



NEWSLETTER

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EURIST Director's Message Dr. Jürgen Perschon



Dear members, associates and friends of the EUROPEAN INSTITUTE FOR SUSTAINABLE TRANSPORT,

Just 10 - very busy - months after the foundation of EURIST, we are pleased to share with you our 2d newsletter.

We are closing a very successful first year of existence with some exciting new projects and enthusiastic staff. And as you are reading this we are busy continuing our work on sustainable transport in 2012 and beyond and expanding our European and global network.

We hope you will stay connected to our work and support our projects in the future. We wish all of you a happy, peaceful and successful New Year.



Individual motorized mobility for 9 billion people? - A request to Rio 2012

Since 1992, the year of the Rio Conference on Sustainable Development, the transport sector has tried to contribute to the Millennium Development Goals, including the protection of the climate - with the improvement of public transport systems, the promotion of low cost mobility and the reduction of car traffic in our cities.

In the years after the conference there have been some good practices to cover the growing transport demand of a still growing global population. But mobility patterns have become less sustainable rather than more. Millions of new registered cars are being added to the roads of Delhi, Sao Paulo, Beijing and Johannesburg every day. The outcomes are expensive congestion, less urban productivity and millions of wasted hours in traffic jams. In addition,

there are environmental and public health consequences such as increased air pollution and traffic accidents.

As a consequence the transport sector's impact on climate change, sea-level rise and the intensity of hazardous and costly weather anomalies like storms, droughts and floods are high. Increasing demand for fossile fuels will bring peak oil closer and reduce our time to develop less fuel dependent transport.

Despite obvious limitations of available, affordable fuel in the foreseeable future urban middle class residents in Africa, Asia and Latin America are striving to own their personal car. Europeans and US Americans are living this doubtful dream and commuting to work over long distances and driving their families to far holiday destinations. We in the North are still transferring an unsustainable model of daily living to developing and transition countries, instead of rethinking the way we move people and goods.

The ultimate question here is: Will it be possible to maintain the idea of individual motorized mobility and even continue to transfer this culture to the rest of the world?

Many suggest that technological innovations like electric cars will prepare the way to achieve sustainable urban transport patterns globally. This is only partially true. Yes, sophisticated technological solutions can make production processes and logistics more efficient and thus certain vehicles more accessible and affordable especially in industrialized countries. But the majority of the world's population are living in rural settings, small cities or in the urban periphery of densely populated megacities – without space or money for cars. The global population just reached 7 billion and is expected to rise to more than 9 billion by 2050. Most of these will refer to lower income groups in the developing world, looking for access to adequate and affordable mobility.

Instead of continuing to promote the false dream of global individual mobility with e-cars, we should recapture the different dimensions of sustainability in transport, to assure access to opportunities for all and reduce transport sector CO2 emissions as much as possible.

Next year's Rio +20 Conference should recognize what a sustainable policy on transport means. This question was already discussed at the Bonn Symposium about Mobility – Development – Culture, held in December 2011, and I would finally like to invite you to read the 17 Theses on Sustainable Mobility, recently presented by EURIST at the Symposium.

EURIST Projects



QUEST Quality management tool for Energy efficient transport

EURIST has been working hard on the QUEST project since our last newsletter.

To recap, QUEST has three primary objectives:

- To develop an auditing and certification tool based on total quality management (TQM) for the evaluation and improvement of sustainable urban mobility in fifty medium-sized cities in Europe (population 50,000 to 300,000 people);
- To produce tailored action plans for participating cities, offering detailed recommendations for the improvement of policymaking processes and actions on the ground;
- To encourage the implementation of these action plans by awarding certificates to cities that formally commit to them.



Simon Field and Jürgen Perschon participated in the project kick-off meeting in Gent in June, which included a study tour of cycling infrastructure around the city (pictured). In the last few months we have contributed to Quest's state of the art review of mobility plan assessment, including conducting interviews with experts in the German cities of Freiburg and Tübingen.

We are currently writing two key sections of the Quest Practitioners' Manual, namely how to prepare tailored action plans and the process for awarding certificates to qualifying cities. This has been quite a mental challenge, since we will be working in cities with varying levels of sustainable mobility and very different policymaking processes.

