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EDITORIAL

This is the last edition of the POLITE project newsletter – and with it comes the announcement of the final POLITE project conference taking place on 9 October in Cosenza, Italy, hosted by the Calabria Regional Administration. This conference will be an opportunity for practitioners and decision-makers to learn from the project partners who will share the results and achievements from the project. For more information, please check the announcement below.

POLITE wants to improve local policies related to the development and the management of mobility information systems in order to enhance safety, security and efficiency of the transport systems. Through EU-wide collaboration, the project has promoted good practice transfer and implementation. In this issue, we give the reader an overview of how the good practice transfer has worked for the partners and local sites, who are also reporting on their respective implementation plans.

Finally, we have spoken to Waldemar Burian from Poznan, Poland, who shares his experience with ITS and Public Transport in the city, including one of Europe's most modern tram depots.

We wish you a pleasant read!



Infomobility Policy Document

The Infomobility Policy Document provides recommendations for project partners (PPs), stakeholders or public authorities on how to shape future policies with tangible results in terms of new defined policies and targeted policy implementation plans for infomobility in all the involved sites.

The document is intended to be used both as a basis for the active cooperation among PPs in defining policy actions and inputs for their implementation plans and as a practical guide with concrete suggestions illustrated through descrip-

tion of a selection of the most relevant GPs deployed by POLITE consortium.

The aim of the document is to propose, in general view, recommendations for strategic plans of information systems deployment in such a way that the recommendations could be used for single subsystems respecting the specifics as well as relevant standards.

Project partners can request the document from the consortium.

EXPERTS' VIEW

Interview with Waldemar Burian about Poznan

Waldemar Burian

- **Waldemar, tell us a few words about Poznan.**

Poznan is one of the biggest cities in Poland. It has over 550 000 inhabitants. The city agglomeration has 895 000 inhabitants. Together with over 75 000 students yearly coming from other parts of Poland and other countries, this makes a very busy city. We are happy to have a strong economy, with many foreign investors and over 100 000 bigger and smaller enterprises and one of the lowest unemployment rates in Poland (4,2% in 2013). The city is also very well-known for its modern international fair facilities, which present over 60 fair events yearly. Nevertheless it is a very green city with many recreational areas, 4 lakes inside the city borders and many sports facilities. Every year there are sports and cultural events organized in Poznan also at the international level.

- **What is the modal split in Poznan?**

The modal split in Poznan consist of over 43% of journeys made by public transport, but at the same time car journeys still cover more than 39% of journeys. This is mainly because we have a very high motorization rate at 535 cars per 1000 inhabitants. But if we count also cars registered in the neighbouring municipalities, which enter the city every day, it increases the number of vehicles using city roads even more. The positive situation is that the number of bike journeys increases every year – it is only 4,3% of all journeys in 2013, but you can notice on streets that the bike is more and more popular in the city. I believe this is happening mainly thanks to the bicycle path network which is expanding every year and because of a very positive feedback from launching our bike sharing system in the city, which is also currently expanding. Neither does the city forget about bus and tram transport, which is our strong point. We exchange the rolling stock, use modern, low floor trams and buses and we have recently launched electronic ticketing which should also facilitate the use of public transport. The city also invests in development of the tram network, but it is hard due to limited financial resources.

- **Poznan has recently built one of the 3 biggest and most modern tram depots in Europe. It is very innovative and counts on information technologies for a number of functions that it performs. Can you tell us about it? How did Poznan get inspired to build such a depot and why did the municipality decide the city needed such a modern depot?**

The depot is indeed one of the most modern one in Europe, and definitely in Poland. At the area of 17 ha there is a garage for 100 trams, which may be enlarged to 150 vehicles. The most innovative solution is a Depot Management System which allows setting the order of trams automatically. Each tram is monitored and, using different tracks and lights, it is guided to a specific place that will allow its use at an exact time next day. Among other things it is also useful for the use of low-floor trams at exact hours. If the tram is broken the system will move it to the repair hall.

