

Turntable Project: Input to the Talanoa Dialogue

Prepared by: Dr Glenn Frommer, Honorary Chair of the UITP Sustainable Development Commission.

1. Purpose

The purpose of this document is to:-

- Inform the Talanoa Dialogue on the Turntable Project undertaken by the EU Business School in collaboration with the International Association of Public Transport (UITP) and
- Provide country specific input to the Talanoa Dialogue.

2. Background

The EU Business School (EUBS) has initiated a joint project with the International Association of Public Transport (UITP). Second, third year undergraduate and Masters students from Swiss and German campuses have participated. This document presents focused comments from the student's presentations as relevant input to the Talanoa Dialogue.

3. Project Turntable

The project researched country specific public transport projects in support of the Nationally Determined Contributions under the Paris Agreement. An overview of the course description is attached in Appendices A and B.

The Paris Agreement, now in force, is an agreement within the **United Nations Framework Convention on Climate Change** (UNFCCC) dealing with greenhouse gases (GHG) emissions mitigation, adaptation and finance starting in the year 2020. The agreement provides a framework for each member country to propose and implement a set of Nationally Defined Contributions (NDCs) summarising their contribution. More than 70 countries have cited public transport initiatives as part of their NDCs.

The students have focused on how their chosen countries intend to implement the NDCs. Students were required to provide a critical assessment as to whether their chosen country and the selected initiatives would meet the NDCs.

The students have particular information, knowledge, language skills and contacts that provide unique insights into the challenges. Through the work the students have developed further skills in: data collection, analysis, presentation, marketing plans and documentation. They have also been introduced to the portfolio of challenges described by the Paris Agreement and in public transport. The project serves as a first step to a potential degree specialty at the EU Business School.

4. Country Specific Advice

As a consequence of the studies and the delivery of presentations to the UITP, the students have prepared a number of focused comments pertaining to their country's major cities and relevant to the Talanoa Dialogue. They are summarised in the attached table.

The comments are generally on the need for more data, improved institutions, training and further investment to encourage and implement public transportation as a means to meet the NDCs. Detailed presentations can be provided with request.

5. Recommendations

It is recommended that the following are noted:-

- The Turntable Project undertaken by the EU Business School (EUBS) in collaboration with the International Association of Public Transport (UITP) and
- Country specific input to the Talanoa Dialogue.

Country	Students Involved	Comments
Albania	Enea Jazexhiu	<ul style="list-style-type: none"> • More focused investment is needed for the public transportation to meet sector GHG reductions. • More information and publications from state departments is needed on all levels. • There is a need to provide regular data regarding daily or weekly measurements of GHG emissions nationwide. • The pace of innovation in the Ministry of Transportation will need acceleration. • There is a need to develop employees regarding European Union standards in public transportation projects.
China	I-Han Charlene Liu and Vidhi Shah	<ul style="list-style-type: none"> • Proactive national strategies to reduce public transport's contribution to climate change are needed • Regional strategies on public transport's contribution to climate change need to be more specific and targeted • There is a need to encourage low-carbon energy use in public transport systems • There is a need to further encourage the control of GHG emissions from the building and transportation sectors as the current initiatives are not sufficient to meet the sectors' targets. • A low-carbon life style including public transport needs to be promoted • Enhancing science and technology to improve the efficiency of the public transport sector is necessary to meet future challenges • Monitoring and statistical and accounting systems for GHG emissions are needed • International cooperation on climate change initiatives involving public transport should be promoted
India	Nihar Bindu Patra and Kiran Jadhav	<ul style="list-style-type: none"> • Some of the larger cities are using very old models of buses and trams and these need renewals through new investment. • Passenger capacity on existing networks needs to be increased with more service. • Over-crowded journeys are unsafe and more developed public transportation systems are needed. • The supply of safe, reliable, affordable public transportation systems and networks with integrated ticketing are needed. • With external assistance, the government must motivate interest and investment in environmentally friendly public transportation systems • Developing systems and networks through a pilot city is a possible way forward. • There is a strong need to focus on the development of electric mobility, in particular the charging infrastructure management using solar and wind energy as generation sources.

