

# ELIPTIC USER FORUM REPORT AND MINUTES

**Friday 10 June 2016 – Gdynia**

**Venue:**

**PPNT Conference Centre**

**Aleja Zwycięstwa Street 96/98, 81-451 Gdynia, Poland**

**Building III (3), 1st floor, Room E**

## AGENDA

**OPTIONAL EVENT: Thursday 9 June 2016, 13:00 – 18:00. Joint meeting with ELIPTIC partners and UITP Trolleybus Committee. Open to all User Forum participants (see below in agenda)**

<b>Moderator: Bonnie Fenton, Rupprecht Consult</b>		
<b>TIMING</b>	<b>ITEM</b>	<b>WHO</b>
9:00 – 11:00	Joint site visit for UITP TBC + ELIPTIC User Forum members. <ul style="list-style-type: none"> <li>• Pick up from Gdynia recommended hotels</li> <li>• Skwer Kościuszki street</li> <li>• PKT trolleybus depot</li> <li>• Power Dispatch Management Centre</li> </ul>	PTK Gdynia
<i>Coffee Break 11:00 – 11:20</i>		

11:20 – 11:35	Welcome and introduction	Michael Glotz-Richter, Bremen Yannick Bousse, UITP
11:35 – 11:50	Legal barriers for public transport companies for on multipurpose charging infrastructure and potential solutions	Christiane Wagner LVB Leipzig Eberhard Nickel, LVB Leipzig
11:50 – 12:05	Security features introduced in the Barcelona ebus charging infrastructure	Josep Ariño, TMB Barcelona
12:05 – 12:20	Methodology to assess the potential energy recovery in a tram network	Ricardo Barrero, STIB
12:20 – 12:50	Results of the pre-workshop questionnaire: Integration and optimisation of electric public transport infrastructure and involved actors	Yannick Bousse, UITP Bonnie Fenton, Rupprecht Consult
12:50 – 13:30	Workshop Part 1 Approach: Free Focus Group. Parallel discussions per thematic pillar. Participants are free to move between the three thematic pillars on the basis of their expertise. The group debates are moderated by the pillar leader.	Yannick Bousse, UITP Veronica Usai and Daniela Carbone, ASSTRA Martin Koller, VDV Helmut Berends, Berends Consult All
<i>Lunch 13:30 – 14:30 PPNT conference centre</i>		
14:30– 15:15	Workshop Part 2 Approach: Free Focus Group. Parallel discussions per thematic pillar. Participants are free to move between the three thematic pillars on the basis of their expertise. The group debates are moderated by the pillar leader.	Yannick Bousse, UITP Wolfgang Backhaus, Rupprecht Consult Martin Koller, VDV Helmut Berends, Berends Consult All
15:15– 15:30	Summary and outlook	Michael Glotz-Richter, Bremen Bonnie Fenton, Rupprecht Consult
15:30	End of workshop	

## MINUTES

- The User forum starts with a site visit to the PKT trolleybus depot, a visit to the Power Dispatch Management Centre and a ride on a hybrid trolleybus on Skwer Kościuszki street.
- The User forum meeting starts with welcome words from Michael Glotz-Richter, Yannick Bousse and Bonnie Fenton.
- A tour de table of all participants of the user forum.
- Legal barriers of multi modal charging infrastructure is presented by Eberhard Nickel, LVB Leipzig
  - LVB: There are currently no other similar studies into the legal barriers.
  - RC: public charging infrastructure, in the directive of exploiting alternative fuels (infrastructure) it is explicitly asked for (using public charging operated by whom – up to member states to define?)
  - PKT: In the feasibility study of the trolley-network extension there is a part about how it is possible to charge e-vehicles other than trolleybuses at the end station.
  - Szeged is also experiencing the same problems
  - RET is looking at charging for taxis using the pt-network but has not started looking at the legal barriers yet.
  - Birmingham is also interested in the study. UK is deregulated in term of operation, but the question is who is providing the energy; the energy tax is a problem, so Birmingham is trying to look into more holistic approach (difficult due to deregulation – who shall become operator?).
  - Asstra add that it is also a complicated issue in Italy.
- The security features of Barcelona e-buses are presented by Josep Ariño, TMB Barcelona.
  - PKT: Li-Ion batteries in trolley buses, SOLARIS states they are different protected in resistant metal box, other than other batteries.
- Assessing the potential energy recovery in a tram network is presented by Ricardo Barrero, STIB.
- Results of the pre-workshop questionnaire are presented by Yannick Bousse and Bonnie Fenton
- RC address a question to the members: Would it be beneficial if you approach manufacturers during planning process? A Birmingham: You can't actually approach manufacturers before the tender process has been finished. A: this depends also on the novelty of the technology you want to introduce. A regular tram, there is not required. A Asstra: only the operator knows about the requirements, so no need to get in contact with potential providers, this will be done during the procurement phase. So cooperation should be avoided, only possible after contract has been decided on.
- Q. VUB Do you see a correlation of the barriers? Depending on geography e.g.? UITP: Such an analysis has not been undertaken, could be looked into.

