



## CAPRICE Project's results



**CAPRICE - 'CAPital Regions Integrating Collective transport for increased energy Efficiency'**

**The project's main aim is the exchange of experiences among local and regional authorities in Europe. It hereby promotes integrated public transport systems leading to improved energy usage. Therefore, workshops have been core element of the project in which the group and selected experts exchanged experiences on topics that concern public transport. CAPRICE has enabled all project partners to mutually enrich and strengthen one another.**

As result, CAPRICE identified good practices and defined recommendations for the national and European level. The project demonstrates all the benefits of promoting exchanges at the European level which provide excellent guidelines for developing a sustainable mobility policy. These exchanges have strengthened our conviction that the existence of strong authorities, which are responsible for public transport systems in European metropolitan areas, is essential. These authorities are better qualified to implement integrated and high-performance transport systems which focus on their users and respond to their needs. These outcomes of 2 years of constructive exchanges are collected in the Good Practice Guide *A Decision Maker's Guide*. With the Good Practice Guide, CAPRICE also animates to learn from those good practices and transfer them in the own European metropolitan region in order to improve the efficiency of our public transport systems and take up the urban mobility challenge. Besides identifying and promoting good practices, the CAPRICE project group helps to transfer knowledge. Two practical results are the set-up of the pilots to implement a public transport authority in Bucharest and the new travel planner for the Warsaw metropolitan region. All the results of the exchange of experience and the debates about it were discussed with high political representatives and managers in the field of public transport at the final conference in Paris.

The CAPRICE results are the topic of this eighth and last newsletter of the CAPRICE project and its group. We would like to thank all public transport experts and interested people for their attention to CAPRICE and its work.

The project will end on 30 June 2011 but its homepage will still be available at [www.caprice-project.info](http://www.caprice-project.info) until mid-2016. The coordinator is, of course, always open to questions and concerns of yours, just contact us at [caprice@vbbonline.de](mailto:caprice@vbbonline.de).

Thank you,

The CAPRICE team

*ZTM Warsaw (Poland), MESP Vilnius (Lithuania), PMB Municipality of Bucharest (Romania), STIF Paris Ile-de-France (France) and VBB Berlin-Brandenburg (Germany)*



## CAPRICE Project's Final Conference: a success story



After more than two years of cooperation and exchange of experience, CAPRICE partners gathered in Paris on 17th March 2011 to celebrate the project's final conference. The event turned out to be really successful and was punctuated with the speeches of several European high level speakers as well as top managers from organising authorities and experts in the field of public transport.

The conference was opened by **Mr. Jean-Vincent PLACÉ**, Vice President of the Ile-de-France Regional Council in Charge of Transport and Mobility, Vice President of STIF (Syndicat des Transports d'Ile-de-France) who shared his views on urban transport facing the challenges of sustainable mobility. For Mr. PLACÉ, 'promoting sustainable transport mobility under the CAPRICE project is central, not only to our participating municipalities but also to Europe as a whole. Public policymaking must embrace the environmental concerns of the free flow of goods and services within the European Union and must also take account of transport network interlinks across Europe.'



### The authority's point of view



As CAPRICE Lead Partner, **Mr. Hans-Werner FRANZ**, Chief Executive Officer of Verkehrsverbund Berlin-Brandenburg (VBB) and President of European Metropolitan Transport Authorities (EMTA), delivered a statement on CAPRICE from the authority's point of view. He used this occasion to remind European transport authorities' key tasks (planning, tendering and contracting; integrated passenger information; integrated ticketing systems) as well as the recommendations resulting from the cooperation through CAPRICE Project (strong regional public transport authorities; set up organisational framework; sufficient financing and specialised man power; exchange of experiences and good practices).