The repair hall for the trams has several inspection stations to handle daily maintenance and other stations for different repairs, like metal body repairs, station for pantograph repairs, tracks for laser wheel measures and lathes under the track for wheels maintenance. It also has two different washing stations for fast and complex cleaning of all the different tram types that are used in the city. I didn't mention all the different possibilities that the repair hall offers, but all systems used and tools are very modern and adjusted to the newest vehicles that operate in the city.

The main idea behind building the depot was to eliminate some old, smaller depots located in the city centre which generated high noise for the surrounding municipal buildings. The facility also improved the maintenance and repair activities for the most modern trams purchased by the city in 2012.

- **What challenge did the Euro Cup in 2012 pose to Poznan, hosting some of the games? Did you need to implement some new ITS measures to manage the increased traffic?**

The UEFA EURO 2012 was one of the biggest events organized in the city recently. There were over 120 000 foreign visitors, mainly from Ireland who loved the city. The biggest challenge was related to the construction of the new football stadium and the organization of the fan zone in the city centre. The transport projects included the rebuilding of streets around the stadium and main roads connecting the city centre with the airport and with national roads that allow traveling to other host cities. A lot of work was done in order to implement good transport information showing the roads to the stadium and to car and bus parks. The public transport information was dedicated mainly to the visitors and used signs common for all cities hosting the event. There were also several important public transport construction projects that improved transport in the whole city. As I have mentioned before the rolling stock was replaced for buses (over 100 new low floor vehicles) and 44 low floor, modern trams. The effects of this project serve citizens also after the end of the Euro Cup.

● **What is the next big transport project for Poznan and what did POLITE bring to the city, in your view?**

The very recent project already implemented is the electronic ticketing system using the Poznan Agglomeration Card – PEKA card. In addition to holding information on long-term tickets, the public transport users may now charge the card with some credit used for a payment only for the number of stops they travel, using the check-in and check-out function. There is also a possibility to charge the card or buy long term tickets via internet. The project is still struggling with some initial problems, but very soon the whole system should work correctly, and hopefully its functionality will increase the number of passengers.

The city is now developing an ITS system in one of the parts of the city. This is a very large project for both cars and public transport, which will facilitate and speed up traveling in the city. For public transport users the main change will be dynamic information about travel time and waiting time

at bus and tram stops. The system will also give priority for public transport vehicles at intersections.

The plans for the future are also quite ambitious, especially with the rebuilding and development of new tram routes or a Bus Rapid Transit (BRT) system which will soon be constructed in the northern part of the city. The main limitations to all plans are always financial resources. That's why the city tries to use EU funds for the development of new public transport projects. The funds already helped with the development and modernization of tram tracks and roads, replacement of rolling stock, implementation of ITS or PEK and the construction of the tram depot.

But public transport development and improvement is not only related with huge and costly projects. Some positive effects may be achieved by implementing small changes. Especially in these cases the exchange of experience and best practices among European cities is very useful. POLITE is one of these occasions, where we can find out what the best solutions for specific problems are and how to implement them not committing the same mistakes.



SPOTLIGHT ON POLITE SITE

CALABRIA REGIONAL ADMINISTRATION, ITALY

POLITE's aim is to improve local policies related to the development and the management of mobility information systems in order to enhance safety, security and efficiency of the transport systems. In accordance with its goals, the Calabria Region considers POLITE as a milestone, since it will serve as a starting point to draw up the ITS guidelines of the Regional Transport Plan. The project has involved close collaboration and synergy of Interregional Cooperation and the Transport departments. The former were mainly involved in the project activities and management, whereas the second took part in the preparation of the Regional Transport Plan.

The general objective of the Regional Transport Plan is "to promote the use of innovative technology solutions able to increase the degree of efficiency and quality of public transport service and to enhance the accessibility of the service and the passenger intermodality in order to improve public transport".

