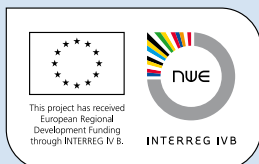




BAPTS

High-quality public transport
services for Europe



REPORT ON THE BAPTS LAUNCH EVENT IN BIELEFELD

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Ravensberger Spinnerei, Venue of the Launch Event

REPORT ON THE BAPTS LAUNCH EVENT

Between 11 and 13 May 2009 the city of Bielefeld/Germany turned into the European centre for sustainable urban mobility. During three days some 100 public transport experts from all across North-West Europe gathered in the regional capital of East Westphalia-Lippe in order to launch the new NWE INTERREG IVB project BAPTS and to sign the “Joint Declaration for Sustainable Mobility”.

INTRODUCTION

TRANSPORT REMAINS A MAIN POLLUTER

Making transport more sustainable is a key element towards making European cities better places to live and to fight climate change. This is important since transport figures are still growing and seem to be coupled with GDP development. Moreover, specifically urban mobility accounts for 40% of all CO₂ emissions of road transport and up to

As cities themselves are usually in the best position to find the right responses to these challenges, taking into account their specific circumstances, nine leading cities and regions from North-West Europe develop concrete actions on how to give their public transport systems a fresh boost within the INTERREG IVB NWE funded BAPTS project. The project was officially launched on Tuesday, 12 May in the German City of Bielefeld which was appointed to be the lead partner of this ambitious cooperation. The launch event took place at the “Ravensberger Spinnerei”, a historical factory building.

The conference was opened by the Lord Mayor of Bielefeld, Mr Eberhard David. In his speech Mr David stressed the relevance of European cooperation projects as a key element for achieving a Europe wide recognition of Bielefeld as a city with advanced and innovative public transport systems.

He furthermore emphasised his delight in being the assigned lead partner of the project and confirmed again the commitment of Bielefeld towards the joint learning process initiated by the BAPTS project.

Lord Mayor of the city of Bielefeld, Mr Eberhard David
“I am very glad that Bielefeld is the host of the BAPTS launch event”

70% of other pollutants from transport. Thus, the question of how to enhance mobility while at the same time reducing congestion, accidents, pollution and to adjust cities to changing and aging populations are common challenges to all major cities in Europe. Against this background the European Commission adopted the Green Paper „Towards a new culture for urban mobility” in 2007 which opened a debate on the key issues of urban mobility.

Mr Elmar Brok (Member of the European Parliament for East Westphalia-Lippe, i.e. the Bielefeld region, since 1980 and Member of the European Parliament’s Committee on Foreign Affairs) stressed the international dimension of local and regional cooperation during his presentation. He underlined that the world’s problems such as climate change also have to be addressed on the local and regional level:

“Europe must find answers to these global challenges and projects like BAPTS will help to identify the most effective strategies.”

“Bielefeld with its public transport system is proud to be in the lead of such an impressive consortium!”



Mr Elmar Brok, Member of the European Parliament
“BAPTS will help Europe”

MAIN CONTENTS OF THE EVENT

SIGNING OF THE “JOINT DECLARATION FOR SUSTAINABLE MOBILITY”

A further highlight of the event was the signing of the “Joint Declaration for Sustainable Mobility”. The strategic aim of the declaration is to establish a close strategic cooperation process between BAPTS and two further transport-related INTERREG NWE projects - RoCK and ICMA. These three projects are together covering a com-

plete transport chain of sustainable door-to-door mobility. Encouraged by the declaration, the projects will work together in the future to promote and implement the vision of effective and well-connected public transport within North-West Europe and to cooperate with other projects and initiatives. Mr Erik van Merrien-

boer, Vice-Mayor of the City of Eindhoven and responsible for mobility, environment, economic affairs, and city-neighbourhood directed working introduced the context and content of the “Joint Declaration for Sustainable Mobility”. Mr van Merrienboer stressed the strategic value of the declaration and claimed that

“ Ultimately this cooperation will produce tangible and useful new mobility services for our citizens. ”

With great pleasure and high aspirations towards the cooperation, the Lord Mayor of Bielefeld, Eberhard David, the Vice Mayor of Eindhoven, Erik van Merrienboer and Stuart Murray of the Greater Manchester Passenger Transport Authority signed the declaration on behalf of BAPTS, RoCK and ICMA.