### The European dimension of metropolitan public transport

A first topic about the European dimension of metropolitan public transport was discussed with three representatives from the European institutions. **Mr. Keir FITCH**, Deputy Head of Cabinet of Mr. Siim KALLAS, Vice-President of the European Commission in charge of transport, stressed that the European Union had to play a role in improving urban transport under the subsidiarity principle. While the White Paper on the future of transport was to be released, the latter was considered as a strategic and political document relating a European vision for the next decade all the more that Europe needs a strategy for moving away from the reliance on oil (96% today). The aim of the White Paper is a whole system aimed at avoiding what could be a necessary rationing of transport in the future. Thus, the goals of the White Paper are divided into four large categories:



- Making existing vehicles more efficient;
- Developing new means of private vehicles, including electric vehicles, hydrogen detection, and the use of bio fuels;

- Promoting long-distance journeys by rail or waterways;
- Controlling traffic by means of IT solutions and better logistics.



According to **Mrs. Silvia-Adriana Țicău**, Member of the European Parliament, Vice President of the European Parliament's Transport and Tourism (TRAN) Committee, as 60% of European citizens live in cities, a sustainable European Union cannot exist without sustainable cities. European decision makers need to look at alternative urban transport systems, with regard to seeking clean technology-based transport, and promote an integrated, long-term approach to urban mobility in order to make it one of the key pillars on the European agenda. Each European city should consider an urban policy made up of intermodal networks, taking account of pedestrians, cyclists, elderly and disabled people, and socially vulnerable individuals.

As for **Mr. Michael CRAMER**, Member of the European Parliament, Member of the European Parliament's Transport and Tourism (TRAN) Committee, he shared his analysis through three theses that demonstrate how Europe 2020 strategy's targets can be reached: a reduction of 20% in greenhouse gases, a growth of 20% in renewable resources, and an increase of 20% in energy efficiency. His first thesis is that climate change cannot be addressed without changing mobility habits. Due to increasing CO2 emissions from the transport sector, weak connection between economy and ecology, unfair competition between modes of transport and wrong funding priorities, a modal shift from road to rail is essential. The second thesis emphasizes that mobility by road and aviation in Europe is too cheap while environmentally friendly transport modes are overly expensive because of political will. The amounts of kerosene tax and valued added taxes would be better used in supporting rail and public transport. Mr. CRAMER's third thesis is based on metropolitan areas as the key element to the shift towards sustainability. A comprehensive approach to restrict negative effects resulting from urbanization, congestion, noise and air pollution, would involve a new approach towards urban mobility. European resources should be directed towards rail, cycling and hiking. Plans for sustainable urban mobility are essential for European Union co-financing measures and should be linked to EU targets and legislation.



**Mrs. Erika FULGENZI**, INTERREG IVC Project Officer, reminded on the objective and goals of that European funding programme while specifying that CAPRICE was one of 102 'Regional Initiative Projects' (within the 'Environment' subtheme 'Energy and Sustainable Transport') whose aim is the exchange of best practices among local and regional authorities in Europe. Moreover, Mrs. FULGENZI confirmed that CAPRICE has a fully relevant approach for the INTERREG IVC Program for three main reasons:

- The core element is the exchange of experience of its partners;
- The policy-makers of the participating regions are involved;
- The contribution to the program objectives is clearly demonstrated.

The added value of CAPRICE is particularly due to the quality of its communication strategy that guarantees the tangibility, visibility, and relevance of its results. She concluded her speech recognizing that thanks to the partners' work, a new Europe bringing policy-makers, technicians, stakeholders, and citizens together can be built.



Another important milestone of the day was the presentation of CAPRICE Good Practice Guide made by **Mr. Juergen ROSS**, CAPRICE Project Manager, VBB Head of Planning and Customer Information Department. The aim of that guide is to disseminate recommendations on the European level on how to set up an integrated public transport system in metropolitan areas. Mr. ROSS also added that during a series of combined workshops and site visits, the CAPRICE partners could draw conclusions and summed them up in the Decision Maker's Guide. The CAPRICE partners also extend an invitation to the INTERREG network so that experiences from the project can be shared with other INTERREG partners.



### Round table no. 1



The first round table in the afternoon aimed at thinking about 'How to set up sustainable urban mobility?' Professor Wojciech SUCHORZEWSKI from the Warsaw University of Technology was moderating several representatives from the European Commission, Vilnius, Bucharest, Paris and Warsaw.

