Planning Urban and Trans-European Mobility Together

22-23 April 2024, Oslo City Hall, Norway

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 953939

Collaboration on the management of commuter traffic

Moderated by Geiske Bouma, Senior Researcher TNO

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Steve Danesch
Policy Officer
Berlin Senate Department for Urban Mobility, Transport, Climate Action and the Environment

Christoph Helf
Head of shared and connected mobility, City of Munich

Juliane Martinius
Head of Department City-wide Strategies, Hamburg Ministry of Transport and Mobility Transition

Michiel Penne
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City of Antwerp

Anders Ask
Area Manager, Ruter

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Lightening talks – Commuting policies at Functional Urban Area level and beyond

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STAKEHOLDER INVOLVEMENT IN HAMBURG‘S SUMP PROCESS

Juliane Martinius,
Holistic Transport Strategies / SUMP

Mediaserver Hamburg/ Maxim Schulz

22-23/04/2024

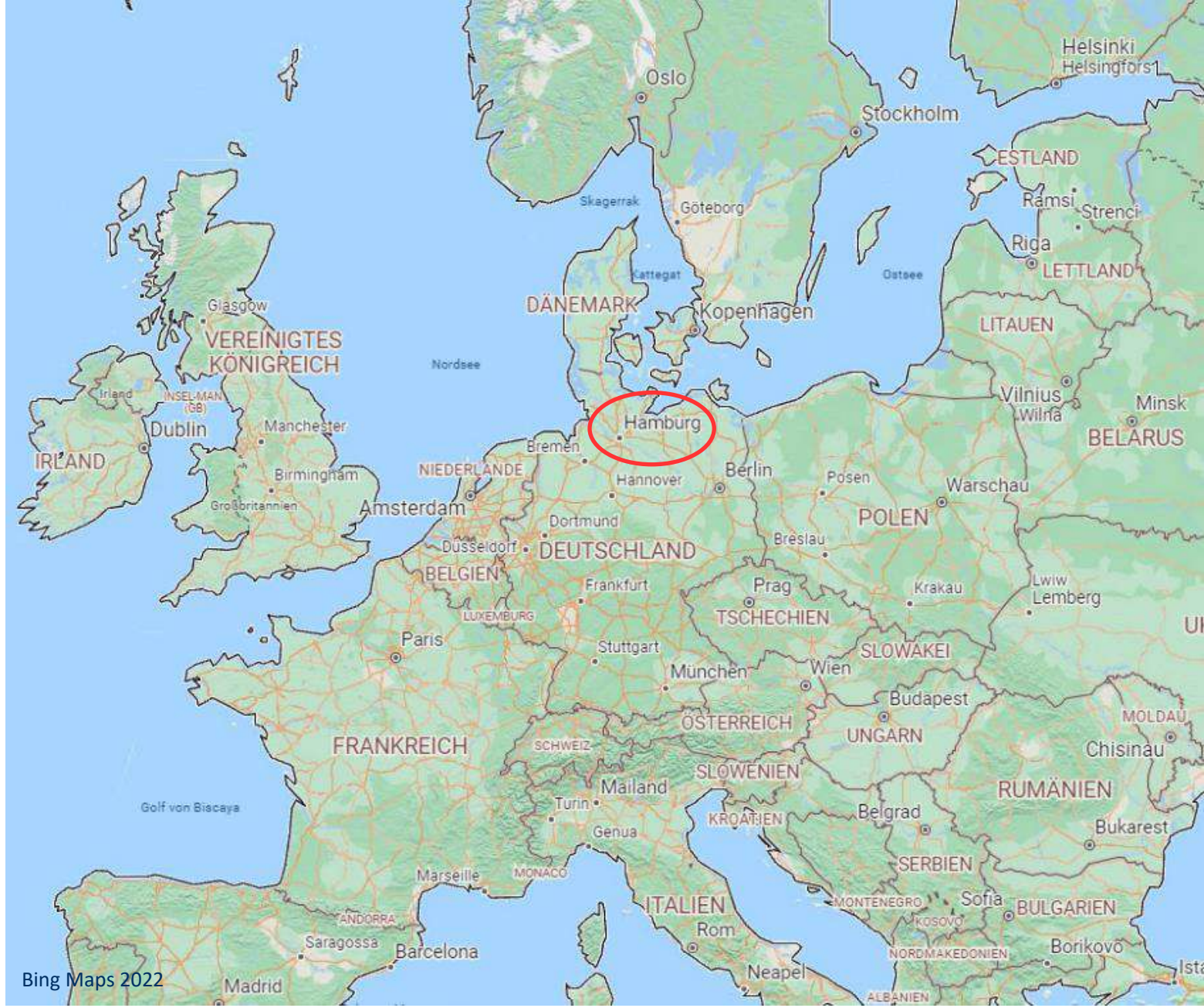
Hamburg

LOCATION

Population
City: 1.89 million
Region: 5.43 million

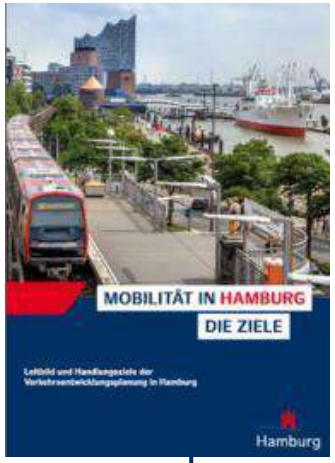
1 million jobs
380,000 commuters

Transportation hub
TEN-T rail and highway node, harbour…



Bing Maps 2022

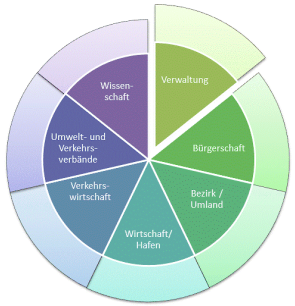
SUMP PROCESS OVERVIEW



Public Kick-Off

Exhibition in Hamburg Townhall

2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023



Foundation of the Mobility Advisory Board

Beginning of Process with planning offices ARGUS, Planersocietät und urbanista

Public Participation

Resolution of SUMP as „mobility transition strategy“ 28.11.2023

Implementation & Monitoring

COLLABORATION AND COORDINATION

Mobility Advisory Board connects Transport Policy Actors and Experts from Science and Practice