The basic idea is that by each strategic action of the implementation plan, we can enhance, integrate and complete the existing "Regional System for the management of local public transport services". So, at the same time, we can take into account regional policies on Infomobility and allow the Calabrian regional system to offer a more complete service to the end user.

In this perspective, short-term actions (such as integration with other transport systems, and optimization of the system through the development of mobile services) and complex long-term actions (such as the introduction of electronic ticketing, and other added-value services for tourism and territorial marketing) have been planned: within the first year, the focus is on short-term actions and improvements, while with regard to the long term actions, the timeline is 5 years, considering the complexity of the action and the parties involved.

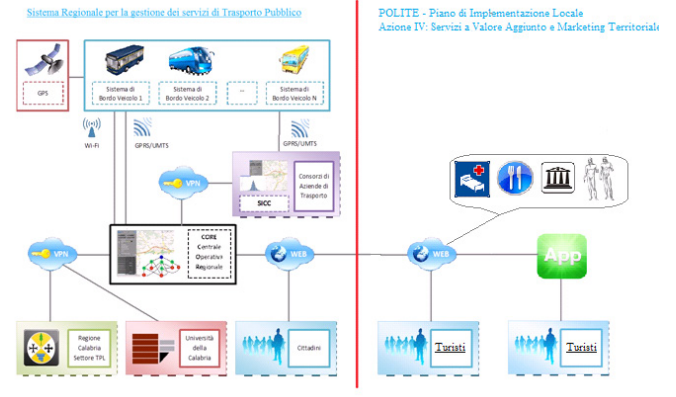
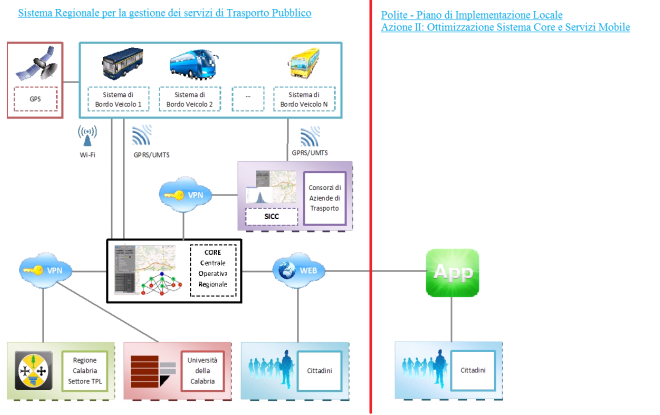


Specifically, a re-deployment was provided, based on a Calabrian best practice INFO-BUS: we plan to add the new features (e.g. auto-calculation of the tracks, which now is available only manually) and port the application to the new architecture adopting the new data (the management and

communication with the new data base, managed by the Regional Operations Centre (CORE), is required). The functions and services already implemented will be maintained; the others redesigned, if necessary.

Image 1: Calabria

Image 2: Calabria



Function diagram of the “regional system for the management of local public transport services” integrated with the first Action of Local Implementation Plan (short-term action)

Function diagram of the “regional system for the management of local public transport services” integrated with the fourth Action of Local Implementation Plan (long-term action)

READING BOROUGH COUNCIL, UNITED KINGDOM

Reading Borough Council is using the knowledge gained from its involvement in the POLITE project to develop sustainable transport policies in two areas – bus based Mass Rapid Transit (MRT) and bus priority at junctions. These are key areas of interest to the current challenges faced by Reading with respect to the technology that is used to facilitate the public transport system in the local area.

Reading to focus limited resources to introduce this policy more effectively, by using a methodology transferred from the Bristol good practice to identify the potential for bus priority to be successful at key junctions in the urban area.