**Mr. Gražvydas JAKUBAUSKAS**, Lithuania's Ministry of Transport and Communications, Acting Head of Development and Innovations Division, stressed that soft measures can have a major impact on mobility demand. Because of the high rate of automobile use in Lithuania, policy-makers are often in a difficult situation because transport operators are more involved with engineering issues than with new models and approaches toward congestion, urban sprawl, and land use. Therefore, Vilnius is looking intensely at the Intelligent Transport Systems (ITS) Directive as one of the solutions. The major dilemma is how to achieve a balance between mobility demand management and harder measures of modernisation.



**Mrs. Monique Van WORTEL**, Clean Urban Transport Unit, European Commission / DG MOVE, stated that the Action Plan on Urban Mobility adopted in 2009 was in the implementation phase within the respect of the principle of subsidiarity. For example, the Commission supports local authorities in developing Sustainable Urban Mobility Plans through the exchange of best practices and support of educational activities. From the European Commission's point of view, the vision of the future of urban transport will be detailed in the forthcoming White Paper on Transport.

**Mr. Valentin ANTON**, President of CODATU Romania, presented the Romanian section of CODATU international as a non-governmental, non-profit, apolitical organisation working closely with the municipality of Bucharest which brings together organisations involved in public urban transportation. The aims of CODATU Romania are to develop and promote an integrated and efficient public transport system and recommendations gathered into the CAPRICE Decision Maker's Guide should be widely disseminated. In Mr. ANTON's opinion, the priorities for improving urban mobility should be developing high capacity public transport and developing strategic partnerships between educational bodies and industry.





**Mrs. Laurence DEBRINCAT**, STIF Head of Studies & Surveys Department (Syndicat des transports d'Ile-de-France), described the objectives of urban mobility plans in France and in Ile-de-France to ensure a sustainable balance between mobility needs and the preservation of the environment, health, and the quality of life. The challenge for an Urban Mobility Plan in the Ile-de-France Region is to provide mobility in a context dominated by cars, reduce greenhouse gas emissions and the number of road accidents. Every local municipality and authority is responsible for the implementation of the Plan within the framework of a federative process to allow all of the stakeholders to get involved. Among the targets set by 2020: reducing cars and motorbikes by 2%, increasing public transport by 20%, increasing walking and cycling by 10%, leading to a reduction of greenhouse gas emissions by 20%. In order to reach those targets, 34 actions were identified.

**Mr. Mieczyslaw REKSNIS**, Director of Road and Public Transportation Department, Warsaw City Hall, closed the round table outlining the overall goal of Warsaw's transportation policy as the improvement and development of the transportation system to create friendly conditions for public transport and the environment. For Mr. REKSNIS, a lack of sufficient legal frameworks for public transport organization in metropolitan areas is a barrier to the success of improved mobility as well as the unpredictability of future financial resources. On the other hand, success factors for a wider implementation of best practices result from sustainable financing, long-term contracting systems (tram, metro, bus, and city commuter rail) and a metropolitan public transport authority based on mutual agreements between the Transport Authority and localities in the metropolitan area.



## Round table no. 2

The second and last round table was moderated by **Mr. Hans-Werner FRANZ** on the topic 'How to organise and finance sustainable mobility?'



The reflexion in Ile-de-France was developed by **Mrs. Sophie MOUGARD**, General Director of STIF (Syndicat des Transports d'Ile-de-France), Vice President of European Metropolitan Transport Authorities (EMTA). Nowadays, there is an opportunity for people in the transport sector to mutually enrich themselves on the role that the European Parliament can play on urban mobility. Despite differences in regional experiences, everybody is facing similar issues and difficulties. An important conclusion is that a transport governance system needs to go beyond administrative borders as passengers do not stop their trips at administrative boundaries. Regarding funding, many stakeholders realized that they face the same challenges of revamping aging transport systems through sufficient investment in infrastructures or in rolling stock. By 2020, the main challenge in Ile-de-France will be to increase and improve the existing transport system and to develop new transport lines, which will require €20 billion. In the meantime, as part of the Grand Paris project, STIF will need to invest €23 billion in transport networks.