EURIST will also coordinate the Quest work package on auditor training and the future of the Quest tool beyond the funded project phase. We expect the training to take place in Hamburg in June 2012. See website: www.quest-project.eu

Urban Transport Project - East Africa

The Global Environment Facility (GEF) has approved a grant of US\$2.85 million to address the sustainable transport challenges of three major cities in East Africa. According to the Executing Agency UN-HABITAT, the project will assist nearly eight million people in Addis Ababa, Ethiopia; Nairobi, Kenya; and Kampala, Uganda gaining improved access to low cost mobility options including efficient mass rapid transit and better cycling conditions.

Working with the governments of Ethiopia, Kenya and Uganda who have recognized the importance of efficient, low-cost public transport and non-motorized transport to alleviate poverty and spur economic growth, UN-Habitat with the support of GIZ (German International Cooperation Agency), EURIST and TRL (Transport Research Laboratory) will implement the project from 2012 to 2015.



TEST Africa: Transport and Energy Science Technology Network

The objective of the TEST project, which will take up its trainings in 5 african countries in 2012 is to strengthen scientific and technological capacity to support the formulation and implementation of sustainable transport policies which contribute to poverty reduction and economic development in South-East Africa. The project will develop a database collecting information on research capacities, networks and activities, best practice and research needs and technology needs related to traffic congestion, air pollution and road safety.



Publication Involvement in the UNCSO Process In collaboration with the HWWI, EURIST published the „Accompanying research on global sustainable transport in the context of the CSD-Process“ report, where EURIST provided good practice case studies on the strategies of developing and emerging countries to improve the sustainability of their transport systems. The goal of the report is to demonstrate that even countries with limited means can accomplish changes that increase accessibility and affordable transport, reduce climate change impacts, enable economic growth, achieve the Millennium Development Goals and ensure energy security, and that the lessons learned from these case studies can be applied in other locations around the world. The report was funded by the Umweltbundesamt. The publication will be available on our website soon.

Research on EU air quality directives In October 2011 EURIST conducted a research study about the new EU-Air Quality Directive for Volkswagen. These new directives place a higher degree of pressure to act on the local level and a higher interest on the causes and the outcomes of traffic-caused emissions. The research gives an overview of the new directives and shows examples for implementation measures from other countries. The governments have several options to encourage a shift in the transport modal split. For example, they could introduce restrictions like road user charges, access restriction and environmental zones. Further they can improve the transportation system through a massive extension of public transport, technological improvement like e-mobility and traffic parking management. A final option is the use of campaigns that raise awareness about the benefits of changing travel habits.



Research on international transport funding principles In November 2011 EURIST started a new project funded by the Federal Environment Agency focused on how international development lending organisations (World Bank, European Investment Bank, Asian Development Bank) can influence the future infrastructure in developing and transitionaig countries. Trends and criteria of the financing of infrastructure and sustainable mobility will be analysed. The study wants to show in which transportation systems the main organizations invest. The research product is ive an improvement plan for future investments.

Publication on urban cable car systems On behalf of Doppelmayr Seilbahn GmbH EURIST summarizes the book „Urbane Seilbahnen“ by Heiner Monheim, Christian Muschwitz, Wolfram Auer and Matthias Philippi and translates this into English. The book explains the key characteristics of cable cars, gives practical examples from systems in cities of Northern Africa, Latin America and Europe and discusses options to make urban cable car systems applicable to more cities around the world. It will be available on our website early 2012. The publication will be available on our website soon.





Bonn Symposium 2011 „Mobility-Development-Culture“ In the beginning of December, the Bonn “Mobility – Development – Culture” Symposium took place in the House of Deutsche Welle.

On the first day of the conference EURIST lead a workshop about the use of urban cable cars as an addition to the public transport network in different cities. The workshop featured three separate presentations. The first was given by Judith Adeniyi (EURIST) and provided a general overview of cable cars.

The second presentation explained the advantages of cable cars and their impacts on the environment. It used the example of Medellin, Columbia, and was presented by Wolfram Auer (Doppelmayr). The third presentation was given by Joachim Bergerhoff, a supporting member of EURIST and an expert in urban mobility. He provided a more critical voice to the discussion by mentioning the disadvantages of using cable cars within cities. These three controversial presentations gave the audience a solid background to this topic and prompted a lively discussion on the issue.



On the second day of the conference the director of EURIST, Dr. Jürgen Perschon, summarized the Bonn Symposium in his 17 thesis about fair and environmentally friendly mobility in developing and transiting countries. The 17 thesis can be downloaded at the EURIST website in early January 2012.

For more information, click here: www.bonn-symposium.de



EineWeltNetzwerk Event Together with the EineWeltNetzwerk e.V. Hamburg, EURIST presented an event on global cycling on Wednesday December 7th. The three presentations were about developments in cycling and transportation system in New York, Bogota and Kampala.



