



Press Kit

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CONTENTS

1. Transports Publics 2014, the European Mobility Exhibition	p.5
2. Cooperation for a dynamic sector	p.9
3. Guest of honour: the Brazilian city of Curitiba	p.11
4. The very best in innovation	p.13
5. 2014 focus on innovation: connected mobility	p.17
6. Programme of talks	p.19
7. Moving Together: an unprecedented policy conference	p.25
8. Promoting present and future mobility stakeholders.....	p.27
9. Day by day programme.....	p.29
10. The organisers.....	p.33
11. An environmentally responsible event.....	p.35
12. Practical details.....	p.37



Transports Publics 2014, The European Mobility Exhibition

The major European event for all key players in sustainable mobility

Transports Publics, the European Mobility Exhibition, is the not-to-be-missed biennial exhibition for all the key players in public transport and sustainable mobility from across Europe – featuring urban, interurban and regional transport, as well as alternative mode transport.

Transports Publics is recognised as the European showcase for innovations in equipment, services and policies relating to the entire mobility sector, **bringing together highly qualified professionals and decision-makers.**

Over 10,000 participants come together over three days to discuss the latest innovations, meet prospects and nurture loyalty with their customers and partners.

Transports Publics 2014 in figures:

- 30,000 sqm of exhibition space
- 10,000 professional participants expected
- Over 50 countries represented
- 250 international exhibitors covering every aspect of sustainable mobility
- 250 journalists from across Europe
- 1 guest of honour: the Brazilian city of Curitiba and its transport network URBS

Mobility – a market with a host of different opportunities

Today, mobility is a key driving force in regional development. Projects are springing up in cities throughout Europe. Local authorities and operators are adjusting to new travel needs by providing intermodal solutions. In response to this demand, industry players, OEMs and service providers are constantly coming up with new, environmentally-friendly innovations. This increasingly globalised market encompasses activities that now go hand in hand with the development of sustainable mobility – telephony, information technology, parking, self-service car hire, and more. The European Mobility Exhibition offers a whole range of opportunities for meeting partners in an ever-expanding sector.



Professionals from Europe and beyond

Thanks to a strong commitment on the part of European stakeholders in public transport and sustainable forms of travel, Transports Publics 2014 stands out as the only European exhibition to present an all-round, multimodal offering. 250 exhibitors will be displaying their best solutions for facilitating and developing mobility. The recurring theme throughout is the desire to progress transport issues in Europe and promote the most innovative products and services on the market.



Exhibitors: all modes

- Industrial players, manufacturers, subcontractors: rail (trains, metros, trams, tram-trains), buses, trolleybuses, guided vehicles, coaches, active mobility (cycling, walking, car-sharing, car-pooling...)
- Transport operators
- Organising authorities
- Public works, infrastructures, civil engineering, construction
- Street furniture, passenger operations and information systems, parking
- E-money and ticketing
- Design
- Banking and insurance
- Energy
- Training and more

Three days of beneficial discussions for exhibitors:

- 95% are satisfied with the quality of visitors
- 93% make useful contacts
- 56% establish commercial contacts in Europe or beyond.

Active mobility has its own dedicated space

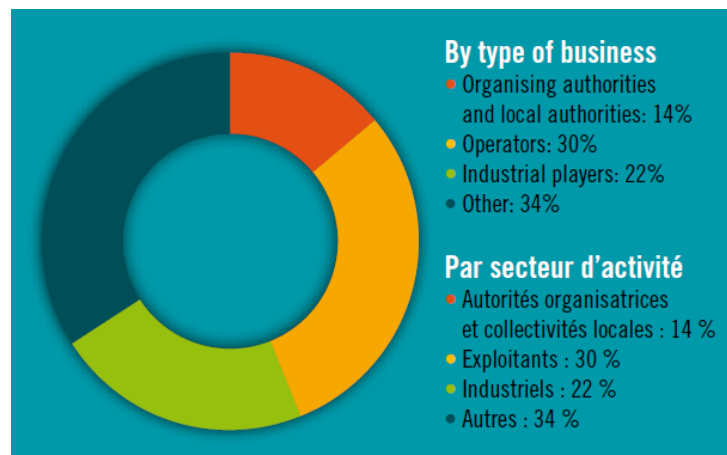
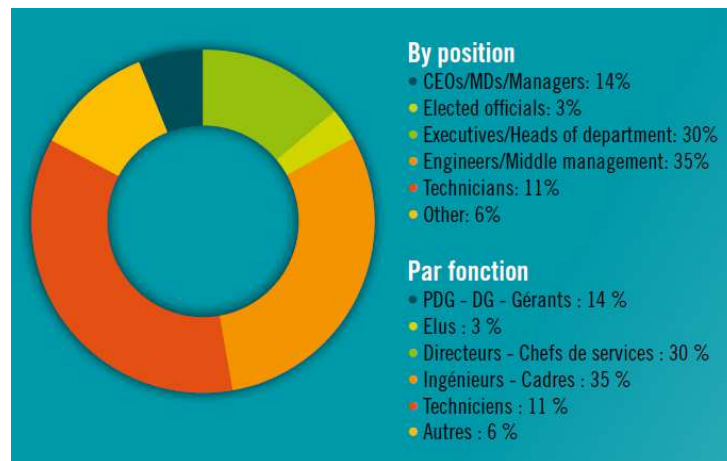
Cycling and walking are key links in the mobility chain, so 500 sqm of space has been set aside for France's club of cycle-friendly towns and territories (Club des villes et territoires cyclables) to present all forms of active mobility. This space will be a meeting-place for elected officials, manufacturers, OEMs, service providers, designers, street furniture companies, experts, non-profit bodies, and government departments that all share the same objectives: developing the daily use of bicycles (a mode of transport in their own right), modal transfer, sustainable urban infrastructure and active mobility policies.