Ministry for Transport and Mobility Transition

Transport Planning Offices as consultants

Public provides input through public participation

SUMP Process

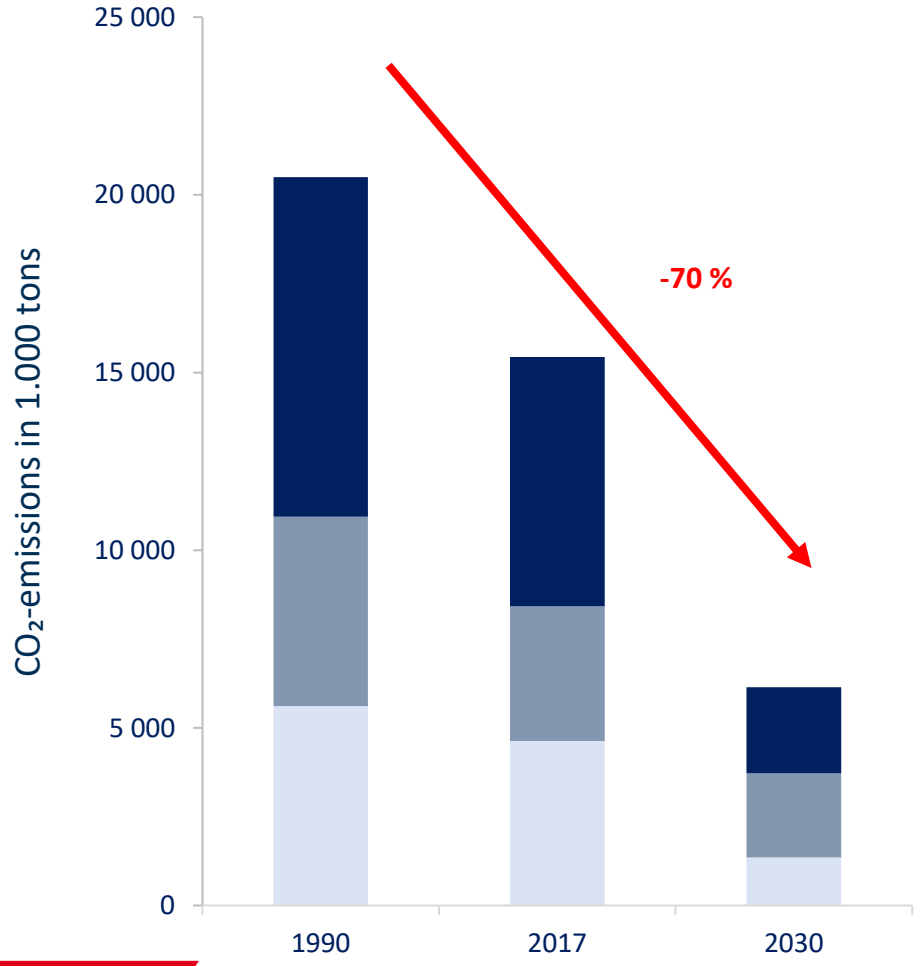
Expert committees (on city level and in the FUA) on different topics