The signing of the “Joint Declaration for Sustainable Mobility”

EXPERTS DISCUSSING LOCAL CHALLENGES AND POLITICAL FRAMEWORK CONDITIONS

A further key element of the conference was the “Dialogue on local requirements for European urban transport and the spatial policy framework”. This part of the conference provided an opportunity for the official BAPTS partner representatives from politics and administration to explain the framework conditions and priorities of their own local po-

licies in relation to BAPTS and what they expect from the national and European policy makers in order to support the effectiveness of their policies. In seven moderated question rounds the nine panellists addressed important local issues like (1) Optimising efficiency of transport infrastructure, intermodality and modal shift, (2) Clean public transport and

health, (3) Convincing citizens and raising their awareness, (4) The role of information technology, (5) Institutional cooperation and integrated policy making, (6) Accessibility for all (children, mobility impaired people, older people), and (7) Visions for the future. Based on this thematic framework, several important issues were raised.

Michael Looby for example, from the Dublin Transportation Office (DTO), put forward the simple question:

“ Why is it, that we can dispatch a parcel from our front door to any place on earth, while having to worry about every interchange, when we are travelling ourselves? ”



Discussion round of the “Dialogue on local requirements for European urban transport and the spatial policy framework”

OPTIMISING EFFICIENCY AS A WAY TO COPE WITH HIGHER DEMANDS

Under the objective to optimise the efficiency of transport infrastructure, intermodality and modal shift, Mr. Gregor Moss, as Transport Commissioner of the City of Bielefeld explained local strategies to reduce congestion in the city centre and Jean-François Retière as the Vice President of Nantes Métropole Communauté Urbaine provided details as to how the different modes are connected in his region and how BAPTS will help to

achieve a balance in favour of public transport. Gisela Gräfin von Schlieffen as the representative of the Rhein-Main-Verkehrsverbund, one of the largest public transport associations in Germany, explained how different marketing measures and new ICT and ITS applications help to contribute to better quality of public transport. Anna Waite, Councillor at Southend-on-Sea Borough Council, illustrated her expectations as

to what BAPTS and public transport can do in order to facilitate regeneration and growth within the Thames Gateway and for developing better public transport corridors and station interchanges. Ms Waite made the case for ensuring that new and existing developments can link with all transport modes in order to reduce congestion.

PUBLIC TRANSPORT HELPS REDUCING ECOLOGIC FOOTPRINT OF CITIES

David Lyonette, Councillor, Darlington Borough Council and Yannick Jacob, representative of Lille Métropole Communauté Urbaine, pointed towards the fact that congestion is

often located in and around urban areas and costs the EU nearly 100 billion Euro, or 1% of the EU's GDP, that air pollution leads to reduced life expectancy and that physical inactivity

is estimated to be associated with about 600,000 deaths in the EU. Noise pollution (above 55 dB) and the close connection between transport and land take were also mentioned.

INCREASING AWARENESS OF THE BENEFITS AND POTENTIALS OF PUBLIC TRANSPORT

With respect to public transport related marketing and awareness raising, partners such as the Dublin Transportation Office and Nantes Métropole Communauté Urbaine clearly stressed that different means must be used to reach the different user groups and to meet their needs. Of particular relevance

in this regard are those users who choose to use public transport only for selected trips because a combination of parking availability, parking cost, traffic congestion, employer subsidies and environmental issues outweighs the greater convenience offered by the car. All participants agreed that key

value components that marketing must address include convenience, comfort, a sense of making the “smart” choice (especially for commuters), costs, and reliability and dependability for all groups.

PUBLIC TRANSPORT AS THE PERFECT ENVIRONMENT FOR THE APPLICATION OF LATEST ICT AND ITS TECHNOLOGY

Concerning the enhanced use of ICT and ITS technology, Erik van Merriënboer, Vice Mayor of the City of Eindhoven, explained how the citizens of Eindhoven are able to benefit from

information technology in public transport. He outlined that information and communication technology has to play a key role in providing high-quality transport systems and

services in Brainport Eindhoven as a hotspot of technical innovation and research.

POLITICS AS MAIN DRIVER AND BARRIER FOR IMPLEMENTATION

Under the thematic umbrella of “institutions and integrated policy making” Jean-François Leblanc as the representative of the City of Liège vividly outlined the situation of the

Walloon city which is at the doorstep to re-introducing the tram into the city. He put particular emphasis on the connection of regional, urban and transport planning as well as

the integrated analysis of transport and economic benefits of this new scheme.

In recognition of the ongoing demographic change Transport Commissioner, Gregor Moss presented Bielefeld’s experience in this area and how the city has already adapted transport infrastructures and mobility services to a more diverse and older population.

As a conclusion, all participants were asked to give a statement to the question what should be the major changes in the mobility of their cities in 15 years time.