High-level visitors

The European Mobility Exhibition is a rapidly-growing exhibition. Visitor numbers have risen significantly since its inception.

There are also increasing numbers of international visitors: **some fifty countries** were represented at the 2012 exhibition, with a number of notable foreign delegations from the rest of Europe and beyond: China, South Africa, Algeria, Australia, Brazil, Canada, the USA, the United Arab Emirates, Morocco, Israel, Mexico, Russia, Turkey and elsewhere.

Half of all visitors are directly involved in purchasing decisions.





Cooperation for a dynamic sector

A unique approach: elected officials in charge of transport working together with operators

Transports publics 2014, the European Mobility Exhibition, is the fruit of an innovative partnership between politicians and operators. GART is the association of elected officials with responsibility for transport, while UTP represents transport companies. They have joined forces to bring together all mobility stakeholders in a common initiative.

GIE Objectif transport public is an outworking of this partnership, designed to promote public transport and the development of sustainable mobility. The mission of Objectif transport public includes major events directed at professionals and the general public, including the European Mobility Exhibition.

Active support from European partners

The influence of the Exhibition is such that a **Promotion Committee** has been established to support it. It is also supported by the **European Union Committee of Regions**.

The Promotion Committee brings together operator groups and elected officials from various European countries, along with the Guests of Honour. These participants are excellently placed to support the exhibition, pass on information about it and encourage attendance by stakeholders from many countries with an interest in any aspect of the sustainable mobility sector.

The Promotion Committee



Collaboration with UITP

As in 2010 and 2012, Transports Publics 2014 is being organised in close collaboration with the International Public Transport Union (UITP) to further enhance the exhibition's international impact.

This year, UITP, GIE Objectif transport public, GART and UTP are working even more closely together to promote the sector across Europe. They have joined forces to organise the first edition of **Moving Together, the European Mobility Conference**, bringing together leading figures from across Europe to offer strategic insights on current affairs.

Europe: Key figures for urban and metropolitan public transport

- Annual investment in public transport: **€40 billion**.
- **60 billion** passenger journeys per year.
- **1,200,000** direct jobs in public transport in the EU-27, with **157,000** indirect jobs in Germany, **160,000** in France, etc.
- **€130 billion-€150 billion** per year contributed in total by public transport to the EU economy, representing **1-1.2%** of EU GDP.
- **23%** more journeys using urban transport in France between 2000 and 2011; **17%** more in the United Kingdom, **10%** more in Spain, **9%** more in Germany, **8%** more in Italy.
- Mean modal distribution in European metropolitan areas: **15% public transport, 30% cycling and walking and 55% private motor vehicles**.
- By 2025, the total size of Europe's network is set to double to 17,500 km of routes in all.
- Number of hours lost to congestion in 2013: 83 hours per driver in Brussels, 82 hours in London, 63 hours in Rotterdam, 60 hours in Stuttgart, 56 hours in Milan, 55 hours in Paris.
- For all EU-27 countries as a whole, the total external costs of urban transport systems have been estimated to amount to **€230 billion** per year.

Sources: UITP – 2008, UTP – 2011, Study for an impact assessment of the urban mobility offering – 2013, Inrix – 2013, Le Figaro, Sept. 2010

Guest of honour: the Brazilian city of Curitiba and URBS

For the sixth edition of the European Mobility Exhibition, Transports Publics 2014 will be welcoming the Brazilian city of Curitiba as Guest of Honour. This will be the first time the exhibition has given pride of place to a transport network from outside Europe: a clear sign of the international scope of the event.

Curitiba – a smart city



Prefeitura de Curitiba

The capital of Paraná, Curitiba lies at the hub of 29 municipalities forming the Metropolitan Region of Curitiba with total a population of 3.2 million. Most of the city's wealth derives from the service sector, but it is also a sizeable industrial centre, with companies of different sizes from various segments. The city also invests heavily in technology, research and innovation. Curitiba has become firmly established as an international model for environmentally-friendly cities. Its busway service – essentially an overground metro – epitomises its desire to deliver the best possible level of service to users of its public transport system. As a result, in 2009, Forbes magazine put it in third place worldwide in its "Smart City" rankings, based on management excellence combining environmental concerns, quality of life and economic development. This reputation is largely due to its transport network URBS, used on a daily basis by 70% of the 3.2 million inhabitants.

URBS, Curitiba's integrated transport network



URBS was created by Municipal Law in 1963 to administrate the Curitiba Urbanization Fund. As a mixed-economy company, URBS is in charge of planning, management, operation, control and inspection of public transport, as well as the administration of urban installations and public spaces.