Transport Policy Actors provide practical input

Strategy for Hamburg‘s Mobility Transition

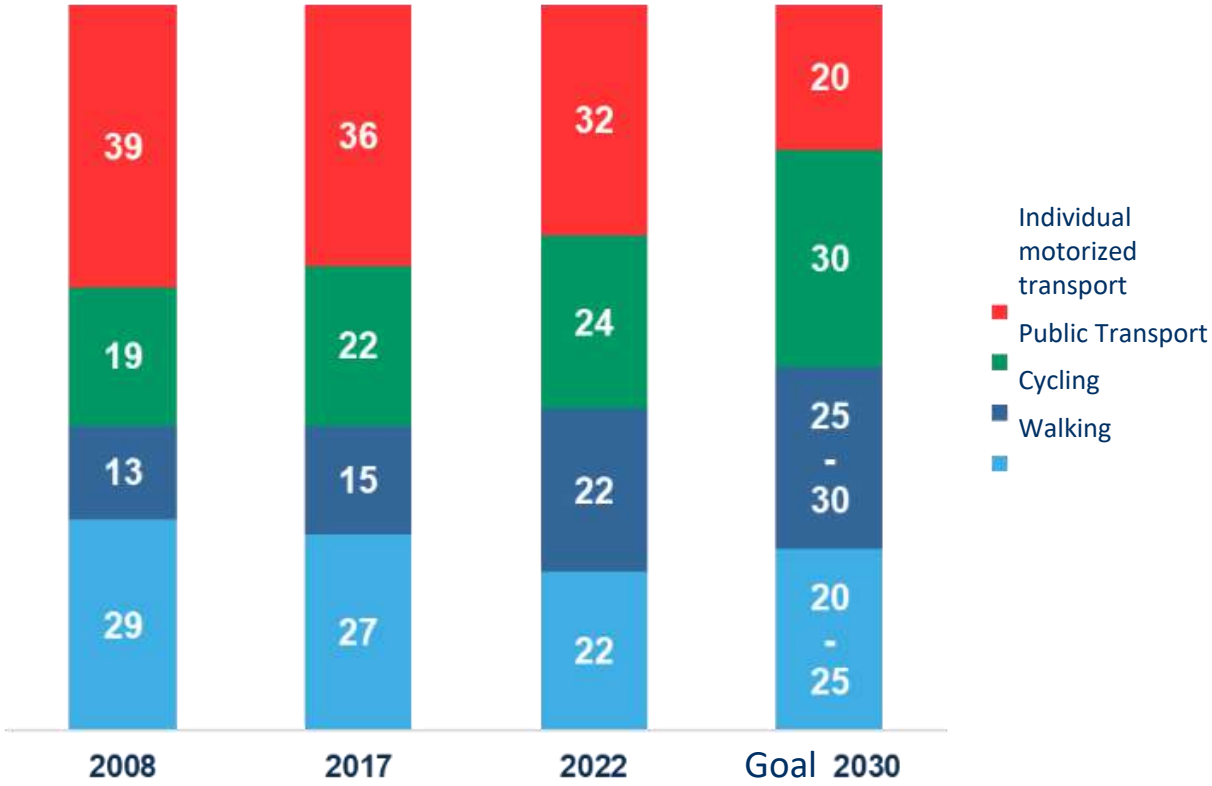
CLIMATE AND MOBILITY DEVELOPMENT GOALS

CO_2 Reduction until 2030



Modal Shift until 2030

Share of all trips made by Hamburg residents per day in %



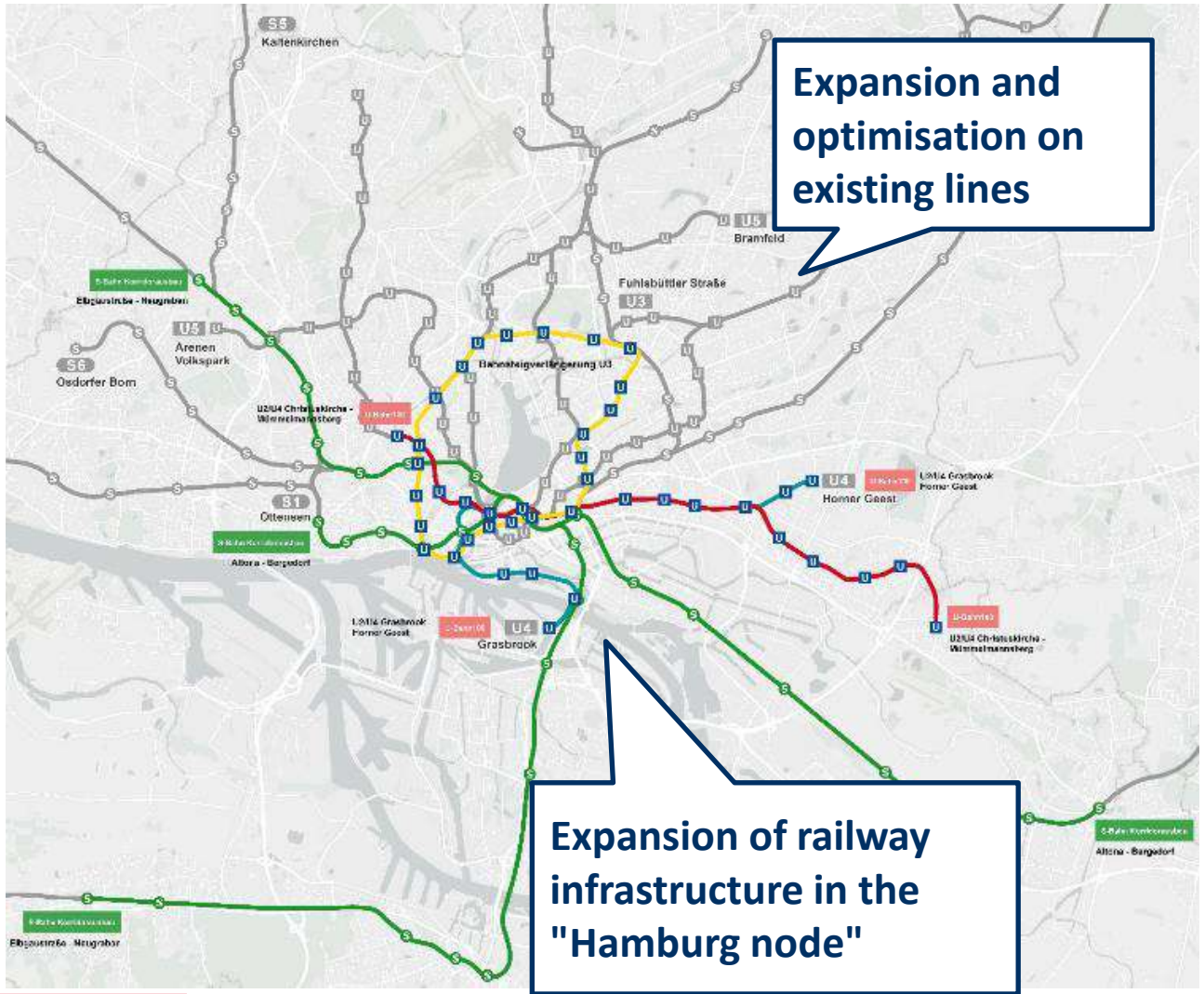
Data: MID, Statistikamt Nord (2017), BVM

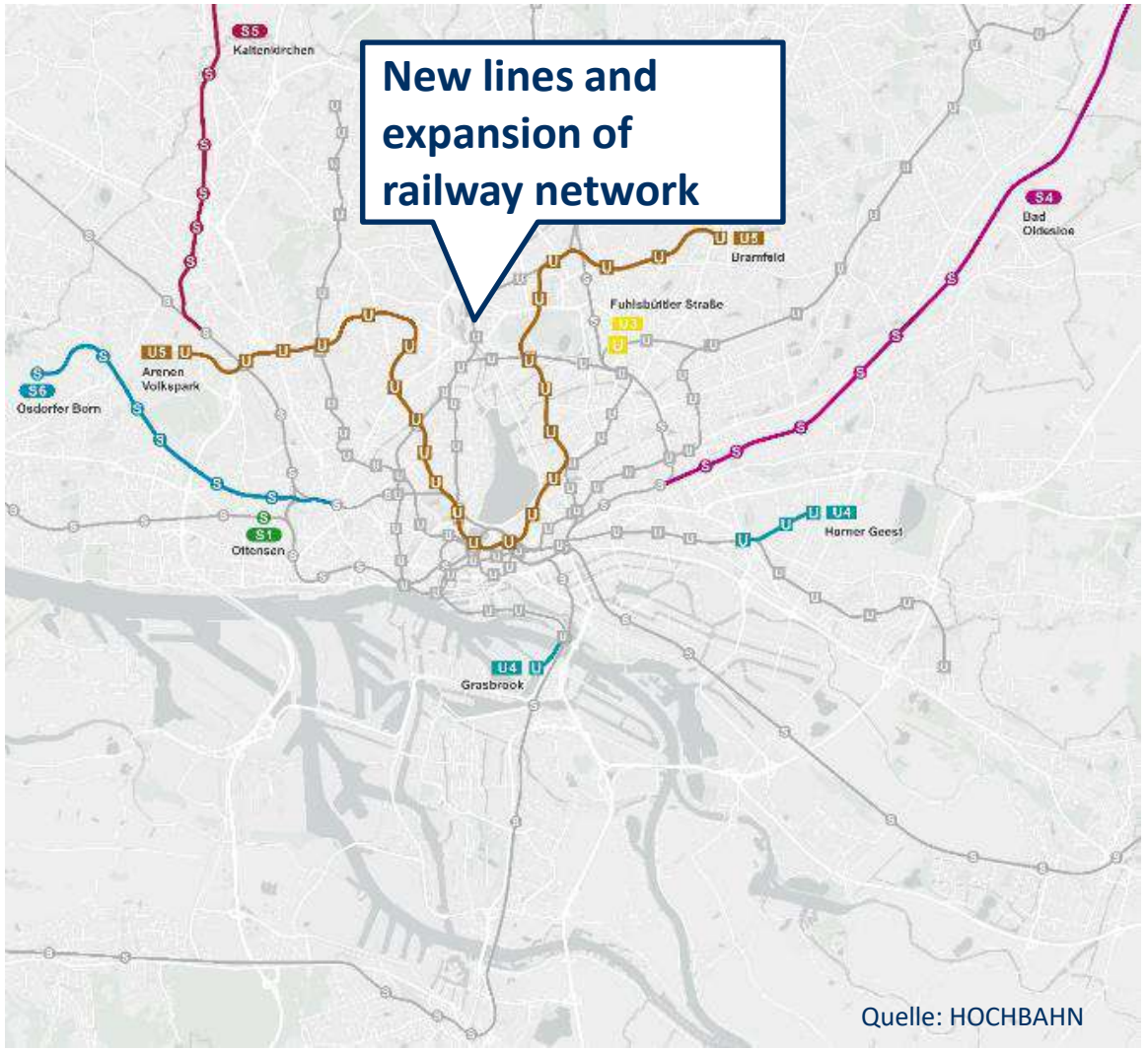
KEY AREAS OF ACTION

1. More Public Transport
2. Regional and (inter)national Accessibility
3. More Cycling and Walking
4. Space for Eco-mobility
5. Electrification
6. Integrated Urban and Transport Planning
7. Better quality of life in the city center and neighbourhoods
8. Optimized economic transport
9. Digitalization of Mobility
10. Cooperative planning and implementation processes

