

Sustainability in the Urban Public Transport Market

Project Brief as of February 2003



Adding value – buying green

- Short title:** SIPTRAM
- Full title:** Sustainability in the Urban Public Transport Market
- Objectives:** To encourage cities across Europe to improve the environmental and social standards in competitive tendering processes of urban public transport services.
- Summary:** Urban transport systems are now subjected to liberalisation, which is perceived partially as a threat, and partially as a chance to make systematic improvements and to develop high environmental and social standards. The project aims to promote competitive tendering in public urban transport as a chance rather than a threat or an obligation to improve environmental and social standards.
- Duration:** 1 January 2003 – May 2005
- Co-operation partners:** Verkehrsclub Deutschland (VCD)
European Federation for Transport and Environment (T&E)
- Working language:** English, (German, French, Spanish, Italian)
- Funding:** DG Environment - Community Framework for cooperation to promote sustainable urban development
- Project team:** Christoph Erdmenger, Director Eco-Procurement Programme
Mark Hidson, Project Co-ordinator
Vivien Führ, Project Officer
Amalia Ochoa, Project Officer



Summary

Public transport is one of the most significant sectors to consider in creating a sustainable urban environment. Urban transport systems are now subjected to liberalisation, which is perceived partially as a threat, and partially as a chance to make systematic improvements and to develop high environmental and social standards. The project aims to promote competitive tendering in public urban transport as a chance rather than a threat or an obligation. However, the precondition for successful improvement is strong management by local politicians and developing and maintaining a fruitful dialogue between the stakeholders concerned. This project, developed and carried out by the ICLEI European Secretariat, Verkehrsclub Deutschland (VCD) and the European Federation for Transport and Environment (T&E) represents a valuable step in the development of the public transport policies at the local level, contributing also to the improvement of the European legislation on this issue.

The project has three objectives:

1. Trigger exchange on good practices between local politicians as well as between local technical experts involved in public transport.
2. Explore, how a dialogue between procurers, suppliers, manufacturers and regulators can lead to a mutual increase both in environmental and social standards as well as in the cost-effectiveness and quality of public urban transport.
3. Enhance commitment of local authorities and other actors to high quality and sustainable public transport, therefore strengthening political objectives in the course of public transport tendering.

To address these objectives, the project includes several initiatives:

1. *Good Practice Assessment*: a guide will be developed showcasing how cities across Europe have improved the environmental, social and economic standards in urban public transport through the competitive tendering process.
2. *Political*: an Implementation Strategy will be developed through a workshop involving municipal decision-makers. The strategy aims to encourage cities to commit to sustainable management and development of public urban transport.
3. *Networking*: this initiative is designed to provide participants with a thorough insight into the practical knowledge that has been collected over recent years regarding the development, implementation and monitoring of competitive tendering and public urban transport.
4. *Multistakeholder Dialogue*: this approach will involve a dialogue between procurers, transport suppliers and vehicle manufacturers addressing issues such as standards in calls for tenders and possible technical developments.
5. *Hidden Subsidies*: the aim is to investigate how much a municipality subsidises motorised private transport (MPT).
6. *Benchmarking*: European cities will be benchmarked on the performance of their public transport systems. The comparison will focus on the level of public transport compared with other modes of transport; social, economic and environmental standards and the level of subsidies (public transport subsidies and as far as possible hidden subsidies).
7. *Dissemination*: the Good Practice Guide, the Charter, the benchmarking results and the conclusions of the networking activities will be disseminated to the wider audience of those not directly involved in the project. The aim is to allow a variety of actors to profit from the output of the project.