URBS is thus responsible for urban and metropolitan public transportation, commercial transportation, school buses, taxi services and motor freight. Key features of URBS include:

- Extensive access to any destination with a single fare
- A network of main lines and feeder lines
- Enclosed stations facilitate boarding
- 81 km of right-of-way transport
- Stations off main routes to increase catchment area.

A crucible of innovation

The city's "aboveground metro" was devised in the early 1980s. The council found that its bus network was not attractive enough, so it decided to set up 'high service level' interchanges resembling metro stations, featuring phone booths, newsstands, shops, and so on. In another move reminiscent of metro infrastructure, Curitiba also installed "boarding tubes" for people to get on and off the buses. Passengers access these enclosed areas via turnstiles. Once on the platform, passengers get on or off the bus through automatic doors that open once the vehicle has come to a halt. This system keeps fraud down, makes getting on and off safer, and provides access for reduced-mobility passengers.



Curitiba is set to pursue its efforts in favour of eco-mobility: at the end of 2013, it decided to develop a vast network of cycle tracks. Its "Bicycle Master Plan" calls for the creation of 300 km of cycle tracks by 2016. A budget of R\$90 million (approx. €28 million) has been earmarked for the project.

Curitiba will be presenting this plan, designed to encourage the use of bikes across the city, in more detail at the Transports Publics 2014 exhibition. It will also be explaining the various network extensions being considered, as well as projects relating to electric mobility.



The very best in innovation

Users' expectations of public transport are increasingly stringent – and diverse. Consequently, the challenge is to respond to demand in a variety of ways: innovating in terms of multimodal solutions and promoting complementary offerings, geared to current lifestyles and the requirements of sustainable development.

The exhibition brings together the latest innovations in equipment, techniques and management, as implemented throughout Europe.



Innovations in energy

“Clean” technologies provide transport which is increasingly environmentally-friendly, quieter and less polluting, improving the quality of the air we breathe. Some fifty vehicles will be on show at the Exhibition, including buses with hybrid or electric engines compatible with the Euro 6 standard, latest-generation coaches, rolling stock and more.

Passenger services

Ticketing and passenger information are two key priorities for European networks. They are key elements in making network offerings easier to understand and thereby winning over new customers. Interoperability of systems between localities, within the same general area and much further afield, is a key challenge for the future. Networking different regional multimodal information systems has already been achieved in a number of European nations. Technologies playing their part in intermodal transport include NFC, 4G and various applications, all of which will feature widely at the exhibition.

Two ‘Innovation Tracks’

- The “Innovation Track”: The European Mobility Exhibition is designed to promote innovations on the part of the 250 exhibitors to all mobility stakeholders, across the whole of Europe and internationally. These innovations will feature on the “Innovation Track”.
- The “Connected Mobility Track” (see p.14): an additional track will follow the Exhibition’s 2014 theme of connected mobility. Companies presenting innovations relating to intelligent transport systems, passenger information, the internet, NFC, mobiles, open data, geolocation, and indeed any aspect of mobility 2.0/3.0 will feature on this themed track.

Some of the innovations to be presented

- **Data Mining** by Xerox Business Solutions. The US document management giant will be presenting its solutions aimed at mapping network usage.
- **Davis Web Rail** by Dilax: a metering solution dedicated to regional train transport.
- **Pantograph monitoring systems** from DTI Group Ltd: pantographs are the articulated apparatus that allows an electric locomotive to pick up power from the overhead cable.
- **Customer-oriented marketing actions** from EFFIA Synergies. One of the solutions to be presented involves a welcome message sent by SMS or e-mail within 24 hours of a new customer's first purchase.
- **Navitia 2** by Keolis: software comprising online modules that can be integrated into existing passenger information systems, adding more ready-to-use functions.
- **Inswinging door 029G** by Masats: a new generation of bus door that benefits from a guide system at the top of the unit.
- The latest **urban cable car** from Doppelmayr: a cable car specially equipped for urban transport, including features such as CCTV, grab bars, an emergency call point and information displays.
- **Ellisup**, the fruit of an EDF-Iveco partnership: a super-capacity lithium-battery electric bus (*'autobus Electrique à batteries au Lithium et SUPercapacités'*) with a new-generation terminus-based fast charge system
- **Regio 2N** and **Francilien** from Bombardier: two latest generation, high-capacity regional trainsets.
- **SmarterMobility** project by Transdev, developed in partnership with IBM. This system makes it possible to predict journey times and suggest the best multimodal route at any given time.
- **Volvo 7900** from Volvo Bus: the second series production hybrid bus from Volvo. Its electric powertrain aims to bring down fuel consumption by 39% and CO2 emissions by 50%.
- Four software solutions from Thales: **Instant Mobility**, a real-time multimodal route planner; **Mobile Top Up**, to top up travelcards using a cellphone; **Business Analytics**, a data mining tool that analyses information from transport networks; and the **Dream Gate** turnstile, incorporating latest-generation technology.
- **E-Cardan Reload**, a contactless recharging electric assist bike from Arcade Cycles. This is an electric assist bike with no chain or derailleur gear system. Instead, it uses a cv joint system combined with a gearbox integrated in the hub.