MORE PUBLIC TRANSPORT

EXPANSION AND IMPROVEMENT OF RAILWAY SYSTEM





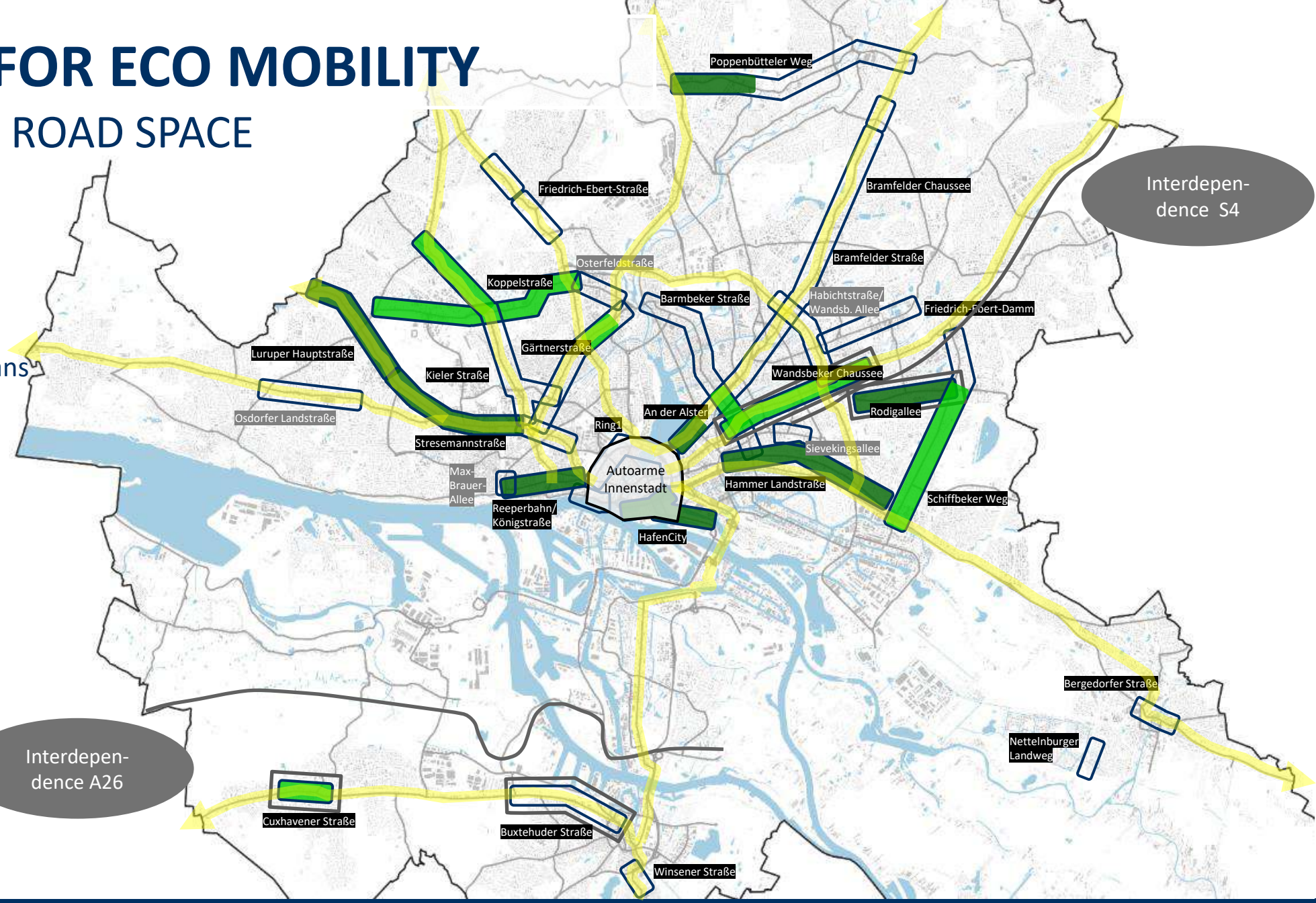
Quelle: HOCHBAHN

MORE SPACE FOR ECO MOBILITY

REALLOCATION OF ROAD SPACE

Focus Areas:

Sections of main roads with high demand of space for busses, cyclists and pedestrians



- Magistralen
- Focus Areas
- Street re-design in planning
- Maintenance work 2023+
- Interdependencies

Thank you!

Hamburg

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ORGANIZATION AND GOVERNANCE OF RAILWAY TRANSPORT IN BERLIN

Steve Danesch
Oslo, 23/04/2024

Senatsverwaltung
für Mobilität, Verkehr,
Klimaschutz und Umwelt

BERLIN

Organization of Railway Transport in Germany

Infrastructure
mainly state owned

Regional Public Rail
subsidized

Long Distance Public Rail
economically viable

Freight Rail *economically viable**

** subsidation of single-wagon transport*

Pictures:
IMAGO
VBB
DB AG / Wolgang Klee
picture alliance/Armin Weigel/dpa

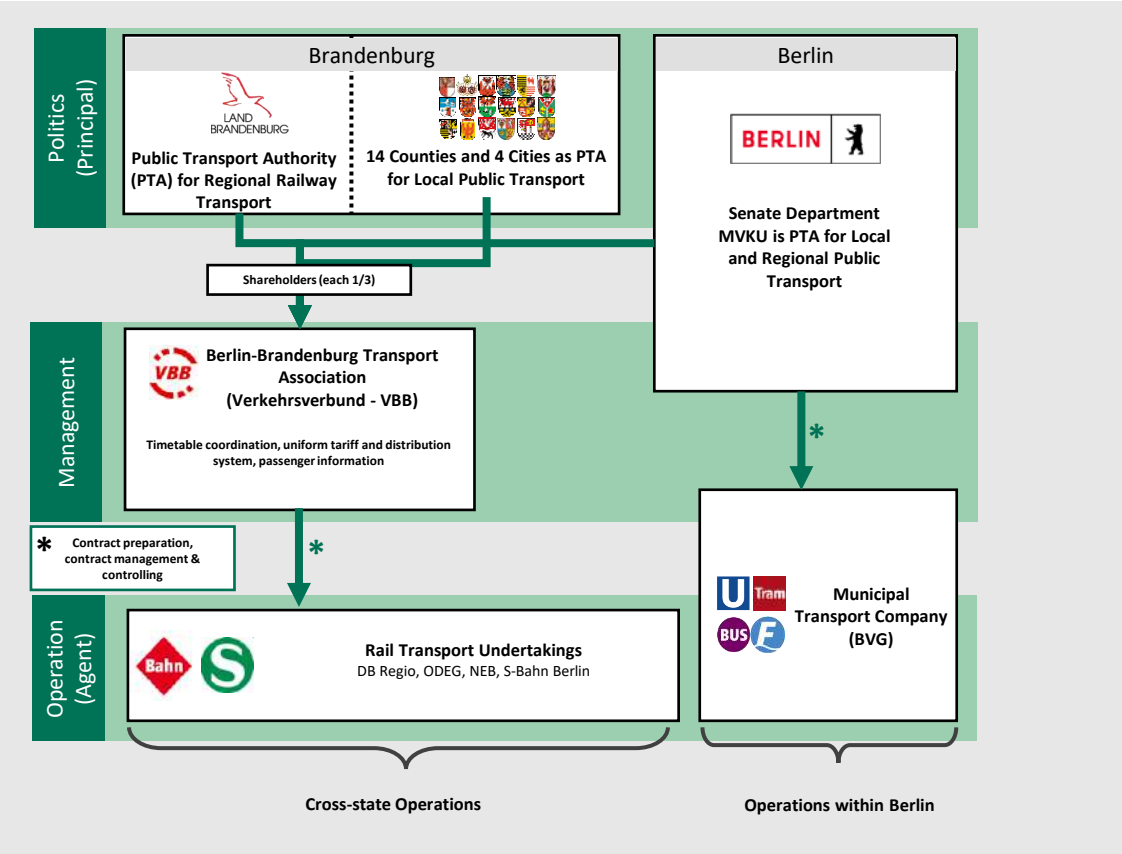
Senatsverwaltung für Mobilität, Verkehr, Klimaschutz und Umwelt
BERLIN

