, the city bought new trains and increased their frequency.

What would be the specificity of a green public transport system in Warsaw? What are the measures the city has implemented in creating a more sustainable commuting environment?

Warsaw is proud of having a nearly 60% share of public transport (PT) modes in the modal split. Over 50% of PT journeys are made by electric powered trams, metro and trains. We have started the construction of the metro line 2 and over 90% of tram trucks are separated from the car traffic. The network of bus lanes, now over 35 km long, is being developed. On some streets only buses and taxis are allowed. Over 90% of buses are low floor vehicles and 35% of the fleet has a high emission standard (EURO IV or V). Now 270 km of bicycle routes are separated from traffic. As the new Traffic Act allows for providing cycle lanes on the street pavement, it is expected that the length of the bicycle routes network will increase quickly. Pedestrian areas are developed and sidewalks are wide enough for outdoor cafés, for example. Car traffic is restricted in some areas of

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the city centre and parking places are subject to charges. The issues of organization and limits for road charging scheme are under study.

What are the initiatives that you would like to share with other projects partners and sample as a "best practice"?


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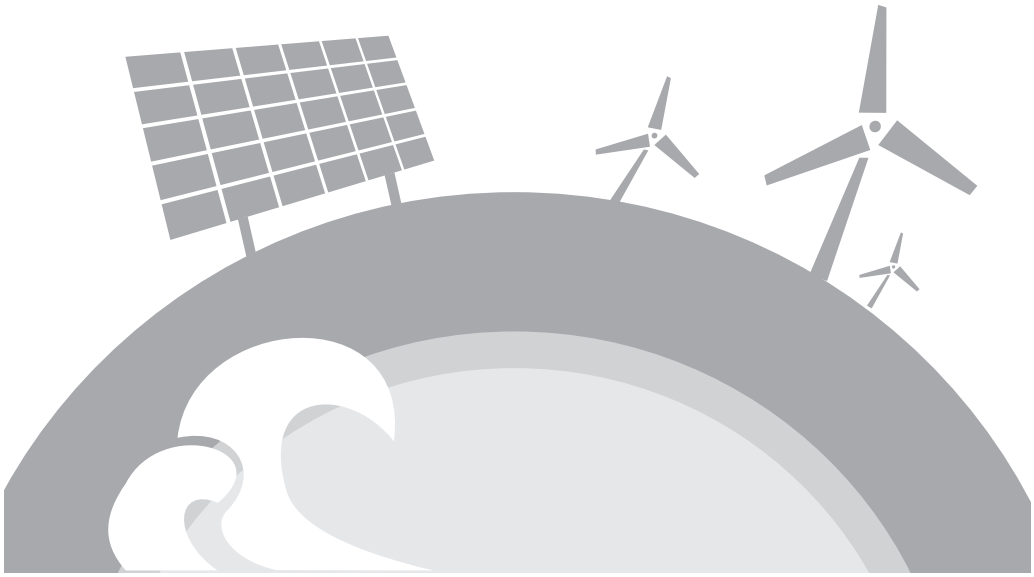
Warsaw is greatly experienced in successfully operating tram lines. Our modern metro station design is also well known. However, for smaller partner cities, our experience in the implementation of sustainable transport policy and in the promotion of public transport modes during the "Warsaw Public Transport Week" could be of high interest. Three main documents on city growth (Warsaw development strategy, Spatial policy and Transportation policy) help a lot in organising sustainable urban development, in making the coordination of spatial planning and the public transport management much easier. The issues of transportation policy cover preferences for public transport modes, cycling and pedestrians as well as different measures for limiting the car use. "Warsaw Public Transport Week" events attract all families, informing parents on new conveniences in public transport use and giving children a lot of fun.



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Report

Central European Cities for Green Urban Mobility schemes: Pilot studies under thorough preparation in Polish capital

Hosted by its Polish partner institute, the Road and Bridge Research Institute (Instytut Badawczy Dróg i Mostów; IBDiM), GUTS project partners met in Warsaw to discuss pilot development plans and organize intensified cooperation within the partnership. During this two-day Pilot Preparatory Transnational Workshop held on 20th and 21st June 2011, project partners got together with their assisting Expert Panel members, whose roles are to provide inputs to partners' content-related activities and assist the partnership in delivering project outputs in line with up-to-date professional standards.

The GUTS pilot preparatory study was presented by the Lead Partner's external expert, Budapest University of Technology and Economics (BME) Advanced Vehicles and Vehicle Control Knowledge Center. The GUTS joint pilot methodology, also developed by BME, was presented to the partners and discussed by the whole partnership in dialogue with the experts. Based on their findings, the methodology will be further elaborated and finalized. The document will provide a common framework and structure for the pilot studies which partners are devising in GUTS.