The “Public Transport Innovation Awards”

The **Public Transport Innovation Awards** ceremony is one of the regular highlights of the exhibition, organised under the aegis of the Ministry for Sustainable Development. The awards are presented by a panel of independent experts for the best innovations by industrial and service companies present at the exhibition.

Exhibitors may enter in one of the following four categories:

- **Energy and the Environment**
Innovative technologies and services that cut energy consumption and greenhouse gases in public transport vehicles, contribute to the preservation of the environment (noise, vibration, pollution, the use of recyclable and recycled materials, etc.) or improve organisational and management aspects (economical driving, maintenance, etc.).
- **Service management systems**
Innovative technologies and services that make it possible to improve public transport network management systems and mobility services (not including passenger information and ticketing).
- **Passenger information and ticketing**
Innovative technologies and services relating to passenger information systems and ticketing.
- **Accessibility, fittings, facilities and design**
Innovative technologies and services that heighten the appeal of public transport. Innovations may relate to improvements in accessibility, comfort, styling or attractiveness of the transport system: rolling stock, stations, transport spaces including stations, interchanges, park and rides, stops as well as equipment relating to access, signage and so on.

→ Awards ceremony: Tuesday 10 June, 11.30am, Carrefour de l'Europe



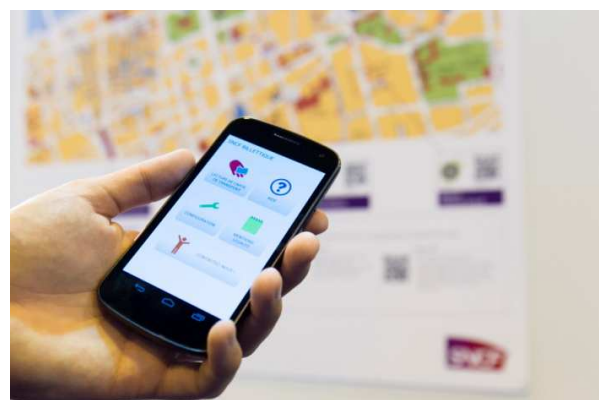


2014 focus on innovation: connected mobility

The ability of public transport to be “connected” is a key factor in its future – and a central theme of the 2014 edition of the Exhibition. Buses and trains are increasingly being hooked up to the Internet as well as the operator’s information system, using satellite or mobile networks; this opens up plenty of new potential applications. The first of these is on-board Internet. A mobile signal is used to create a local wi-fi network, enabling passengers to log on and browse the web using their mobile phone or laptop. The advent of 4G also offers enhanced connection between passengers and the network, which can deliver data on traffic information, routes and so on. New infrastructures are being put in place to facilitate access to the Internet from transport networks, particularly in metro systems.

Smartphones are already virtually second nature for passengers. Their rapid spread has changed the game when it comes to new technologies and public transport, in everything from NFC ticketing to Internet access on board trains and buses via rolling stock location – and a host of other apps. These new technologies are easing passenger journeys and improving traffic conditions. It therefore comes as little surprise to see telephony operators investing increasingly in the field of public transport. The next step will be the widespread deployment of smartphone-based payment and ticket validation.

The European Mobility Exhibition in June will be showcasing this type of innovation – and thereby offering an insight into tomorrow’s transport.



What exactly is “connected mobility”?

- Intelligent transport systems
- Wi-fi and 3G/4G in public transport
- Passenger information: digital displays, interactive maps, on-board terminals, matrix signs, interactive terminals and call points
- NFC (validation using travelcards or enabled smartphones)
- Smartphone applications
- Open data (e.g. for the Vélib’ self-service bike system since Spring 2013)
- Geolocation/on-board navigation systems
- 3D, augmented reality
- Social networks (real-time traffic information, community management, etc.)
- Smart maps (inter-operator and inter-modal)
- Exchange schemes/websites (e.g. car-pooling websites)
- Passenger loyalty programmes



Programme of talks

Connected mobility

With the rapid rise of smartphones across the world, new technologies have found a medium through which passenger information can be extended and ticketing systems overhauled, thanks to constantly-improving applications. Amongst the various technologies being developed, NFC (Near Field Communication) looks set to deliver major progress in the years to come. Contactless technologies and their applications for transport are already widespread in Asia, where passengers use them when taking the tram or buying tickets, and are attracting increasing interest on the part of European authorities and professionals.

Wednesday 11 June – 2pm-3.30pm

NFC: services to increase the attractiveness of public transport

For several years now, the advent of contactless payment using smartphones or bank cards with NFC chips has been heralded throughout Europe – but implementation has been very uneven from country to country across the continent. Indeed, expanding this mode of payment and ticket storage for public transport requires strategies that promote the use of this technology and related services. These need to be formulated jointly by all the stakeholders: governments, transport authorities and operators, telecoms operators, and others. The challenge of rolling out such strategies lies at the heart of this roundtable debate: how can the best possible service for public transport users be delivered?

Accessibility

One year from the deadline set in its 2005 Accessibility Act, it is clear that France will not achieve the goal of making all public places and transport accessible to reduced-mobility users. A national consultation on making buildings and public transport accessible was concluded in early 2014, enabling the Prime Minister to issue an order establishing a new legal arsenal.