Organization of Railway Infrastructure in Germany

- Approx. 90% of the railway network is state owned
- Launched 1/2024, DB InfraGO is a public utility infrastructure undertaking
- Federal government is formally responsible for the expansion and upgrade of infrastructure for long-distance transport
- Expansion or upgrade with regional benefit needs federal state co-financing

Picture: NDR / Pavel Stoyan

Organization of Local & Regional Public Transport in Berlin



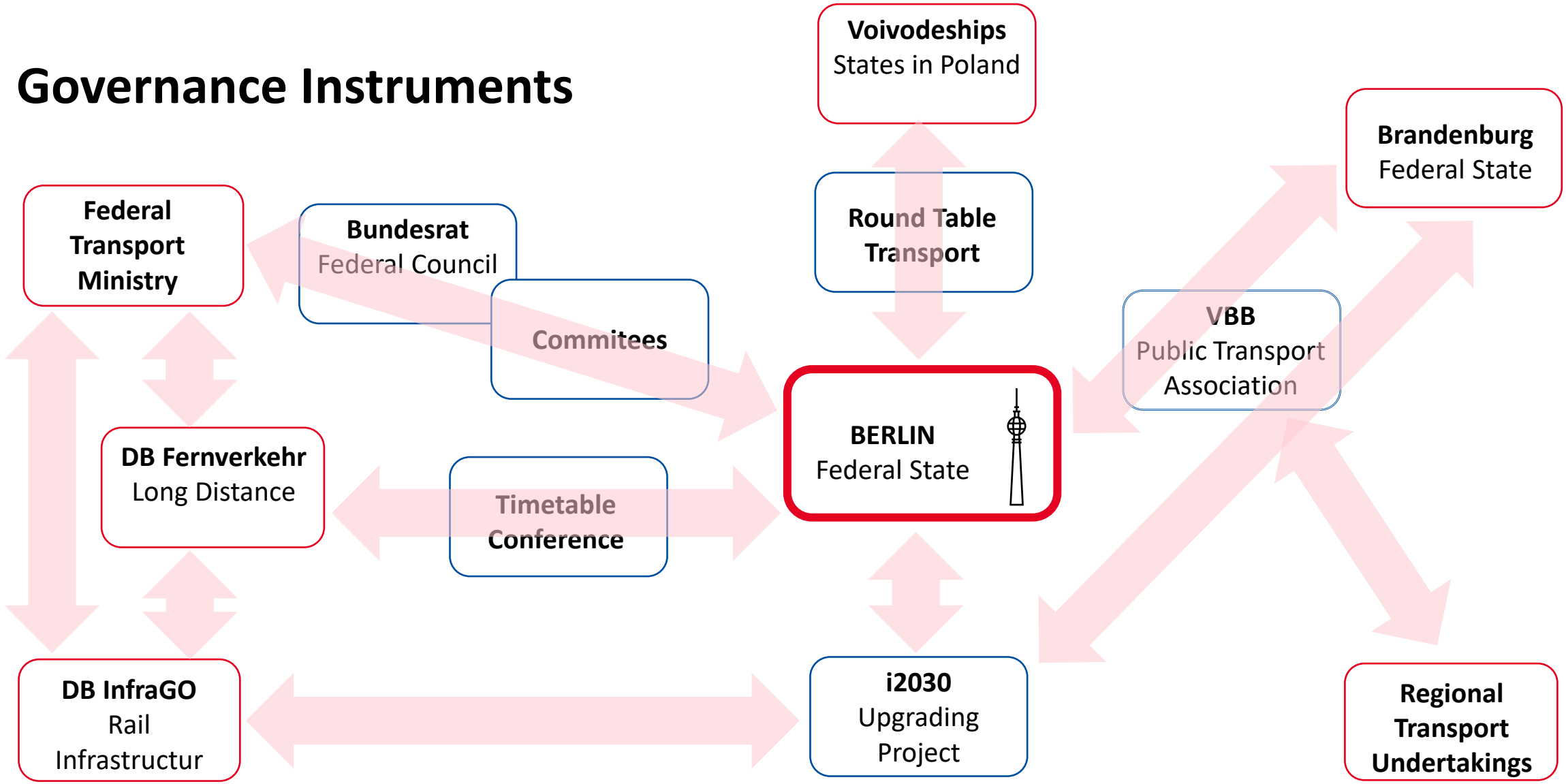
Graphic: VBB

Organization of Long Distance Public Transport in Germany

- No financial support for Railway Undertakings
- Open Access Model: Railway transport undertakings operate routes only on the basis of economic viability
- Tendering Model in discussion

Pictures:
DB AG / Uwe Miethe
Wikipedia / Superalps
ÖBB /Marek Knopp

Governance Instruments



Selection - not all correlations shown

Thank you.

Senatsverwaltung
für Mobilität, Verkehr,
Klimaschutz und Umwelt

BERLIN

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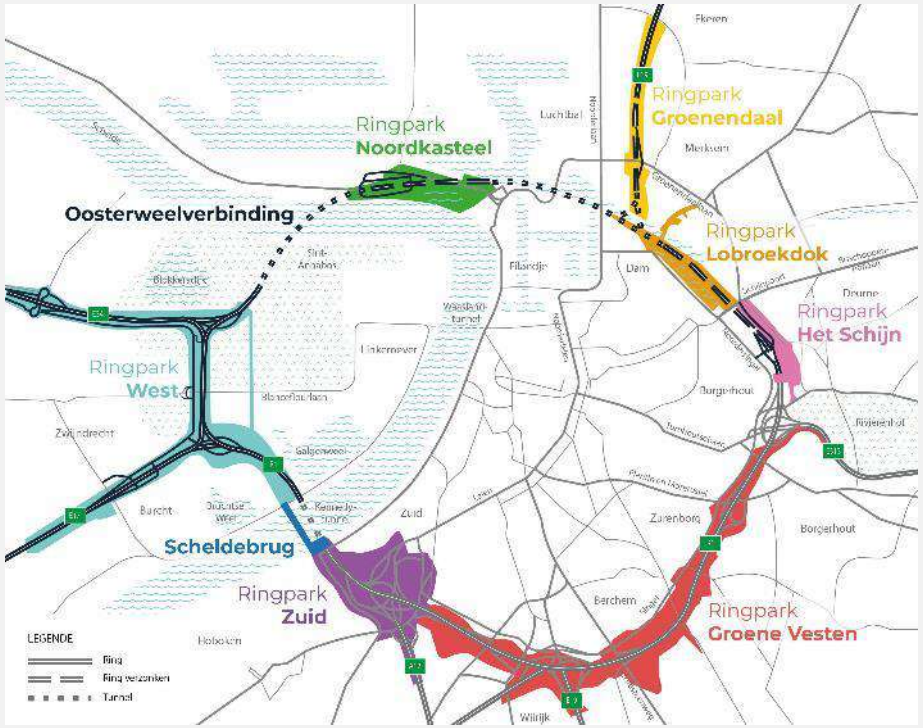
Smart ways to Antwerp