The POLITE good practices in Bristol and Emilia Romagna Region have provided knowledge to enable Reading to develop an implementation plan for the provision of bus priority at junctions through the existing Real Time Passenger Information (RTPI) system. Lessons learnt from the good practices highlight the need for careful consideration and set up to prevent priority being given to one bus from causing significant negative effects to other traffic, which can in turn delay other bus services more than they would otherwise have been. POLITE will enable

Bus based MRT is a key policy area for Reading, particularly in light of the recent changes to national funding for local major transport schemes in the UK. Knowledge gained from the POLITE good practices in Swansea and Cambridge have enabled Reading to develop an implementation plan for the introduction of on and off street bus priority measures on key corridors in the constrained local highway network. POLITE will enable historic MRT proposals to be re-engineered to decrease the capital cost of the schemes by reducing the amount of off street highway works, yet ensuring that a high level of benefit is still achieved through a package of measures including the use of ICT to best manage the highway network.

Image 3: Greenwave and Route 17



POLIS – NETWORK OF CITIES AND REGIONS FOR SUSTAINABLE TRANSPORT DEVELOPMENT, BELGIUM

Polis has been the dissemination manager throughout the POLITE project. As such, Polis has made sure to raise awareness among cities and regions in Europe, transport professionals, research institutes and in front of the EU institutions about the aims of POLITE and the achievements on the ground at each of the POLITE sites. Polis has actively participated in the collection of good practices from around Europe at the initial stage of the project. The network has facilitated the establishment of links with other relevant European projects in order to capitalise on knowledge gathered and to build connections between the involved organisations. Especially

relevant in that respect was the Intermediate Open Workshop where the RITS-Net and SUPERHUB projects were invited and in front of decision-makers and other participants, they could present a SWOT analysis of their projects with regard to the results they aim to achieve. By means of articles in specialised transport magazines, presentations and communication materials at conferences and events, Polis has widely disseminated POLITE's outcomes and working methods. Polis has also actively supported all other partners in their local communication of the project.

PROVINCE OF FERRARA, ITALY

The most important result that the Province of Ferrara has achieved in the POLITE project is the Local Implementation Plan, which aims to define the local policies gained from the POLITE documents and researches identifying financial tools for a future implementation.

The implementation plan has the important role to define actors in territorial programmes/policies in order to offer them information support, recommendations, harmonization on ICT/ITS technologies in different contexts. The Implementation Plans should guide the stakeholders into a consensus and decide on how to transfer the good practices investigated during the POLITE project. The implementation plan might be the cornerstone of a future ICT policies in the Province of Ferrara area, and it contains information on how to change policies based on the recommendations (plans vs. reality), on the technical, organizational and legislation matters, and interests.

Following the main aim of POLITE, the Province of Ferrara aims to increase the attractiveness of public transport, both on a local and on a regional scale, through the development of its Implementation Plan. This way, Ferrara is pursuing the objectives of improving the quality, the efficiency and the safety of the Transport System, both for public and private transport. To reach these objectives the Province of Ferrara aims to capitalize on the knowledge of a good practice identified and implemented in the province of Turin by 5T.

One of the main objective of 5T was to increase the PT mode share by increasing efficiency and improving services.

From the analysis of the 5T GP it is clear there is a strong link between 5T and local public administrations. In fact nowadays 5T is owned by local public institutions: GTT, Città di Torino, Regione Piemonte and Provincia di Torino.

The objective for the near future is to integrate different mobility information, different mobility services and different access and billing systems in order to establish an active intermodal bi-directional communication between customers and the mobility service providers.

With this aim, the POLITE Local Implementation Plan of the Province of Ferrara aims to set up a unique-integrated "selling point" for mobility services and information in order to tackle

the main challenges of urban mobility, e.g. the reduction of emissions, the improvement of road safety, and the revitalisation of urban space. This alternative public transport service, in which the use of information and communication technologies plays a major role for improving the service quality and supporting the service harmonisation, would aim to discourage the use of private cars, to promote smarter mobility, to use information and communication services for improving service quality and supporting service harmonisation.