Tuesday 10 June – 10am-11.30am

The twin challenges of accessibility and an ageing population

Today, over one third of all Europeans are aged over 50. By 2030, this proportion is expected to rise to over 50%. The growing number of elderly people is already influencing economic and social life in Europe and will do so increasingly in the future. It will have an impact on how people travel; older generations will naturally wish to continue to enjoy the freedom of movement that has always been part of their lifestyle. How can local authorities and transport operators in France and across Europe work together to take up this new challenge for society?

Parking

In France, 35% of motorists pay to park. This is a relatively small proportion compared to the country's European neighbours, including Spain and the UK – where the figures are 70% and 95% respectively. Today, only one fifth of the 65% of French people who receive parking tickets pay the fines. The recent adoption by the French parliament of the principle of decentralised parking enforcement will make it possible to improve the recovery rate and in addition, provide local authorities with the necessary powers to improve traffic management in city centres.

Tuesday 10 June – 4pm-5.30pm

Decentralised parking and decriminalised parking enforcement: the view of mobility authorities

The adoption last January in France of the “MAPTAM Act” has opened the way for reforms of decentralised parking and decriminalised parking enforcement. At the crossroads between publication of the various decrees of application and elected officials' expectations in this respect, the roundtable debate will be an opportunity for politicians and specialists to review the issues facing local authorities, who now find themselves with full powers to organise all aspects of mobility within their territory.

Wednesday 11 June – 4pm-5pm

Operator contributions to parking

In European cities from London to Barcelona via Brussels, Copenhagen, Stockholm, Zurich, Amsterdam and elsewhere, parking is an essential source of leverage in mobility policies and the development of urban public space. In particular, it can be a relevant, sustainable solution for achieving modal transfer away from individuals travelling alone in cars in favour of alternative forms of transport. In France, decriminalised parking enforcement, which became law in late 2013, has opened the way for better management of this valuable resource, now fully available for local authorities to use. The discussion will look at how transport and parking operators can contribute to this new organisation of mobility.



Funding public transport

Public transport contributes €130-€150 billion to Europe's economy: 1-1.2% of the EU's entire GDP. The sector employs 1,200,000 people across the European Union. Consequently, the issue of funding for public transport is a crucial in this vital economic sector. In France, where the rate of coverage of operating expenses is only 31.5%, new economic models for public transport funding need to be found.

Wednesday 11 June – 10am-11.30am

Sources of funding for everyday transport

In France, postponement of the "ecotax", a rise in VAT and a fall in government funds earmarked for local authorities are all bad news for long-term funding of everyday public transport. At the same time, demand for mobility is constantly on the rise, as are users' preferences for related services facilitating travel and encouraging modal transfer. Bringing together representatives from all three levels of local authority with responsibility for transport (French transport authorities, *départements* and regions) the aim of this debate will be to identify sources of financial leverage that can help bolster budgets earmarked for sustainable mobility.

Stations

Stations are no longer designed solely to cater for trains and their passengers. They are structured in order to facilitate all types of travel and interchange. They also aspire to play a greater role as service areas, not only for customers, but also for all passers-by and local residents. Amid a general trend to promote urban density and intensity, they form a keystone of new, more environmentally-friendly and user-friendly town planning.

Thursday 12 June – 11.30am-1pm

Modes of governance for stations

One only has to consider London St Pancras, Nagoya station in Japan, Berlin's Hauptbahnhof main station and Union Station in Washington, DC to realise that there are multiple models of main line station, in terms of both architecture and governance. Some are operated completely independently, others by rail operators, others still are run jointly. This session will look at the modes of governance used for stations in Europe and across the world and consider the advantages and drawbacks of each, as well as looking at how to avoid pitfalls. It will also examine best practices and see what lessons can be learned. These questions are increasingly important when creating open living spaces that are connected to the city, acting as an interchange and modal transfer hub – and also fully integrated into the urban fabric and the social and economic life of the community.

Quebec

Public transport is vital in the day-to-day life of Quebec's principal cities: over half a million people use it daily. Investments in this sector are therefore an economic powerhouse, providing twice as much stimulation to the economy as cars. However, Quebec still needs to acquire clean, high-performance transport networks to improve the public transport service offering for its residents. This will involve it providing transport authorities with the funding commensurate with its ambitions.

Tuesday 10 June – 2pm-3pm

Public transport in Quebec: key issues and challenges

With creaking public infrastructure, urban sprawl, a growing number of cars and worsening congestion, the province of Quebec is encountering similar problems to many European nations. Despite significant financial contributions from federal and provincial government, investment in public transport infrastructure is still well below what Quebec needs in order to have a public transport system capable of engaging fully with these issues. Quebec politicians and experts will be focusing on questions such as the attractiveness of public transport, the governance of mobility, financial aspects, and the relationship between transport and planning.

Transport Research Arena

TRA (Transport Research Arena) is a European conference held every two years, bringing together the best researchers and engineers along with politicians and company heads. Two months after the 2014 edition, to be held in Paris, a roundtable debate will be presenting TRA flagship projects.