BME's conclusions illustrate that if the vision of the project is to create really effective, efficient and cheap public transport, then a complex issue should be addressed: A badly managed public transport (PT) service provider with poor initial conditions will not become successful by only equipping its entire fleet with hydrogen driven buses. More importantly, legal conditions must be established and announced in order for PT to be perceived as "better" than car use – not only from a cost-benefit point of view. PT providers must invest in complementary technologies, independently of purchasing alternative buses. "The many aspects must be considered as a complex system, where one swallow does not make a summer" as it says in the pilot methodology.

Another important step was the preparation and presentation of the GUTS partners' detailed pilot implementation plans. Partners held individual presentations followed by a Questions and Answers session. Expert Panel members took part in a special meeting during the Workshop to discuss the partners' planned feasibility studies, as well as to prepare and provide feedback

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regarding each partner's detailed pilot implementation plan. The discussions and the experts' inputs during the Workshop will help project partners to further elaborate and finalize their plans by the end of the summer period (August 2011).

Most partners have been receiving external support for the elaboration of the pilot feasibility studies, which are among the main outputs of the project. The pilot studies are aimed at being fed into the two Master Studies also foreseen as core outputs of GUTS: a Master Study on governance and a Master Study on financial and technological feasibility of clean public transport (PT) systems.

The following pilot feasibility studies will be elaborated by partners:

- Pilot on biofuels (P2 - Province of Ferrara and P8 - Local Public Transport Agency Ferrara)
- Pilot on diesel-autogas system (P4 - Municipality of Velenje)
- Pilot on hydrogen production (P6 - Citizenship Association No Gravity, in close cooperation with the Lead Partner, Municipality of Sopron)
- Pilot on technological and financial aspects of hydrogen: (LP - Municipality of Sopron, in close cooperation with P6 - Citizenship Association No Gravity)
- Pilot on solar energy (P2 - Province of Ferrara and P8 - Local Public Transport Agency Ferrara)
- Pilot on hydrogen versus biofuels (P6 - Citizenship Association No Gravity and P7 - Transport Company Karlovy Vary, with strong involvement of P3 - Center of Excellence for Renewable Energy, Energy Efficiency and Environment)
- Pilot on governance (P3 - Center of Excellence for Renewable Energy, Energy Efficiency and Environment)

In Warsaw partners decided that the upcoming pilot monitoring visits will be organized in connection with the Transnational workshops (TWSh). The 3rd workshop and 1st pilot monitoring visit - dedicated to low emissions - will be organized in Karlovy Vary (CZ) in early February 2012. The 4th TWSh and 2nd pilot monitoring visit on hydrogen and governance will take place in Velenje (SI) in June 2012, while the last TWSh on biofuels and solar energy will be held in Ferrara (IT) in September 2012.

Pilot monitoring visits will be attended by the Expert Panel members as well as other experts. At these visits, project partners will present their pilot studies and discuss together the feasibility of specific solutions. Austrian partner CERE (Vienna) and Polish partner IBDiM (Warsaw) will provide continuous support to project partners by monitoring the progress of and supporting the elaboration of the pilot studies.

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Partner Profiles

Fuelling bio to locomotives and panelling photovoltaic on walkways at Ferrara's speed

The 26 municipalities of the North-Italian Province and their transport agency are researching pilot solutions on bio fuels and solar energy presented to regional stakeholders at Regional Strategic Platform (RSP).

As a first important step in contributing to GUTS' developments, the Regional Analysis of the Province of Ferrara on urban transport systems assessed the situation of the region's transport system, considering both its strengths and weaknesses. On the basis of this analysis, the Province is planning to carry out further studies linked to GUTS project regarding especially the implementation of two pilots on bio fuel for locomotives and on solar energy-powered mobility applications, respectively. Once developed, the Regional Analysis was presented and explained to stakeholders at meetings of the Regional Strategic Platform (RSP). Besides existing professional networks, the Province is constantly enlarging its target audience: public from all ground is invited and is being explained the pilot project in order to share ideas on project outcomes and impacts on everyday life.

The Province intended to come up with something new in Italy and turned to experts in photovoltaic energy in order to implement pilots on supplying a moving walkway with solar power and on bio fuel applications in locomotives, respectively. In Italy the only example of utilising this kind of technology – however in a slightly different way – is Venice, where bus lines are fuelled with a bio diesel-mix. The Venice model was not fully applicable in the Province. Furthermore, moving walkways in other Italian cities are not powered by photovoltaic systems. As a consequence, a few selected universities and some private engineering companies were consulted for detailed information on feasibility aspects, as a result of which a strategy was developed. The Province intends to inform on and communicate expected results.