5 steps to make employees in your FUA travel more sustainably

Michiel Penne, City of Antwerp / SCALE-UP

SCALE-UP
User-Centric & Data Driven Solutions for Connected Urban Poles

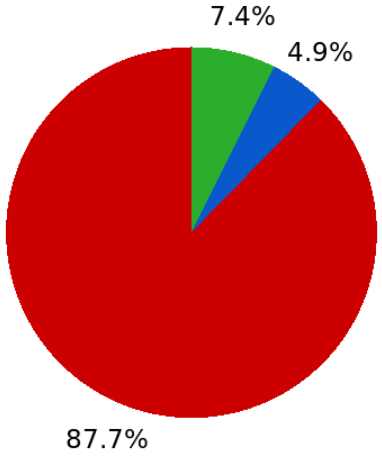
Step 1: make use of a burning platform



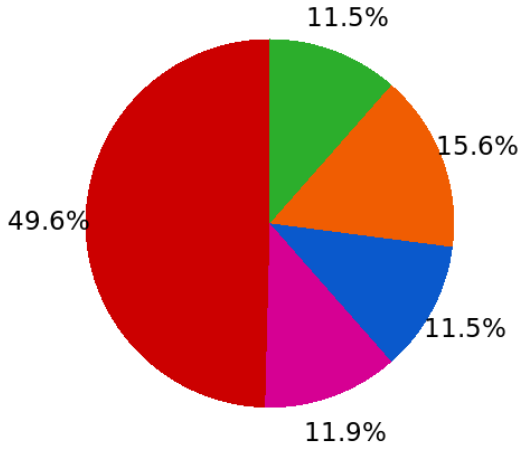
Step 2: target employers with 20+ employees & measure

Example of a company in Antwerp

Actual modal split



Potential modal split



How we calculate

Up to 7.5 kilometre

Between 7.5 & 15 kilometre

Max. 1.5 x car travel time

Max. 1.2 x car travel time

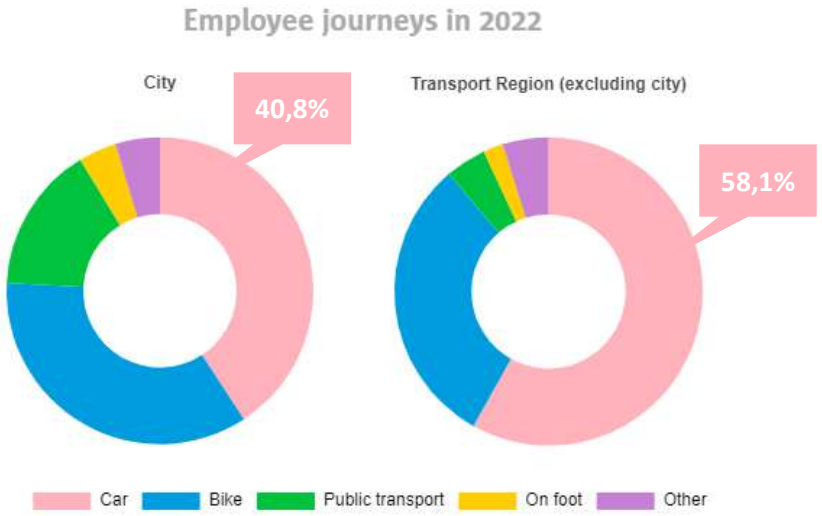
Living Max. 2 km apart

Step 3: support employers

Examples from our ‘Smart Mobility Packages’ for employees:

- Sample service for (e-)bikes, public transport, P+R’s, DeWaterbus…
- Topical sessions (e.g. bike lease)
- Network events (e.g. CEO-event)
- Collaborations with mobility providers
- Newsletters
- Multimodal & bike accessibility information sheets (customised)
- Personalised travel advice
- …

Step 4: measure impact (ambition: 50/50)



Source: https://magazine.slimnaarantwerpen.be/mobilitytrends2022/modal-split-home-work-in-antwerps-transport-region

Step 5: Scale-up to FUA

- SCALE-UP (Horizon project):
  "How to integrating mobility and transport strategies on multiple governance levels and beyond geographical boundaries (e.g. city, functional urban area (FUA), TEN-T)"
- Transport region Antwerp (TRA): 32 municipalities = our FUA
- City of Antwerp & Transport Region Antwerp are working together
  - Adjust Smart Ways to Antwerp approach for municipalities (who also need support) & companies within the TRA

SCALE-UP

User-Centric & Data Driven Solutions for Connected Urban Poles

Smart ways to Antwerp

SCALE-UP

User-Centric & Data Driven Solutions for Connected Urban Poles

Questions?

Michiel Penne, city of Antwerp

Coordinator Smart Ways to Antwerp & SCALE-UP

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Landeshauptstadt
München
Mobilitätsreferat

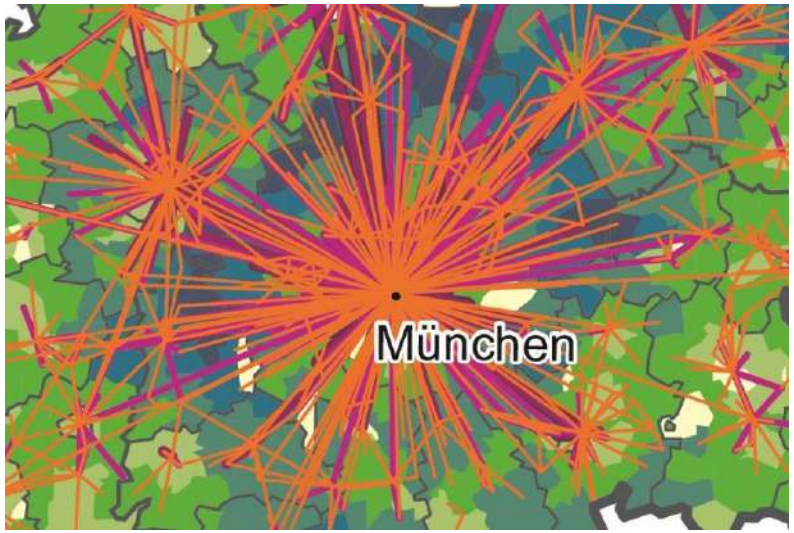
Collaboration on the management of commuter traffic

Oslo City Hall I 23.04.2024

MÜNCHEN UNTERWEGS

Awarding facts about Munich?!

Landeshauptstadt
München
Mobilitätsreferat



- Munich is the commuter capital of Germany
- Over 500.000 commuters to Munich every day
- 50% of commuters to Munich travel < 38 km
- 225.000 people commute from Munich every day. That’s about 15% of Munich's population.

- Munich is traffic jam champion in Germany
- In 2023, commuters spent an average of 55 minutes a day in the car for 10 km during rush hour.
- Additional time spent in the car added up to more than 80 hours per year (London 148 hours).

MÜNCHEN UNTERWEGS

MÜNCHEN UNTERWEGS

Landeshauptstadt
München
Mobilitätsreferat

Thank you!