Thursday 12 June – 10am-11am

“Transport Research Arena”: R&D for sustainable mobility

What will the cities of tomorrow look like? What major innovations can be expected in terms of sustainable mobility? How can intelligent urban living be defined? These and other subjects will be dealt with in presentations at the fifth Transport Research Arena conference in April 2014. Supported by the European Commission, this international event, at which some three thousand researchers and professionals are expected, is being organised with an eye to the goals of the EU's “Horizon 2020” research and innovation programme. The conference also aims to foster links between the worlds of science and enterprise.

The Grand Paris project

Grand Paris is a strategic project for the future of the Île-de-France region involving the construction of over 200 km of automatic metro lines to link the various parts of the region and facilitate the day-to-day life of its inhabitants.

The outlook by 2030:

- 205 km of automatic metro lines will be built
- 72 new stations will help link key hubs in Grand Paris, its three airports and its high-speed rail stations
- 2 million passengers will use the new network daily
- journey times will be much faster, particularly between suburbs, with orbital lines and metro trains travelling at between 55 and 60 km/h.

Thursday 12 June – 2.30pm-4.30pm

The Grand Paris project: a showcase for the French rail industry

This debate will be an opportunity to present the project's chief characteristics and the expected outcomes for French industry (especially in terms of jobs), both domestically and on export markets.



Moving Together: an unprecedented policy conference

During the 2014 European Mobility Exhibition, UITP, GIE Objectif transport public, GART and UTP are joining forces to promote mobility in Europe. Together, they are organising the first edition of **Moving Together, the European Mobility Conference**, bringing together leading figures from across Europe to offer strategic insights on current affairs.

“Getting ahead of change!”

In a fast changing world, European policies aim to support the development of smart, sustainable and inclusive economies. Cities and metropolitan areas are powerhouses of economic development. They are also on the front line when it comes to tackling obstacles to growth and employment, such as social exclusion and environmental degradation.

The aim of this conference is to provide participants with critical perspectives on the future European environment, including new business models that will help formulate plans to capture opportunities and prepare for emerging threats. In the field of urban mobility in particular, the question is whether these European initiatives and policies will help mitigate the negative climate, noise, air pollution, congestion and economic impacts of more urban transport.

Wednesday 11 June

- Presentations: Mobility for cities of tomorrow – Challenges, vision, ways forward.
- Roundtable debate: Challenges and Solutions from the perspective of Cities
- Presentations: New Eurobarometer results: Are Europeans happy with their public transport?

Thursday 12 June

- Presentations: Between public service and private mobility – Future financing of urban mobility
- Round table: What new business models for public transport? The perspective of operators, transport authorities and institutional stakeholders.

Admission by registration only.
www.moving-together.com





Promoting present and future mobility stakeholders

The 'Talent in mobility' awards

The organisers' aim in holding the Talent in Mobility awards is to **honour women and men whose initiatives and accomplishments are contributing to the growth of public transport**. These awards are particularly appropriate in a sector in which plant is often seen as more important than people.

The awards go to the best European professionals working in public transport, new mobility services and green modes: people who stand out in their company, local authority or organisation.

The 'Talent in Mobility' awards aim to raise awareness of the importance of these players across Europe. People from all walks of mobility and from all types of structure, professions and jobs can take part. The selection criteria relate to individuals' skills, talent and commitment.



Four 'Talents' will be honoured by a panel of experts from across Europe:

- **The best young 'Talent'**
- **The best project manager**
- **The best manager**
- **A 'special career service' award**

The web users' award will be presented to the person in any category who wins the most votes cast by professionals online on the exhibition website, www.transportspublics-expo.com.

→ **Awards ceremony: Thursday 11 June, 11.30am, Carrefour de l'Europe.**

The Golden Bus award

At each edition of the Exhibition, the UTP organises the Golden Bus contest, honouring the best bus drivers.

Some fifty bus drivers from French and other European public transport networks are involved in this competition, which aims to promote and reward drivers – the visible face of urban public transport operators' service relations.

The contest consists of a number of different stages:

- All contestants take a theory test consisting of multiple-choice questionnaire covering familiarity with transport and legislation, before moving on to handling trials on a special circuit.
- The ten finalists will then be assessed on technical driving skills (reverse slalom and precision stop) and their driving in terms of sustainable development. The last test examines service relations (welcoming passengers and driving comfort) in real conditions on a section of a Paris bus route.

→ The awards will be presented on Wednesday 11 June at 5.30pm,
Carrefour de l'Europe.

The 'First Job' forum

Organised for the fourth year in a row at the exhibition, the First Job Forum is an opportunity to welcome final-year students and recent graduates and put them in touch with exhibitors that are hiring or that are keen to present the types of job and career prospects available in the sector.