Dr. Jürgen Perschon discussed the transformation Bogota, Columbia, during the tenure of Enrique Penalosa. Michael Amabile, discussed some of the big and small changes he saw implemented on the streets of New York City during his time with the New York City Department of Transportation. And Patrick Kayemba, the director of FABIO, shared the challenges and possibilities of

cycling policy in Kampala. The introduction to this event was given by Prof. Carsten Gertz from TUHH and a EURIST advisory board member. The whole event was moderated by Christof Hertel from EURIST. Following the presentations there was a plenary discussion about the potential of Hamburg as a cycling city. The conclusion of this event was that Hamburg needs to start pilot-projects to implement more bicycle-friendly projects in Hamburg. The event was attended by roughly 50 people from academic, advocacy and governmental organizations.

Ecomobility Congress South Korea In the end of October EURIST took part in the Ecomobility Congress in Changwon, South Korea, which was attended by around 300 participants. EcoMobility refers to environmentally friendly and socially inclusive modes of transportation. It includes cycling, wheeling, walking and the use of public transportation, with special focus on intermodality. The presentations concentrated on cycling, e-bikes, bikesharing and featured city-specific successes and current plans for more ecomobile cities. EURIST had a poster presentation about the work of EURIST and held a presentation on the potential of urban cable propelled transit, which attracted the interest of many participants.

It was announced that ICLEI (International Council for Local Environmental Initiatives) and the Alliance will develop an Ecomobility-Sample-City for a period of a couple of weeks in 2013, where the world should experience how a fully ecomobile city looks and operates.

Our presentation on “Urban Cable propelled transit- High flying solution to urban Problems” can be downloaded on our website. www.eurist.info

EURIST Presentations



UN-HABITAT urban mobility strategy Christoph Hertel took part in the Expert Group Meeting „Achieving Sustainable Urban Development Priorities – UN-Habitat Urban Mobility Strategy“ which was held in Brussels in late November 2011. The meeting dealt with the environmental problems through the inefficient transport in developing countries and about the importance of mobility in urban planning.



The 2-day workshop, with about 20 transport experts, resulted in a critical review of draft chapters of the forthcoming Global Report on Human Settlements (GRHS 2013). The pic of the GRHS 2013 will be „Sustainable Urban Mobility“. The second result of the Expert Group Meeting was the idea for the new UN-Habitat Urban Mobility Strategy “Achieving Sustainable Urban Development Priorities”.

Bavarian Forum Green Cities On 29th of September Christof Hertel had two presentations and the workshop “Mobilityconcepts for freight traffic” for EURIST. It’s an annual forum from the Ostbayerisches Technologie-Transfer-Institut e.V (East-Bavarian Institute for Technology Transfer), which is a merger of companies and institutions based in Regensburg. The first presentation was about the urbanistic integration possibilities for the green logistic in cities. The second presented the work of EURIST and the latest news about bus rapid transit systems. 150 participants from municipalities, planning agencies, business and science attended. We are happy to announce that EURIST will be part of the conference next year again.



Green Logistics Conference Singapore In Summer EURIST presented Best European Practice in Freight & Logistics at the Green Logistics Conference in Singapore on August 31st, organised by the LTA Singapore - Land and Transport Authority and German DAAD.



The presentation can be downloaded on our website.

New german alliance on sustainable mobility Sabine Leidig, MP and transport spokesperson of „Die Linke“ in the German Parliament, together with Prof. Udo Becker, invited a group of German transport policy NGOs and experts to an informal exchange and networking event in the Bundestag in Berlin. EURIST Research Coordinator, Christof Hertel, attended the meeting in the end of August. First results of the fertile exchange will be presented during a follow up meeting that has already been planned for 2012.





1st Annual General Meeting We are pleased to invite all EURIST Members to our first Annual Meeting in Hamburg on Saturday February 25th 2012. The Meeting Agenda & Program, the EURIST Strategy 2012-2015 and the Annual Report 2011 will be sent by the end of January. Moreover all Members are invited to join a site visit to the medieval city of Celle (150km south of Hamburg). The visit will be on Sunday 26th and led by our member Barbara Kipke.

We are looking forward to welcome all Members in Hamburg.