**Mr. Ion DEDU**, Executive Director – Transports, Roads and Traffic Planning, Department of Bucharest Municipality (PMB) underlined the great contribution of the CAPRICE project for the municipality of Bucharest as a whole. Thus, politicians are much aware of the idea of a metropolitan public authority that could replace the three current different transport authorities. However, due to problems between the authorities and the operators, the setting up of a single integrated public transport seems to be difficult. Be that as it may, the City Hall of Bucharest has urged for the creation of a metropolitan public transport authority.



**Mr. Alain MEYERE**, Director of Surveys of IAURIF (Institut d'Aménagement et d'Urbanisme d'Ile-de-France), shared his views on urban planning and development, which is the role of IAURIF. Considering funding issues from the angle studied under CAPRICE, lessons have been learned regarding best practices as well as setbacks. Indeed, lifestyles have changed and today's societies are more demanding in terms of the quality of services, new forms of travel and commuting. As a result, ways of spending less and more effectively must be sought while avoiding cost cutting on maintenance. The issue of financing is definitely crucial. Transport is an intermediary which is important for the economy and for social life and public transport is important too because of the role it plays in the fight against climate change. Seeking sources of financing for public transportation may lead to think about who benefits from it. The degree to which the passengers themselves should finance transport services is a political issue. Without forgetting that the professional and economic world also benefits from public transport and pays a large portion of the costs in several countries.

Last but not least, **Mr. Jean-Paul HUCHON**, President of the Ile-de-France Regional Council, President of STIF (Syndicat des Transports d'Ile-de-France) closed that European event and highlighted the CAPRICE achievements as well as the successful and fruitful cooperation work between partners. While recalling the work done over the last two years, Mr. HUCHON emphasized that the CAPRICE project was made possible through the contribution of the European Union and various European institutions. The commitment of European capitals to bring about more efficient transport systems is a shared concern. The challenge in urban mobility is huge and the recommendations laid down by CAPRICE overlap the own concerns in the greater Paris area. Organising authority is needed as well as the modernization of the existing networks and the building up of new infrastructures.



All European cities have to rise to the same challenges and the European Union has a key role to play. The CAPRICE recommendation of establishing a contract between the organising authorities and the transport operators is an area of satisfaction. Another relevant recommendation is the integration of all modes and networks of transport. The organising authorities need to work with the transport operators to achieve such integration. A final recommendation is the development of urban mobility plans. Such plans would play a key role as they would contribute to decongest city centre areas and bring about more sustainable and less polluting mobility.



## A Good Practice Guide intended for decision makers

**After more than two years of cooperation the CAPRICE partners have drawn up a Good Practice Guide in order to disseminate recommendations on the European level on how to set up an integrated public transport system in metropolitan areas.**

In brief, CAPRICE good practices and recommendations shall help decision makers to enhance public transport in metropolitan regions. Almost all the recommendations in the different fields are based on experiences and observations that were shared between the five project partners.



During combined workshops and site visits, the CAPRICE partners drew conclusions based on the following themes:

- the organisation and financing of public transport;
- the tendering and contracting of passenger transport services;
- sustainable energy and implementation of clean vehicles in public transport;
- public transport planning for integrated services of improved quality;
- integrated passenger information;
- integrated ticketing;
- accessibility for people with specific needs.

One of the aims of the CAPRICE project is to promote an integrated policy that enables better services to be provided to the public. In order to achieve this aim, CAPRICE recommends setting up strong regional authorities to manage public transport services, just like the STIF for the Ile-de-France region or VBB for Berlin and the Brandenburg region. This is an essential and strategic point.

Increasing the funding is a major concern for all national and European decision-makers. The aim is to improve existing networks and to build new infrastructure in order to meet the whole public's new mobility requirements. The CAPRICE project has also put forward a proposal for the sustainable financing of public transport using the example of France where a tax (known as the transport contribution) has enabled the development of public transport systems to be funded.

Public transport service contracts and tenders provide an opportunity to set targets for the system operators in order to provide users with a higher quality of service at a lower cost.