Chris Helf
City of Munich – Mobility Department
New mobility and innovation
Christoph.helf@muenchen.de

muenchenunterwegs.de

Steve Danesch
Policy Officer
Berlin Senate Department for Urban Mobility, Transport, Climate Action and the Environment

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Collaboration between public and private sector in Ruter

Move21

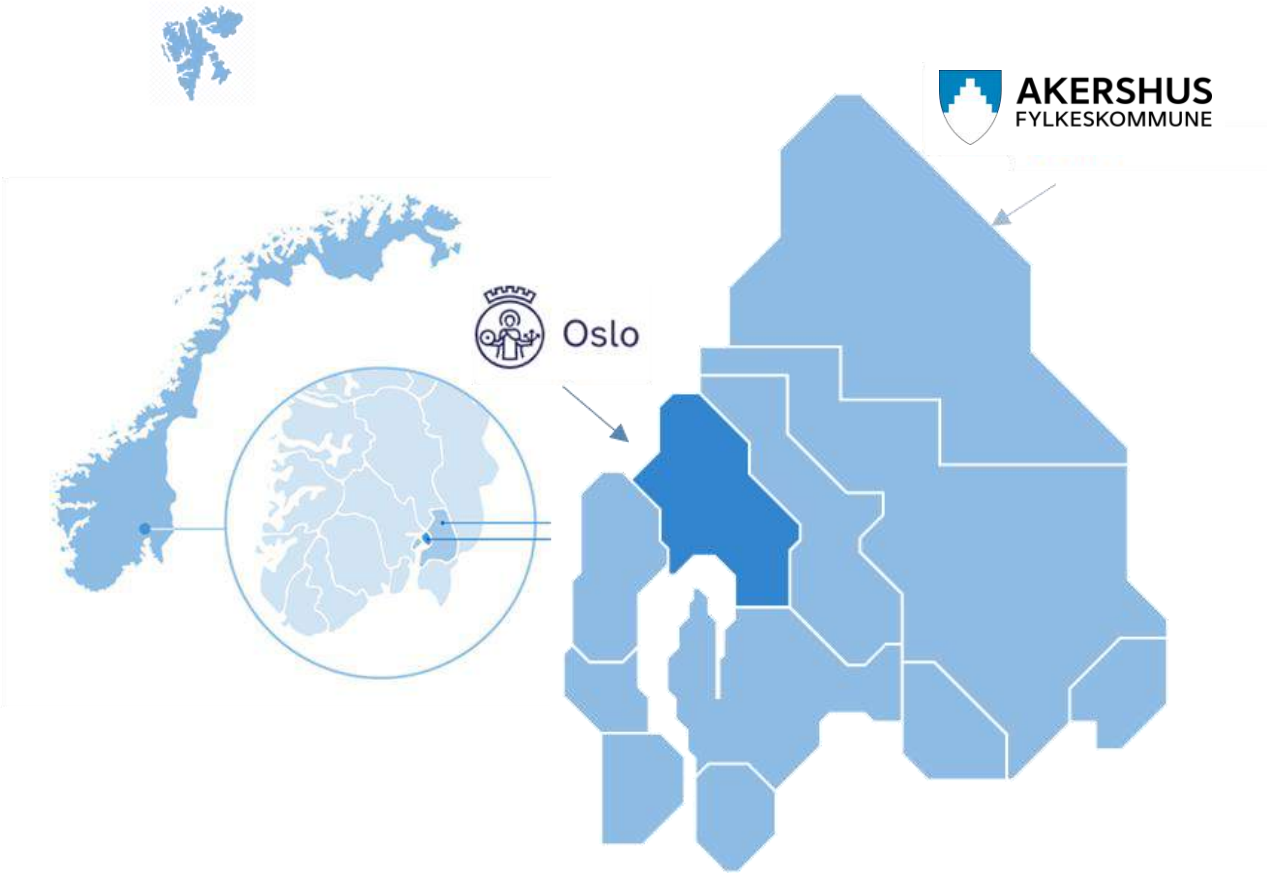
Anders Ask/April 23, 2024

Ruter#

This is Ruter

Public transport authority of the Oslo region, 370 employees.

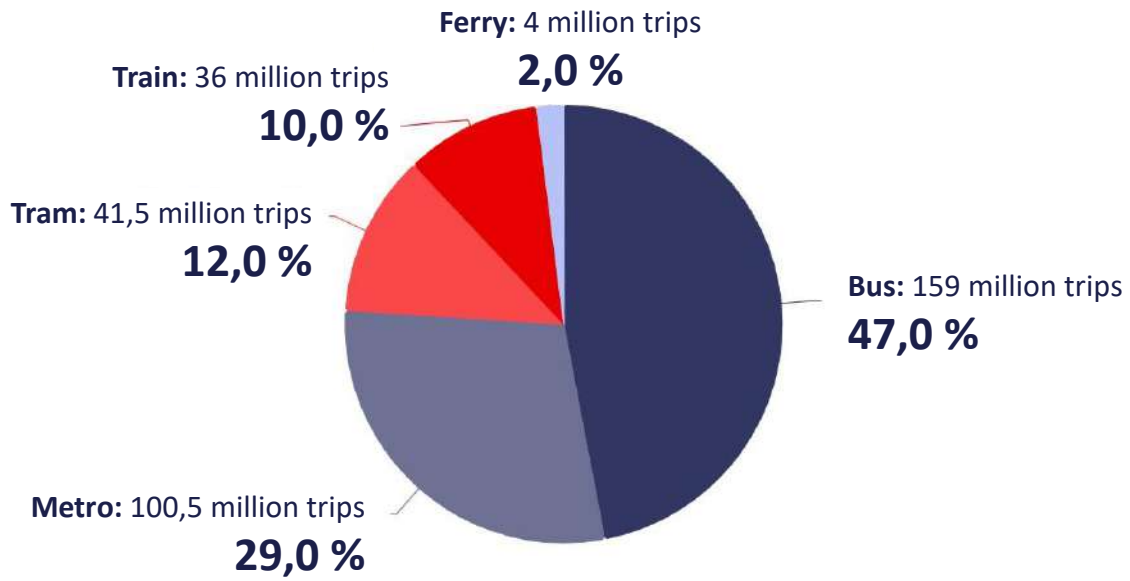
- *Plan*, *procure* and *promote* public transport in Oslo and Akershus county
- Contribute to Oslo region reaching set political goals in the transport sector
- Publicly owned by The City of Oslo (60%) and Akershus County (40%)



Over 40 % of Norway’s population live their lives in the Oslo region.

55 % percent of Norway’s public transport trips are carried out by Ruter.

The Oslo region public transport in numbers (2022)



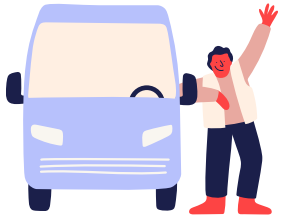
Ruter’s vision

- ✔ Every person in the Oslo region should experience the **freedom to move** around as they want.
- ✔ The transport system that provides people with this freedom has to be **sustainable**.

How do we work towards our vision?

Build on our exisiting position and infrastructure

Data-driven service development



Incentivize our operators to provide innovative new solutions

«The Ruter-model»

- Ruter buys transport services from operating companies (Competitive tendering)
- Ruter determines only functional requirements, not specific technical solutions. This leaves operators free to choose buses/vessels and charging/fuel type .
- Emission-free = requirement and/or evaluation criteria

Benefits of the Ruter-model

- Make use of latest market innovations, not locked into old methods.
- We buy services in packages with specific lines, 10+ year operating period.
- Ruter shares data from pilot project with operators, to encourage learning and innovation.