Introduction of new staff members - Fellowship Since October 2011 Michael Amabile joined our Team. Michael is an urban planner who has worked with various entities to promote sustainable transport since 2007. He has been involved with transportation and planning projects in New York City including bus rapid transit, variable rate parking programs, mobility management and research on ways to link cycling and transit. He has worked at the Pratt Center for Community Development and the New York City Department of Transportation. He received his Master of Science in City and Regional Planning from the Pratt Institute in Brooklyn, New York. He is one of the Alexander von Humboldt Foundation's 2011-2012 German Chancellor Fellows.



He will research best practices from Germany and Europe on linking transit and cycling and urban planning practices that support non-motorized transport. He hopes to conduct rider surveys to learn what influences modal choice and to interview planners and policy makers about how they plan for and promote non-motorized transport at the neighborhood level. He is living in Hamburg with his wife and their young son and will stay until Autumn 2012.

Interns We would like to introduce you to our two interns, Heike and Isabell. They began with us in October 2011 and we are happy to be their host.

Heike is finishing her Bachelor in applied geography with focus on spatial planning and development on the University of Trier. During her study at the University of Trier she started together with other fellow students and Isabell the campaign Zweibeinprinzip. She is writing her bachelor thesis about the conversion of church buildings with the influence on the urban district. She joined EURIST because of her interest in spatial planning, transportation systems and development aid.



Isabell, born in the internationally recognized cycling friendly city Münster, is a passionate geographer who intensively campaigns for the promoting of cycling. During her study at the University of Trier she was part of the team that started the campaign Zweibeinprinzip. Focusing her study on bicycle planning, Isabell wrote her bachelor thesis about the bicycle concepts in Münster. As a project assistant at the European Institute for Sustainable Transport (EURIST) and the Make A Move campaign, she brought all her ideas and experiences from working and travelling into the project. In December Isabell began a job with the City Council of Münster. She is the contact person for cycling concept and promotion.



Memberships Nine month after the founding of EURIST, we already have 29 members including three honorary members and two supporting members. The members of EURIST build a solid foundation to achieve our vision and mission successfully. EURIST is planning an annual meeting, on which all our members are invited to celebrate jointly a great first year and to start up the second year of the existence. We hope that all EURIST members can join us for our annual meeting on February 25. 2012 in Hamburg.

If you are not a member by now, become one ! Join us on our website: www.eurist.info !



Launch of Make a Move Campaign On 28th of November EURIST's Make A Move Campaign officially launched.

The Make A Move Campaign focuses on the immobile by promoting, creating and providing access to means of appropriate and sustainable transport, in terms of a positive contribution to the social, economic and environmental sustainability of the communities they serve. The Make A Move Campaign develops projects, together with its project partners, to assist communities of the global south that lack adequate mobility and suffer from a low daily range. The Make A Move team lately was able to inform on the work of FABIO (First African Bicycle Information Organization in Uganda) in an article that was published in the Christmas issue, where upon we received a great resonance.



Please find the latest updates on www.makeamovecampaign.com and subscribe to its newsletter to receive regular updates.

New supporting members We are pleased to present our two new supporting members. The Hamburg University of Technology (TUHH) and Joachim Bergerhoff.

The Hamburg University of Technology is one of the newest technological University of Germany. It is based in Hamburg-Harburg and has about 100 professors and 5,000 students. Prof. Carsten Gertz of the TUHH's Institute for Transport and Logistics is also on EURIST's advisory board.

Joachim Bergerhoff is an expert in urban mobility and active on all fronts of sustainable mobility. He is also a founding member of Pro Vélo (Brussels). Bergerhoff is Senior Strategic Analyst at "Société des Transports Intercommunaux de Bruxelles", the public transport operator of Brussels. Joachim also takes special interest in West African urban transport and mobility issues, which he has studied during several visits over recent years.

EURIST now Slocat member SLoCaT (the Partnership on Sustainable, Low Carbon Transport) improves the knowledge on sustainable low carbon transport, helps develop better policies and catalyze their implementation. Over 50 organizations have joined the Partnership. SLoCaT is a voluntary multi-stakeholder initiative that contributes to the implementation of the Agenda 21, Rio+5 and the Johannesburg Plan of Implementation (JPOI).

EURIST signed the four established development goals for consideration as input to the compilation document. This document helps develop the zero draft of the declaration for the Rio+20 Global Conference on Sustainable Development in June 2012.

1. Adopt a Sustainable Development Goal specific to transportation
2. Adopt targets and indicators to measure progress towards sustainable transport and promote the development
3. Strengthen institutional arrangements to advance sustainable transport
4. Endorse and encourage voluntary country actions for sustainable transport

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