The main objectives of the Province of Ferrara's Local Implementation plan are:

- To improve the cooperation of urban and regional mobility service providers in order to jointly develop comprehensive, easy to use, affordable and attractive transport services for the customers
- To create a unique, intermodal information platform for all mobility service providers in the urban area.
- To integrate new services for the customer (suggestions, questions and complaints). Example: a fully-customizable newsletter system into the information platform.
- To create a uniform sales and settlement system for all mobility service providers by means of electronic media (e.g. chip cards, mobile phones).
- To destroy existing barriers for customers: no complicated fares, easily understandable settlement of mobility costs, etc.

With this unique integrated system, the image of public and alternative transport modes will be improved. This will lead to less car usage resulting in more use of public transport, reducing emissions and congestions.

Local Implementation Plan - Technical and Political stakeholder engagement

The Province of Ferrara discussed and shared with the Emilia Romagna Region (Mobility and Transport Dept.) all the information and results achieved in POLITE in order to influence the future regional policies at a regional, rather than a provincial perspective.

In the framework of a permanent dialogue with technical stakeholders the Province of Ferrara involved Emilia-Romagna Region in organizing technical round tables together with the provincials mobility agencies (in Emilia Romagna Region we have 9 agencies who are in charge, at provincial level, to manage the public transport in each reference area), and the main municipalities responsible for managing the private traffic and mobility.

The expectations from the round tables are:

- To share the POLITE project goals, transferring to the stakeholders all the documents, results, and ideas that POLITE has produced;
- To obtain new information from all the participants who will take part in the round tables.

- To support the integration of the POLITE project results in the future Emilia-Romagna regional transport strategies.
- To support future policies in Ferrara and Emilia-Romagna territories based on the work done during the 36 months of POLITE project implementation.
- To investigate on the existing ICT/ITS tools in Emilia Romagna Region and support their harmonization, taking Ferrara as baseline.
- To have a permanent board among the Emilia Romagna Transport Authorities in order to develop the ICT/ITS implementation harmonization and use.

TRANSPORT RESEARCH CENTRE (CDV), CZECH REPUBLIC

Within the POLITE project, Transport Research Centre (CDV) represents the Czech Republic, an EU member state where usage of ITS systems in the field of public transport is very widespread. In order to fulfil the project objectives (infomobility policy improvement, ITS interoperability promotion and ITS standards harmonisation), CDV has identified several interesting good practices and is in the process of implementing three of them on the local and regional levels. The three mentioned areas of interest are: SUMP's (sustainable mobility plans), information systems in real time and public transport priority systems.

The local implementation plan by CDV, which is currently being developed, is focused mainly on identification of policy gaps, on experience transfer from identified good practices and specification of required actions.

Using the implementation plan as a basis, CDV is trying to:

- achieve a significant change in involvement of ITS as a part of strategic transport planning in cities and regions;
- spread the public transport priority awareness among travellers and policy makers, so these systems would be more used in the future;

- standardise the process of data exchange among all stakeholders (operators, transport companies, data owners...) in an unified data format.

POLITE provides all necessary information to CDV, i.e. data input, knowledge, implementation experience from partners sites, and a very useful background for enhancing ITS in the Czech Republic in general.

Image 4: CDV busway; CDV real time information panel



LATVIAN TRANSPORT DEVELOPMENT AND EDUCATION ASSOCIATION (LATDEA), LATVIA

Looking back at the past two years of LATDEA's involvement in POLITE it becomes clear that the project highlighted not only the weak points of Riga public transport, but also how the cooperation with other European countries has offered new development approaches and ideas relating to public transport and infomobility. Before POLITE, the concept of "infomobility" was not widely known in Latvia. However it is very clear now that informing of passengers about service, transport location, route planning and other options (which all together are a part of the infomobility concept) are not a fashion craze, but mostly the best solutions in order to develop and modernize public transport, make it user-friendly and more convenient for all city habitants. The experience exchange with the other POLITE participants allowed us to identify and adopt Good Practices such as:

- Multimodal Journey Planner for the Czech Republic (Brno, CRA, GP21) for implementation of Multimodal Journey Planning System in Riga city;
- On-board Bus Travel Information System (Aalborg, Denmark, ILIM, GP17) for development of on board travel information system of public transport in Riga;
- Sky Cash (Poland, ILIM, GP20) for implementation of mobile payment and advance ticketing system for passenger transportation in Latvia and upgrading of the existing system "Baltic Lines".

In the process of POLITE, we have attracted attention to problems of public transport not only from researchers, but also from

the Riga Municipality Road Department (Riga City Council), the Ministry of Transport of Latvia, the Road Transport Administration, the Head of Riga Central Coach Terminal as well as Rigas Satiksme (Riga Public Transport Service) and Rigas Karte (Riga Map Company). Local dissemination events allowed us to find solutions to many different problems during the conferences and discussions with all participants.

For example, on the 8th of August 2013 the Road Transport Administration came forward to the Ministry of Transport with an initiative No 1-06.2/1745 called "Intelligent transport system implementation for public transport service on intercity and local routes". During the last local dissemination event the head of the Public Transport Planning Department, Mr. Ivars Zalais (Latvian Road Transport Administration), has spoken about initiatives which should be realized in the nearest time, i.e. Public transport integrated database based on STIFSS development goals and working model.

STIFSS is Integrated data base and modern tool for traffic planning, agreements control, and financial losses calculation. STIFSS realization stages are the following:

1. STIFSS database developing and implementation based on business risk assessment.
2. GPS/GPRS systems development and combining with STIFSS.

3. Developing of unified tickets reservation portal.

This will allow comparing the planned and actual trips (time and route plan comparison), trip coordination, situations modeling, Distance control and Additional controls such as fuel, speed, stopping. STIFSS will also allow ticket market information liberalization (now available only in the frame of IS Baltic Lines), a universal time table for all transport modes and the realization of loyalty programs.

LATDEA is confident to reach the main goals by implementing Good Practices with the support of government organizations, private investors and researchers.

Image 5: LATDEA



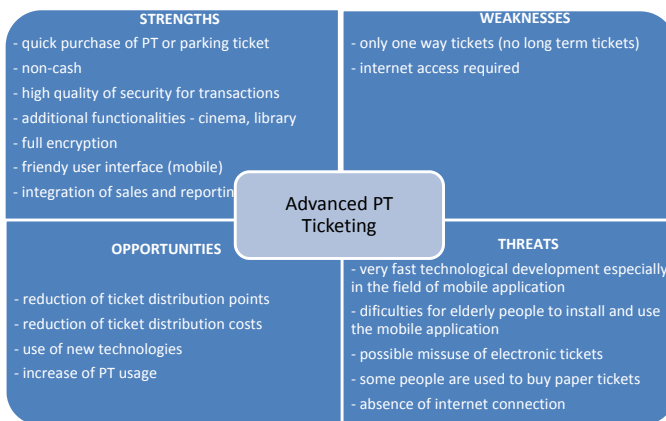
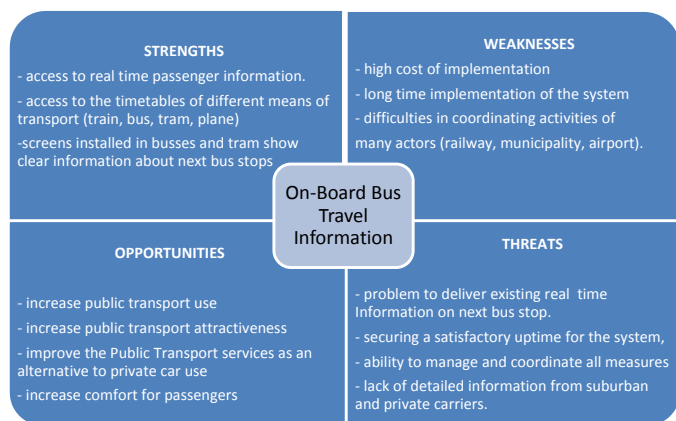
INSTITUTE OF LOGISTICS AND WAREHOUSING (ILIM), POLAND

Implementation Plans are an important and suitable instrument to plan the short, medium and long term strategies and measures to be developed. The implementation plan set out how the knowledge transferred from the project will be incorporated into local policy.