		<ul style="list-style-type: none"> • Before 2030 all mobility must be electric to reduce GHG emissions and reduce global warming to meet India’s targets. • “Go Green Before Green Go” must be promoted through the development of local public transport initiatives.
Mexico	Lea Katunaric and Rafael Olea	<ul style="list-style-type: none"> • Privatization of seaports, railroads, telecommunications, electricity, and natural gas presents unique investment opportunities to public transport • More efficient policies regarding public transport are needed • There is a need for external assistance to tackle political inefficiency, corruption and poor bureaucracy • Government election programmes must present their stand on clear energy sources and certainty of providing public transportation projects.
Pakistan	Mazen Khan and Zoya Shabeeb	<ul style="list-style-type: none"> • Elevation of future metro bus tracks is needed to adapt to increasing and more severe monsoons • Feeder routes that are currently under construction can connect universities to population so that the buses running empty be used optimally. These need to be encouraged. • The introduction of integrated public transport systems and ticketing will cut operational costs • Awareness programs for car owners are needed to address 1) multiple car ownership in one household and 2) the reluctance of upper-middle class to use public transport • For school-going children, private buses can be introduced with guards. For women, separate carriages are necessary for safety. • Training on a code of conduct for bus drivers is needed to prevent reckless driving, no smoking and efficient fuel usage • The creation of training centers for potentially unemployed private car drivers are suggested to employ them in public transport operations • As timetables are in many places not fixed, efficient management and maintenance of schedules and information are needed for users, potentially using mobile telephones • To save costs, safe but cheap buses for the poor class and higher maintained yet slightly more expensive buses for the upper class are suggested. • Careful attention to cleanliness and air conditioning during summers will encourage the shift of private car owners to public transport • Infrastructure for transport and other modes are needed (bicycle lanes and footpaths). • Introduction of buses with an incentive scheme in high-density posh areas is proposed.
Sri Lanka	Anant Goswami and Jia Le, See	<ul style="list-style-type: none"> • Introduce and incentivize low-emission Vehicles • Implement and extend the electric BRT in major cities • Implement and extend the use of electrified three-wheeler taxis • Implement and extend the electrification of the railway system in the suburbs of Columbo

Ukraine	Amir Baroud and Kateryna Gusyeva	<ul style="list-style-type: none"> • Create authorities and expert groups as well as a National Expertise Centre on Urban Transport, with required training and mentorship • Create sustainable funding plans and anti-corruption mechanisms. • Implement new technical guidance and standards for public transport. • Encourage the involvement of the private sector and businesses in developing the transport sector • Ensure public transport services are consistently provided, modernized and fully integrated in everyday life. • Implement the Kyiv Smart City Concept <ul style="list-style-type: none"> ○ Single Public Transport E-Ticket ○ Transport Dispatch Control for managing the movement of public transport and optimizing fuel consumption ○ Smart Transport Management System – for passenger transportation management and regulation. • Increasing the support from the European Investment Bank to improve, extend and renew the metro system
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Project Turntable
Scope of Contents and Programme

1. **Turntable Scope**

1.1 Phase 1 – Background and Data Collection

Students are to familiarize themselves with the relevant Agreements, documents and organizational issues

- Paris Agreement
- Importance and use of the Nationally Determine Contribution (NDCs)
- UITP Organization and its advocacy and outreach, in particular the scope of the Divisions (Africa, Asia Pacific-Australia-New Zealand, Europe, Eurasia, Latin America, Middle East and North Africa, North America), fields of activity (Authorities, Industry, Bus, Light Rail, Metro, Regional Transport, Regional and Suburban Rail), projects, programme and knowledge management.
- Phase 1 will commence with a briefing by Glenn Frommer in early January 2018.

1.2 Phase 2 – Initial Analysis

The initial analysis shall discover which countries' NDCs include offerings of public transport, and the type of offerings envisioned. In particular, the analysis shall conclude a one-page summary for each country concluding the following.

- Country
- Percentage of NDC committed to public transport
- The type and extent of public transport envisioned (new, existing, conceptual, type of propulsion etc.)
- In which cities or between which cities does the country envision its public transport initiative?
- Which segments are envisioned?
- Institutional capacity
- Financial / funding capability
- Correlation between the initiative and the relevant UITP Division / Field of Activity

The precise template for the one-page summary shall be proposed by the students and endorsed by the UITP Turntable Coordinating Committee prior to commencing analysis.

1.3 Phase 3 – Presentation of initial findings to UITP

An interim report shall be prepared including:

- summaries by geographies and segments;
- a world / country map showing the envisioned NDCs / transport initiatives shall be developed; and

- suggested prioritization for marketing of public transport initiatives through the UITP.

The interim report shall be developed in cooperation with the UITP Coordinator Phase 3 concludes with the UITP endorsing a prioritization of markets for public transport initiatives. The interim report shall inform the UITP on the Talanoa Dialogue.

1.4 Phase 4 – Marketing Plans

In Phase 4 detailed marketing plans are developed for the highest prioritized countries. Plans shall consider the envisioned UITP involvement, resources and benefits, timing, impact, segmentation of offerings, cities, institutional and financial capabilities.

1.5 Phase 5 - Final presentation to the UITP

Phase 5 shall conclude with a presentation of the marketing plans to the UITP.

1.6 Phase 6 – Closure and Final Report

Phase 6 conclude with full documentation of the project development for Phases 4 and 5. This includes a full set of materials, references and presentations.

- 1.7 The proposed 6-month Turntable programme is included in Attachment B. Flexibility in timing is envisioned.

Appendix B
Proposed Turntable Programme (Indicative only)

Phase No.	Name	Content	Months					
			Jan	Feb	March	April	May	June
1	Background and data collection	Paris Agreement, NDCs, UITP Organization	█					
2	Initial Analysis	Identify countries using NDCs		█				
3	UITP Presentation	Interim Report Presentation			*	*		
4	Marketing plans	Scenario planning				█	█	█
5	Presentation of plans to UITP							*
6	Meetings with Coordinator		█	█	█	█	█	█