Wolfgang A RC: Legislation and infrastructure installation is correlated, eg in Barcelona.

- Wolfgang: It would be interesting to know what is the view from operators and planning authorities regarding the selection and importance of KPIs.

Two rounds of workshop then followed.

#### Pillar A

- Discussed the KPI's selected by the ELIPTIC use cases and why they would or would not use these KPI's.
  - The top 11 KPI's selected by the User Forum and ELIPTIC use cases were compared.
  - The ELIPTIC use cases selected 8 KPI's that were not chosen by the User Forum: Service coverage, Driving staff, Drivers workload, Passenger capacity, Peak vehicle requirements, Durability of vehicles, Round trip time, Operation time.
  - Participants discussed these KPI's and discussed the reasons why to use or not use these KPI's.
  - Driving staff:
    - Not important: it is not in the control of the driving staff
    - Important: for the whole system
  - Passenger capacity
    - Important: Effects the number of vehicles you must to service the line
    - Important: number of vehicle costs
    - More important however is the weight of the batteries
  - Peak vehicle requirements:
    - Important: there is no other way to hold the peak transport
  - Operation time is important and this also leads to service coverage
  - Durability of vehicle
    - Not important as the durability of the battery is more important
    - Important for the cost
  - Operation time
    - Important for the cost
  - Operational range
- Pillar A also discussed questions
  - Incentives for optimising electric public transport: no new incentives were found
  - Who could be the future operator of charging infrastructure: the PTO or electricity provider
  - How widely spread and how serious is the lack of skills and competences among technical staff? They would include this in the contract with the manufacturer or take the time to train the staff.

### Pillar C

- At the Gdynia User Forum Pillar C workshop on 10th June firstly VDV described the objective of the workshop and gave an overview of the Pillar C specific aims and planned activities of the six Use cases by showing examples from the Bremen, Oberhausen and Szeged use case.
- Afterwards VDV explained the approach and discussion process (working steps) how to work out suitable qualitative and quantitative KPIs in addition to the already chosen KPIs as a result of to the previous work step steered by the WP3 leader Uni Roma.
- Thereafter VDV presented the results of the Pillar C workshop which took place the day before: a cluster overview (PPT) of high-level and interrelated sub-level topics related to the Pillar C Use Case activities and a draft KPI list (Word table) incl. their measurement unit and data source.
- By this the User Forum attendees got a fairly good overview what has been achieved during the Pillar C workshop session.
- Based on these results the attendees were asked to give their feedback whether there might be topics and KPIs to be added and/or amended
- During the workshop session mainly the high-level and sub-level topics were discussed and the attendees brought in their insight, knowledge and expertise of local and national situation and their planned on-site activities.
- The results (ppt cluster overview) will be circulated to the attendees so that they can reflect once again on these.

### Main findings/topics:

- National and EU legal regulations and standardisation issues with focus on recharging of electric buses by using the existing public transport (trolley, tram, metro) infrastructure and electricity grid.
- City driven energy strategies for e-infrastructure and integration of electromobility (e-bus, e-car/bike sharing, municipal vehicles) into the city and transport development planning.
- Use of renewable energy for the CO2 optimization of the electric public transport fleet; open issues are a) Which one to use: LNG, biomass, wind, solar, hydrogen & fuel cells, geothermal and others?); b) Generate, store and distribute locally or more distantly located renewable energy?

### Summary and outlook

- The Pillar leaders provide a three minute summary of the workshops.
- The meeting is closed by Michael Glotz-Richter, Bonnie Fenton and Yannick Bousse
- The next meeting of the User Forum will take place on 9 November 2016 in London.

## **PARTICIPANTS LIST**

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