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Thanks to continuous activity monitoring, Ferrara collected many themes to organize various meetings and provide information to stakeholders. The Province successively developed its specific regional stakeholder network, including the Emilia-Romagna Region Authority, Regional Railway Companies, the City of Ferrara, the City Hospital and Local Health Authorities, in order to interact with them on the project's outcomes.

The staff involved in GUTS Project are experts in transport, mobility and energy fields. During previous months there were several occasions to compare and share ideas concerning green transport solutions with external experts, such as the "Car-Free Cities" event (www.carfree.com), where one may understand how *"The car brought with it major unanticipated consequences for urban life and has become a serious cause of environmental, social, and aesthetic problems in cities" and that "The challenge is to remove cars and trucks from cities while at the same time improving mobility and reducing its total costs"*, as Ferrara's project manager for GUTS, Domenico Casellato, explained. The Province constantly works in the fields of public transport and mobility, looking for new horizons and gaining experience by visiting advanced European cities such as Graz, Liverpool, and Lille, studying their innovative PT management solutions.

Ferrara carries out policy making activities such as the institutional coordination of transport planning together with Emilia Romagna Region and the Province's Local Public Transport Agency, AMI. Its activities include planning and managing public transport service and specific developments in green urban transport. Important steps have been made in recent years to promote massive diffusion of green and renewable energies as a source and supply within the transport sector. The legal reference framework is the "Province Public Transport Plan" and the "Air Quality Remediation and Protection Plan" which deal with emission levels, air quality parameters and proper energy use in the transport sector and which are applicable in each Province.

Cooperating closely with the Province, AMI Ferrara (Azienda Mobilità ed Impianti – Mobility and Facilities Agency) serves as a public agency, being a member of the provincial agencies' network with responsibility in the field of mobility. The Agency was founded in the 1990s for the purpose of implementing a new government policy, opening public transport service, formerly in the hands of local authorities, to the market and thus to private companies. Its operative role consists in connecting public bodies with legal and political responsibility in the field of public transports organization within regional administrative boundaries (Emilia-Romagna Region, Province of Ferrara, City of Ferrara) with companies in charge of implementing public transport services at provincial and urban level.

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After about two decades, privatization of Public Transport service has moved on and Local Authorities' budgets have been decreased by central budget-saving policies. In this framework, the role and responsibility of AMI has changed. Besides its remaining former regulatory tasks, namely being in charge of calls for tenders for the PT services at provincial level, AMI is now dedicated to delivering mobility services once carried out by the Province or the City of Ferrara, mostly in the technical or experimental field. Taking part in European Projects is a challenge for AMI, which disposes of only a small structure and few staff, but will enable the Agency to offer a more useful contribution to local authorities in terms of sustainable mobility and, of course, sustainable development.

The City's "Bicycle Office" now operates within the Agency, while funds to support shifts in car fueling devices (CNG and LPG) are managed by AMI's staff as well. With the vision to develop AMI as a sustainable mobility public research center, the Agency is looking forward to joining European funded projects dealing with sustainable mobility issues such as GUTS.

The GUTS Project is the first experience on this pathway.
GUTS, with its pilot studies, responds to the bigger issue of new mobility organization to connect the City of Ferrara with its new Central Hospital (9km). Limited financial resources keep up traditional traveling solutions: bike paths, private cars, taxis and partly dedicated PT services such as buses and diesel propelled trains. Shifting from diesel to greener fuels like CNG for buses and biofuels for trains would be an important measure towards ensuring environmental-friendly commuting. In addition, installing photovoltaic-powered moving walkways connecting the hospital train stop with the building's entrance would invite visitors and patients, disabled or elderly people to use the train as a mean of transport. For public bodies responsible for this transport connection, GUTS studies' outcomes will help to save money and, more importantly, to immediately implement appropriate solutions to mobility problems.

Since the beginning of GUTS project, AMI's activity in the field of European projects on sustainable mobility has intensified. In another Central Europe project, "BICY", dealing with bicycle policy and cycling solution in the provincial area, AMI acts as subcontractor of the Province of Ferrara carrying out tasks such as compiling a survey on bicycle use in the area, the collection and provision of mobility data, management and reporting on bike counters on a city cycling network or contributing to the drafting of an upgraded bicycle policy to be submitted to Ferrara's local authorities.