Another high priority of the CAPRICE project is the development of more environment-friendly urban transport systems. One of the project's recommendations relates to the steps to take in order to achieve more energy-efficient green mobility. These steps involve electric modes of transport that use less energy (trains, trams and trolleybuses) and lower-emission busses. However, it is important to underline that other CAPRICE recommendations, especially urban mobility plans, are also essential in order to achieve this aim.

Indeed, the implementation of urban mobility plans is essential for achieving an integrated transport policy promoting those modes of transport that create the least pollution. These modes not only involve all means of public transport, but also all other modes of transport, such as cars, bicycles, walking and the transport of goods. The European Commission and the European Parliament have emphasised their strategic importance.

Focussing on the citizen is a major priority for urban mobility. This is a topic on which the CAPRICE project has carried out a significant amount of work. As an example among the best practices that specifically concern this issue, an integrated passenger information system based on intelligent transport systems (ITS) in order to help its users get around should be developed.

The introduction of an integrated pricing structure for the entire urban and suburban area is another recommendation that will contribute towards assisting and optimising urban mobility specifically by relying on new technologies and ITS-like seamless electronic passes.

Finally, the accessibility of public transport systems to mobility-impaired people was another important topic which led to discussions and exchanges on how to better address that issue in each partner's metropolitan area.

The best practices resulting from CAPRICE can be quickly transferred to other urban and suburban authorities responsible for public transport systems. Applying these practices can bring practical and measurable benefits in terms of promoting sustainable urban mobility in line with the major targets that the European Union has established in this area.

## 13th InformNorden international IT conference 'Making order out of chaos', Sweden, Malmö 7-9th September 2011



**The event will for the first time take place in Malmö. This year public transport in Malmö and Scania will really get a big boost with the help of the 'Citytunnel' for the trains under central Malmö and the introduction of new modern local trains, Pågatågen in Scania.**

The city tunnel saves time for people travelling to central Malmö or across to Copenhagen. Both the new Citytunnel stations Malmö C, Triangeln and Hyllie and the new Pågatåg are equipped with exciting services like Infotainment giving travellers both travel information and news, sports and weather as well as some advertising. Skånetrafiken, the host of the conference, have doubled the number of yearly journeys during a 10 year period and will do so again over the next 10 years.

The theme of the conference is 'Making order out of chaos'. Making order involves for example better traffic information to customers, interoperability for travel cards, new mobile solutions using GPS for navigation, easier payment services, multimodal travel planners and using more open information sources (Open API).



### Session 1: Traffic disturbances and real time information

Travellers give authorities and operators low ratings on traffic deviation information and still a lot of money and effort are put into information systems everywhere. Giving clear and correct information on unplanned deviations to a customer with higher and higher expectations is not easy.



### Session 2: Travel cards and interoperability

Authorities and operators have invested in smartcard ticket systems in order to make travel card buying and validation easier and faster. The travel card systems are complex and interoperability between different systems is difficult.

### Session 3: Mobile services/tickets

Within a few years, mobile services will be as important as the web is today. More and more customers have smartphones and that creates possibilities for smarter mobile tickets, mobile navigation and other services related to public transport.

### Session 4: Different ways of using traffic data

Traffic data is produced in all traffic modes. One set of data might be usable in several traffic modes, systems or applications. Three different approaches to what you can get out of the data we produce.

### Session 5: Seamless travel planning

Travel planners are getting more and more intelligent and use realtime information for better travel suggestions (in good weather). We travel more and over longer distances and customers want quick and easy solutions. The challenge is to give customers seamless services concerning both geography and regional borders while retaining the same functionality. In order to attract car users, travel planners should show both public transport and car alternatives.

Early bird conference rates are available until 1st August 2011.