At this time of economic crisis, public transport is bearing up well and offers a number of genuine advantages. For France, these include the following:

- **Net job creation:**
In spite of the crisis, the urban transport sector is continuing to grow, recruiting over 2,000 employees per year. It has a total workforce in France of 45,000.
- **Stable employment:**
 - Over 98% of jobs are permanent contracts (compared to the national average of 93%)
 - Over 95% of jobs are full-time contracts (compared to the national average of 84%).
- **Good pay:**
Salaries are constantly rising (increases of over 2% in 2010).
- **Vocational training is a priority:** the companies in the branch invest twice the statutory minimum (almost 4% of payroll compared to the statutory 1.6%).
- **Weekly working hours below the statutory maximum:**
34.3 hours as opposed to 35.6 hours.
(Source: UTP – Industrial relations review, 2011)

→ Wednesday 11 June, 2pm-6pm at the Forum

Day by day programme

Tuesday 10 June

9.00am – 6.00pm
Golden Bus contest

10.00am – 11.30am
The twin challenges of accessibility and an ageing population

11.30am
Public Transport Innovation awards ceremony

2.00pm – 3.00pm
Public transport in Quebec: key issues and challenges

3.00pm
Official opening ceremony in the presence of elected officials and the heads of European businesses active in the industry

4.00pm – 5.30pm
Decentralised parking and decriminalised parking enforcement: the view of mobility authorities

5.30pm – 6.30pm
UTP Drinks reception & UITP Welcome reception

Wednesday 11 June

9.00am – 12.00
Golden Bus contest

10.00am – 11.30am
Sources of funding for everyday transport

11.30am -12.30pm
Talent in Mobility awards ceremony

2.00pm – 3.30pm
NFC: services to increase the attractiveness of public transport

2.00pm – 6.00pm
First Job Forum

4.00pm – 5.00pm
Operator contributions to parking

5.30pm
Golden Bus awards ceremony

5.00pm – 6.00pm
GART Drinks reception

Thursday 12 June

9.00am – 12.00
Bus driving experience

10.00am – 11.00am
“Transport Research Arena”: R&D for sustainable mobility

11.30am – 1.00pm
Modes of governance for stations

1.30pm – 3.30pm
Bus driving experience

2.30pm – 4.30pm
The Grand Paris project: a showcase for the rail industry

Events planned in the ‘Active Mobility’ area:

- a meeting for mayors and their deputies with responsibility for active mobility
- an exhibition of innovative products and services dedicated to active mobility and urban infrastructure
- the 2014 “Bike Talents” awards
- an international meeting as part of the run-up to the Velocity 2015 congress in Nantes.



List of exhibitors as of 03/14/2014

6TA	DIGIGROUP
ABC INFORMATIQUE	DIGINEXT
ABRI PLUS	DILAX
ACC INGENIERIE ET MAINTENANCE	DOPPELMAYR
ACE INGENIERIE	DTI Group
ACKSYS COMMUNICATIONS & SYSTEMS	DURISOTTI
ACOREL	EDF
ACTIA	EFFIA SYNERGIES
ACXF	EGIS
AEP TICKETING SOLUTIONS	EIFPAGE TRAVAUX PUBLICS
AGIR	EOLANE
ALGOE	ETF
ALSTOM TRANSPORT	EURAILTEST
ALTINNOVA	EUROTECH
ARCADE	EUROVIA
ARCADIS	EXCELL'ENSEIGNES SARL
ARTELIA Ville & Transport	FAIVELEY TRANSPORT
ATON SYSTEMES	FGTE - CFDT
BALOGH	FORSEE POWER INDUSTRY
BEEMOTION	GARDNER DENVER France
BG INGENIEURS CONSEIL	GART
BLUEBUS	GERFLOR
BOMBARDIER	GIE OBJECTIF TRANSPORT PUBLIC
BREDAMENARINIBUS	GIRO INC.
BST TECHNOLOGIES	GLAZING BUS AND TRUCKS
BUS & CAR	GMX Youtransactor
CABLINE	GORBA
CAPSYS	GRAPHIBUS
CARCEPT PREV	HANOVER
CARPOSTAL	HEMERA
CENTRALE D'ACHAT DU TRANSPORT PUBLIC	HEULIEZ BUS
CEREMA (ex CERTU)	HITRONETIC
CFD BAGNERES	HÖFT & WESSEL AG
CLEAR CHANNEL	HUTCHINSON
CLUB DES VILLES ET TERRITOIRES	INGÉROP CONSEIL & INGÉNIERIE
CYCLABLES	INIT GmbH
COFELY INEO	INSTANT SYSTEM
COLAS	IRIS GmbH
COMATIS	ISRI
COMPIN / TRAINVEST	IVECO BUS
CONRAC - DATA MODUL France	JIDELEC
CURITIBA City	JSR MICRO NV
DATA CAR	JTEKT - HPI SAS
DIETRICH VEHICULES	KEOLIS
	KIEL

KONTRON
LAMBERT LOCATION
LANTAL TEXTILES
LATITUDE-CARTAGENE
LE RAIL
LUMIPLAN TRANSPORT
MAN CAMIONS et BUS
MASATS
MEDIAMEETING
MEN MIKRO ELEKTRONIK
MERCEDES-BENZ
METALIC
MOBILICITES.COM
MOBILITY NETWORKS
MONETIK
MOVIKEN
MOXA EUROPE
MT3
MUGUET
NAVOCAP
NEW TL (ex LOHR INDUSTRIE)
NOCRATES
OTOKAR
PARKEON
PARTENAIRES DIESTER
PERINFO
POMA
PRESTIGE EQUIPEMENT / MOBITEC
PTV GROUP
PVI
RATP
REUNIR
RFF
RGCF
RUSPA OFFICINE SPA
SAFEGE
SAFRA
SCANIA
SCAT
SCE
SCHEIDT & BACHMANN GmbH
SEIPRA SCORE
SETEC