Some 100 people attended the BAPTS conference

NETWORKING AT THE BAPTS LAUNCH EVENT



Stephanie Wöhrmann (moBiel/Bielefeld) together with Councillor Anna Waite and Paul Mathieson (Southend-on-Sea)

Stuart Murray (GMPTA/Manchester), Simon Hubacher (ICMA Project), Tony Maples (Pandemonia) and Siegfried Rupprecht (Rupprecht Consult) During the coffee break in front of the Ravensberger Spinnerei

AT THE LECTERN

THE MINISTRY OF BUILDING AND TRANSPORT IS READY TO SUPPORT THE BAPTS PROJECT

The afternoon part started with a further key note speech which was delivered by Mr Günter Kozlowski. The State Secretary for Transport of North-Rhine Westphalia emphasised that public transport provides mobility for millions of citizens in North-West Europe every day; but still a lot needs to be done to make it more effective. He underpinned the readiness of his ministry to facilitate the take-up of BAPTS results and referred in this regard to the yearly 2.1 bill. public transport passengers just in North-Rhine-Westphalia.

Following a morning of political speeches and discussions, the afternoon featured further exchange and networking opportunities after the speech of Mr Kozlowski. With presentations understandable also for non-experts, all partners presented in concrete terms what they intend to do in BAPTS. In order to reduce the need for coordination among speakers, a simple café-like approach for presenting city after city was chosen.



Günter Kozlowski, State Secretary for Transport of North-Rhine Westphalia "We expect interesting results"

BIELEFELD: PREPARING FOR DEMOGRAPHIC CHANGES



Mr Gregor Moss, Transport Commissioner of the City of Bielefeld

Gregor Moss, Transport Commissioner of Bielefeld opened this part of the event by briefly introducing the BAPTS working structure in

non-technical terms and also presented the activities of Bielefeld. He explained the changes to which urban policies need to respond in the future:

“Our societies are getting older and generally more colourful, and there will be fewer people with higher demands in mobility. High-quality public transport will help to make our cities fit for these challenges.”

With the overall aim to have more people using public transport and less car traffic, he outlined in his presentation the Bielefeld plans for the extension of the urban rail network ('Stadtbahn 2030') and new approaches to the traffic management of large events. Since usually important regional events induce a lot of traffic, cause parking problems and visitors often do not have information about the public transport offer, Bielefeld, together with its public transport operator moBiel, will test new ways for the management of traffic and to encourage the use of public transport within BAPTS.

LIÈGE: READY FOR THE TRAM AGAIN

Under the motto "The Renaissance of the tram in Liège?", Jean-Francois Leblanc informed the audience about the Walloon renaissance of the tram. Due to a growth in public transport users of +75% in less than 10 years and more than 2000 buses a day between the Liège high-speed train station and the city centre, the current bus system has reached its limits. Against this background the City of Liège has decided to reintroduce the tram. BAPTS will facilitate this process

through the development of a study evaluating the various possible route options and their socio-economical impact on the development of the Liège region. The study also allows the Government of the Walloon Region as the main investor to make the best choices based on facts. In the long run it is expected that the number of passengers making use of public transport will increase by 50% between 2008 and 2020.



Mr Jean-François Leblanc, Transport Advisor, City of Liège "We witness a renaissance of the tram"

NANTES MÉTROPOLE: STRIVING FOR GREATER SHARE OF PUBLIC TRANSPORT AND INTELLIGENT PARKING MANAGEMENT



Mrs Lamia Rouleau-Tiraoui, Project Officer Nantes Métropole

Mrs Lamia Rouleau-Tiraoui, Project Officer Nantes Métropole, in her presentation labelled „Modelling and fare structures in Nantes“, outlined the key objectives for public transport in the wider Nantes region:

- ➔ to proceed with the development of mobility for all;
- ➔ to enhance accessibility;
- ➔ to move towards a 50/50 equilibrium between car modal share and the other modes (public transport, bicycle, walk)
- ➔ to develop a comprehensive mobility management;
- ➔ to involve all stakeholders.

Important milestones and tools on the way towards achieving these objectives are the introduction of an intelligent public transport ticketing and fare system, the preparation of a multi-parking smart card and efficient mobility modelling and planning. In her presentation Mrs. Rouleau-Tiraoui raised the important question:

“How can we lead the mobility culture towards more sustainable practices?”

As a conclusion of her presentation, Mrs. Rouleau-Tiraoui argued for the need to continuously adjust and adapt transport services to people's needs by listening to citizens' demand. Furthermore she underlined the role of ICT based high-quality (real time, reliable, well-tailored) mobility service information and the involvement of citizens and all stakeholders.