Registration and further information at: <http://informnorden.org>

Contact: [info@informnordenmalmo.se](mailto:info@informnordenmalmo.se)

## European events & meetings



**SPECIAL ANNOUNCEMENT! CAPRICE Project final conference was held in Paris on Thursday 17th March 2011. More information is available on the CAPRICE website.**

**A large series of events related to public transport in urban areas is regularly organised or promoted by different institutions, networks and associations at European and international level such as EMTA, POLIS, CIVITAS, UITP-European Union and EUROCITIES.**

### EMTA

- From 1st March: CRTM Madrid 25th Anniversary, Madrid (Spain)
- 10-11 November: Autumn General meeting, Birmingham (United Kingdom)

For more information: [www.emta.com](http://www.emta.com)

### POLIS

- 06-09 June: ITS European Congress, Lyon (France)
- 06-11 June: ECEEE Summer Study, Belambra Presqu'île de Giens (France)
- 21 June: Optimising bike sharing in European cities, Prague (Czech Republic)
- 24 June: Air Quality Conference - CITEAIR II final event, Rome (Italy)
- 29 June – 01 July: IEEE Forum on Integrated and Sustainable Transportation System, Vienna (Austria)
- 1st September: EU ITS Urban Experts Group meeting, Brussels (Belgium)
- 14-16 September: 15th EPA (European Parking Association) Congress, Turin (Italy)
- 16-22 September: European Mobility Week, Brussels (Belgium) and other locations in Europe
- 10-13 October: Open Days, Brussels (Belgium)
- 10-12 October: European Transport Conference, Glasgow (United Kingdom)
- 08-10 November: Intelligent Cities Expo, Hamburg (Germany)
- 10-12 November: Green City Energy on the sea, Genoa (Italy)
- 29-30 November: POLIS Annual General Assembly and Annual Conference, European Economic and Social Committee in Brussels (Belgium)

For more information: [www.polis-online.org](http://www.polis-online.org)

### CIVITAS

- 07-08 June: Foro CIVITAS España y Portugal, Coimbra (Portugal)
- 09 June: Technical workshop on Electromobility, La Rochelle (France)
- 15 June: Second Annual Sustainable Mobility Convention, London (United Kingdom)
- 15-16 June: Clean Fuels, Clean Vehicles, Clean City, Donostia - San Sebastián (Spain)
- 16-17 June: CIVITAS VANGUARD training on clean vehicles procurement, San Sebastian (Spain)
- 17 June: Workshop on image of Public Transport, Tallinn (Estonia)
- 28-29 June: Cycling Study Tour, Ghent (Belgium)
- 17-19 October: CIVITAS Forum Conference 2011, Funchal (Portugal)
- 17 November: 'CIVINET Italia' Workshop on Cycling, Reggio Emilia (Italy)
- 18 November: 'CIVINET Network italiano' - 2nd General Assembly, Reggio Emilia (Italy)

For more information: [www.civitas.eu](http://www.civitas.eu)



## CODATU

For more information: [www.codatu.org](http://www.codatu.org)

## UITP – European Union

- 05-07 October: Conference on 'Urban Governance: Getting People on Board! Innovative governance and demand management to achieve sustainable mobility in your city', Gothenburg (Sweden)
- 13 October: Regional seminar 'Contracting, Financing and Corporate Management in Public Transport', Skopje (F.Y.R. Macedonia)
- 24-26 October: 10th UITP Training Programme for Public Transport Managers, 1st Module: Organisation and Financing, Munich (Germany)
- 28 October: Seminar 'Revenue strategy', Paris (France)
- 07-08 November: Conference on 'Making Public Transport part of a modern urban lifestyle? Yes, we can!' Venice (Italy)
- 21-23 November: Training programme on 'Public Transport Fundamentals', Brussels (Belgium)
- 07-09 December: Training programme on 'Public Transport Security', Brussels (Belgium)

For more information: [www.uitp.org](http://www.uitp.org)

## EUROCITIES

- 06-07 June: Mobility Forum Meeting, Oslo (Norway)
- 27-28 June: Barrier-free Cities for All Working Group Meeting, Vienna (Austria)

For more information: [www.eurocities.eu](http://www.eurocities.eu)

## OTHERS

- 07-09 September: 13th InformNorden international IT conference 'Making order out of chaos', Malmö (Sweden)

For more information: <http://informnorden.org>



**European Union**  
European Regional Development Fund