SETRA
SIP
SMOOVE
SNCF
SNC-LAVALIN
SNO ORDICARS
SOCIETE DU GRAND PARIS
SOCOTEC Infrastructure
SOLARI UDINE
SOLARIS BUS & COACH
SOWEGO
SPEC
SPHINX
SPIE
STER
SYSTRA
TDE TRANSDATA
TEMSA
THALES
TRAIDIS
TRANSDEV
TRANSPORT PUBLIC revue
Transport Technologie - Consult
Karlsruhe GmbH (TTK)
TRAPEZE GROUP
TRYAME
UNIVERSITE DE CERGY PONTOISE
URBS, Curitiba Public Transport and
Urban Equipment CIA
UTP
VAN HOOL
VEHIXEL CARROSSIER CONSTRUCTEUR
VILLE - RAIL & TRANSPORTS
VINCI ENERGIES
VISION SYSTEMS AUTOMOTIVE
VIX TECHNOLOGY
VOITH TURBO
VOLVO BUS France
XEROX
YUTONG
ZF
ZITRON

The organisers



Created by the Transportation Authorities Group (GART) and the Public and Rail Transport Union (UTP), **GIE Objectif Transport Public**'s mission is to promote public transport and raise awareness of

sustainable mobility issues among professionals and the general public. This strategy is implemented by organising large-scale events in France.



Founded in 1980, the **French Transportation Authorities Association** (*Groupement des Autorités Responsables de Transport*, GART) is a non-profit association which represents elected officials with responsibility for public transport. It has 208

members – almost all French urban districts and regions and half of all *départements* – all of whom act as transport authorities for the areas they administrate. It serves as a forum in which councillors with responsibility for transport can discuss issues relating to sustainable mobility, as well as representing transport authorities' concerns to French and EU institutions.



The Public and Rail Transport Union (*Union des Transports Publics et ferroviaires*, UTP) is a professional body bringing together over 160 public transport companies and some ten rail freight and passenger companies in France. It represents the profession in French and EU organisations, manages the branch collective bargaining agreement and promotes public passenger transport in France and Europe as a whole.





An environmentally responsible event

Transports Publics, the European Mobility Exhibition, aims to be a responsible event, and more particularly environmentally responsible.

Examples of this policy include:

- Transport: encouraging the use of mass transit, green mode transport, and local providers to keep transport mileage to a minimum
- Raw materials: decreasing the amount of printed paper; using environmentally-friendly ink and paper, recycled, recyclable, re-usable or organic materials (stands, goodie bags, carpeting, etc.), wood, local and seasonal catering products, and generally ensuring just the right quantities of materials are consumed
- Energy: more intelligent use of electricity and heating
- Waste management: cutting down on packaging; selective waste sorting; recovering and recycling materials such as cardboard, wood, plastic, panels and so on.

The technical guide issued to exhibitors features “green ideas” to help them apply the principles of responsible organisation in a way that is both simple and economically acceptable.



Practical details

Location

Paris-Expo, Porte de Versailles
Hall 1
1 place de la Porte de Versailles
75015 Paris – France

Dates

Tuesday 10 – Thursday 12 June 2014

Opening hours

Open non-stop from 9am to 6.30pm

By public transport

- Tram, lines T2 and T3: “Porte de Versailles” stop
- Metro, line 12: “Porte de Versailles” station
- Bus, lines 39 and 80: “Porte de Versailles” stop
- From Orly airport: Take the OrlyVal towards Antony, change at Antony / take the RER B towards “Aéroport Charles de Gaulle”, get off at “Cité universitaire” / take Tramway T3 towards “Pont de Garigliano” and get off at “Porte de Versailles”
- From Roissy Charles de Gaulle airport: RER B line, terminus St Rémy lès Chevreuse. Change at Saint Michel-Notre Dame / Metro line 4 (towards Mairie de Montrouge), change at “Montparnasse Bienvenue” / Metro line 12 (towards Mairie d’Issy), get off at “Porte de Versailles”.

By bike

- 4 Velib’ self-service bike stations immediately adjacent to the exhibition centre www.velib.paris.fr

By car

- Inner ring road: exit at Porte de Versailles / Porte de la Plaine
- Outer ring road: exit at Porte de Sèvres / Porte de Versailles
- From Orly airport: take the N7 towards Paris then the A106. Follow signs to Paris-Centre, and Périphérique Ouest. Once on the ring road, exit at Porte de Versailles – Porte de la Plaine
- From Roissy Charles de Gaulle airport: take the A1 towards Paris. Follow signs to Paris, Porte de la Chapelle. Once westbound on the ring road, exit at Porte de Sèvres – Porte de Versailles



More info: www.transportspublics-expo.com



- Bus 39 80
«Porte de Versailles»

- Tramway T2 T3
«Porte de Versailles»

- Vélib' 
Self-service bike station

- Métro M12
«Porte de Versailles»

- By car / en voiture
Porte de Versailles

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