Providing an alternative to the private car

Ruter#

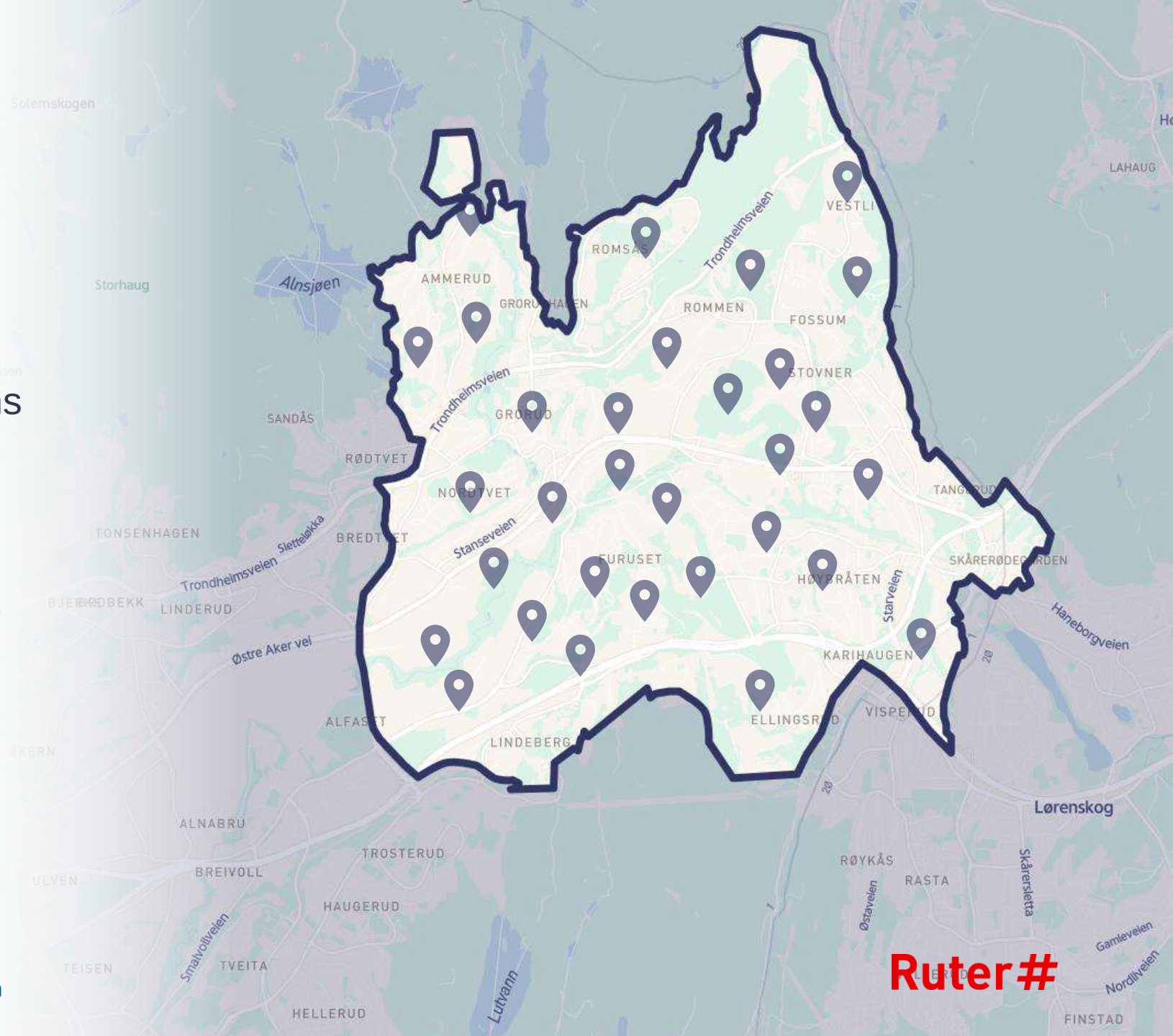
The private car provides people with **a sense of freedom** that mass transit often cannot compete with.

#

Groruddalen Pilot project:

Developing on-demand transport with self-driving vehicles

- 15–30 vehicles for 3-5 persons
- On demand and shared
- Speed up to 90 km/h
- SAE Level 4 in mixed traffic
- Ordered via smartphone app
- Predefined area



Finansiert av ENOVA
ULTIMO
Finansiert av Den europeiske union

Ruter#

A sustainable system of transport options

1 Shared on-demand services.

2 High capacity lines along the most important routes.

3 Short trips should be made on foot or bicycle.

Ruter#

Roundtables

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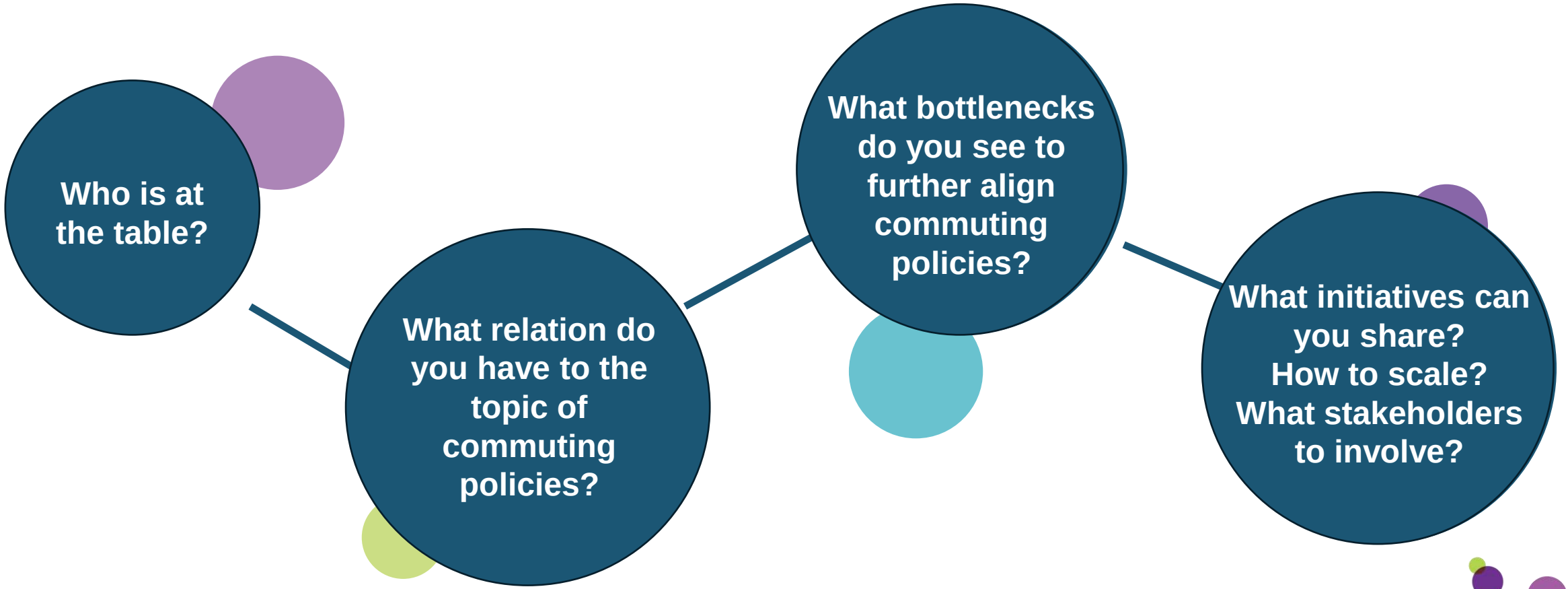
Roundtable Discussion



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Concluding words

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22-23 April 2024, Oslo City Hall, Norway

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Thank you, see you soon!

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