The "Catalyst" project, member of the CIVITAS project family, focuses on raising awareness on sustainability of Public Transport and its output consists of communication materials designed by the partners to be distributed among citizens of several European cities. The newest European project AMI is participating in is called "CycloLogistic", which is implemented in the frame of the Intelligent Energy Europe (IEE) STEER funding programme. This project aims at saving energy in urban logistics through the use of cargo bikes: bikes with different types of carriers or trailers designed to assist in several kinds of urban logistic activities such as the transport of purchased goods, working equipment and people or the delivery of small packages, etc.

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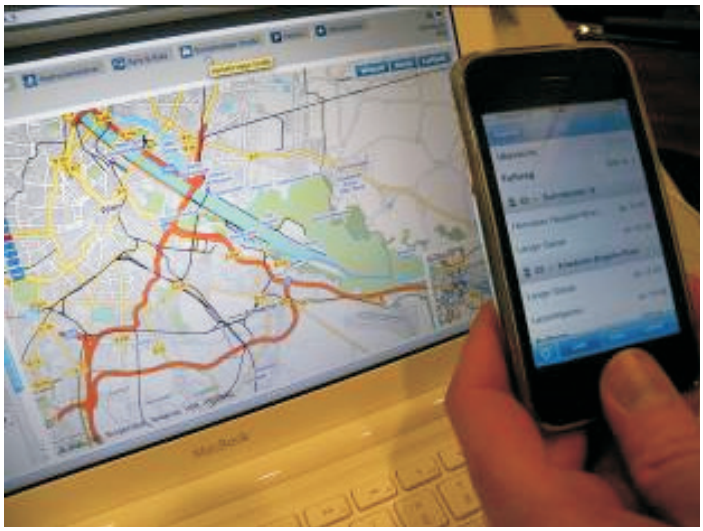
News

GUTS going local – partners' echoes:

CERE - After welcoming project partners for the first Transnational Workshop in January 2011, the Austrian partner CERE (Vienna) held its second RSP meeting focussing on good governance in February. Representatives of the city government, the environmental research centre and private enterprises were participated in this stakeholder platform meeting.

CERE's representatives also attended the first "In-Time Forum", which took place in Vienna in January.



High level participants from industry and service providers as well as city and regional representatives had the opportunity to critically examine the In-Time project's achievements and aims, the technical solutions to be deployed and the progress and models of the six in-Time Pilot cities - Brno, Bucharest, Florence, Munich, Oslo and Vienna. Amongst the most interesting developments, i-Move introduced its multimodal navigator consisting of a user-friendly journey planner combining straightforward on-board mobile navigation with server based, real-time journey planning. Its usage of real-time public transport timetables and either static or dynamic Park and Ride availabilities allow it to compute a truly real-time multimodal route.

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Events to come

Project events

- **September-October 2011:** Local campaign actions in Partners' countries
- **February 2012:** 3rd Transnational Workshop and 1st pilot monitoring visit in Karlovy Vary (CZ) with the participation of all PPs.
- **June 2012:** 4th Transnational Workshop and 2nd pilot monitoring visit in Velenje (SI) with the participation of all PPs.

Other events

- **10 -12 October 2011, Glasgow, Scotland, United Kingdom: European Transport Conference 2011**

  As transport practitioners and researchers throughout Europe respond to the challenges of economic decline and growth, social change, demographics and the need to become less unsustainable, the European Transport Conference is the forum for the presentation of and discussion on robust and affordable responses. ETC 2011 will focus on the needs of local government officers and politicians and attempt to give practical answers based on experience throughout Europe. More info: http://abstracts.etcproceedings.org/

- **8 - 10 November 2011, Hamburg, Germany: Intelligent Cities Expo Conference**

  The Intelligent Cities Expo conference is a comprehensive, three-day, research-based programme built around the needs and priorities of city officials, utilities, transport operators, developers, investors, contractors and solution providers. The conference will bring together all stakeholders to discuss and determine how to transform today's cities into sustainable, liveable cities through the large-scale adoption of intelligent systems. More info: http://www.intelligentcitiesexpo.com/

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29 & 30 November 2011, Brussels: POLIS Annual Conference 2011 - Innovation in transport for sustainable cities and regions

Learn about the innovative transport projects and policies pursued by cities and regions. Gain insight to the future direction of urban and regional mobility. Discuss European transport policies for urban and regional mobility. Learn about current practice and future plans to:

- **Reduce the environmental impact of road transport;**
- **More effectively manage the movement of people and goods;**
- **Deliver safer roads and a more secure transport network;**
- **Finance transport systems and improve accessibility and social conditions.**

Gain understanding of the research needs for sustainable mobility in cities and regions. Network with local and regional transport decision-makers, officers from around Europe and civil society representatives.

Contact:

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