Two Good Practices were selected to be transferred. The first is "On-board bus travel information" - Information screens installed in city buses and bus stops. Information on the current journey (e.g. up-coming bus stops and overall destination) as well as information on connections and traffic information as changes in routes or cancellations, real time information will be shown. The screens will provide real time passenger information. The second is "Advanced PT Ticketing", a universal system of mobile pay-

ments, providing simplicity and speed of transfer while maintaining the highest safety standards. "Advanced PT Ticketing" works on any GSM network and on any phone with Internet access.

The SWOT analysis of the selected Good Practices was performed, aiming at supporting the planning process for improving and optimizing the current situation of public transport, particularly on the infomobility in all relevant regions. It helps identifying the key priorities for the new ITS system's framework to be developed in other regions through indication and evaluation of the current strengths, weaknesses, opportunities and threats. The SWOT analysis looks at the internal and external factors that are favourable and unfavourable towards achieving the regional administration objectives towards ITS.



The selection of the projects to be implemented in Poznan was based on best practices identified in other cities in Europe and worldwide, who have been using them successfully for many years. Their implemented solutions depend on many factors,

such as the specifics of the public transportation, the capacity to legislate, the technical and financial possibilities as well as the willingness from private operators to cooperate with public authorities.

EVENTS

Save the date

POLIS conference

27-28 November 2014, Madrid

The 2014 Polis Conference is a major platform for cities, metropolitan areas and regions to exchange on their transport challenges. High-level plenary sessions are complemented by technical sessions showing innovation in policy and practice across the transport spectrum.

A draft programme of the conference has been released. The programme also features three workshops that are organised in conjunction to the Polis Conference. Access the latest version of the programme [on the Polis website](#). Registration to the conference is now open.

An early bird rate is available for participants who register before 17 October online:

<http://www.polisnetwork.eu/2014registration>

Final conference of POSSE project

19 November 2014, Brussels

The POSSE project on open specifications and standards in urban traffic management and ITS is coming to an end this year. POSSE partners welcome all interested local authorities, ITS associations' representatives, the ITS industry and all other interested stakeholders to the POSSE final conference.

The conference will present the outcomes of the 3-year work within POSSE, the policy ITS initiatives at European level and some local examples.

The conference programme will soon be released. Further information about POSSE can be found [on the project website](#).

<http://www.posse-openits.eu/>

NEWS

POLITE final conference

After more than three years of cooperation between research institutions, public agencies and administration of six countries around the topic of ITS, the POLITE Final Conference will take place on 9th October 2014 in Cosenza, Italy. The conference will provide the opportunity to present and discuss the results achieved during the project, which are presented to the wider community of techni-

cians and decision makers.

The POLITE conference is particularly addressed to governmental bodies, agencies and consultants acting in the fields of land and transport planning and regional and urban mobility.

The programme and registration form for the conference are both available on the POLITE website. Registrations are open and free of charge.



CONTACT US

COORDINATOR:

Valeria Adriana Scopelliti

Chief officer - Interregional cooperation service
Calabria Regional Administration

Tel.: 0039 0968 852057
Email: v.scopelliti@regcal.it

DISSEMINATION MANAgER:

Daniela Stoycheva

Project Manager
Polis

Tel.: 0032 2 500 56 79
Email: DStoycheva@polisnetwork.eu

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