DUBLIN: INNOVATIVE BUS TRAFFIC



Mr Barry Colleary, Senior Transport Planner at Dublin Transportation Office (DTO) *"We must encourage people to leave the car behind"*

During the following session „Innovative planning, citizen awareness and ITS“, the cities of Dublin, Eindhoven and Darlington presented their cases. During his presentation Mr Colleary from the Dublin Transportation Office (DTO) made the case for promoting and improving PT using mobility planning and intelligent transport systems. He informed the audience about the Dublin awareness raising campaign “One Small Step” which, as a pilot, will focus on the 25 largest employers in the Dublin region and later will be extended to the whole country. By means of public awareness campaigns, a website, workplace travel plans, residen-

tial travel plans and mobility management guidelines, the initiative seeks to achieve that “people leave the car behind” at least one day a week. During his presentation Mr Colleary highlighted that the campaign can improve health, contribute to a cleaner environment, save money, help to reduce stress and traffic congestion, save time and reduce vehicle wear and tear. The other component of the planned Dublin activities relates to bus priority at traffic signals. Over the next three years, some 600 traffic signals in the Dublin region and 1200 busses on 200 routes will benefit from this ICT and ITS related BAPTS investment.

EINDHOVEN: A PACKAGE OF INTEGRATED SOLUTIONS

Ron Nohlmans, Programme Manager Mobility at the City of Eindhoven, introduced the four Dutch BAPTS key activities during his presentation:

- ➔ Advanced mobility management for the citizen smart card
- ➔ Promoting Modal Shift
- ➔ Integrated transport corridor planning
- ➔ Target group approach for strategic public transport planning

Under the heading “Advanced mobility management for the citizen smart card”, within the BAPTS project Eindhoven will add mobility applications to the existing personal “City Card” which each Eindhoven citizen currently owns. The card will i.a. cover public transport for people over 65, as well as car parking and bicycle rental & secure bicycle parking. Concerning the objective of the promotion of a

modal shift within the BAPTS project, various innovative incentives will be provided to the Eindhoven car drivers (still 68%) in order to shift towards bike or public transport. Examples are facilities such as bike rental, real-time public transport travel information or wifi access on PT. Important aspects of this action are raising awareness, convenience and comfort. With the overall aim to support the planning of integrated transport corridors, Mr Nohlmans explained how the BAPTS project will help to achieve smart planning and implementation processes considering that these new transport corridors will be implemented in existing and often densely populated urban areas. As a result, Eindhoven will develop a model for integrated corridor planning. Last but not least Ron Nohlmans outlined how Eindhoven links its public transport ambitions with its social policy. Considerations of this kind will increasingly become necessary because when the bus



Mr Ron Nohlmans, Programme Manager Mobility, City of Eindhoven *"Mobility applications will be added to our exiting city card"*

goes faster, the distance to the next bus stop is usually getting larger. This constitutes a particular problem for elderly or disabled people. Based on this understanding, the presentation featured plans for the introduction of semi-public transport services and innovative specific target group approaches.

DARLINGTON: LEADING THE UK TOWARDS BETTER PUBLIC TRANSPORT



Mr Owen Wilson, Principal Transport Officer at Darlington Borough Council *"Incorporate evidence of best practice from across NWE"*

Next within this slot of presentations, Mr Owen Wilson, Principal Transport Officer at the Darlington Borough Council, outlined the planned BAPTS

activities for the city in England's North-East: the implementation of new ways for travel marketing and a public transport Smart Card, the development of travel plan for the Bank Top Station and the preparation of a connections study. Mr Wilson stressed that in particular travel marketing is expected to increase the use of public transport, and will feature walking & cycling through information/marketing targeted at schools, workplaces, transport corridors incl. the rail station and residents. Mr Wilson furthermore outlined how the connections study will form an important source of information for the Local Development Framework as it will review local connections between employment sites, residential areas and key services (e.g. Town

Centre) and incorporate evidence of best practice from across NWE. Next, the presentation visualised the planned introduction of a public transport Smart Card as an integrated medium for public transport ticketing/cycle parking & hire. Finally the presentation outlined the plans for Darlington's Bank Top Station in order to prepare the station to cope with predicted future two million+ passengers per annum. Owen Wilson emphasised that the scheme includes the production of a station travel plan in partnership with rail operators, the delivery of improvements to cycle/pedestrian access, the better integration of bus and rail and the introduction of new secure cycle parking and cycle hire.

SOUTHEND: BUS RAPID TRANSIT (BRT)

The partner presentations were concluded by the representatives of Southend, Lille Métropole, and RMV providing information on „Infotainment and advanced ticketing“. The presentations were started by Mrs Anna Waite, Councillor, Southend-on-Sea together with Mr Paul Mathieson, Special Projects Manager at Southend-on-Sea Borough Council. As regards the concrete involvement in the BAPTS project, both presenters highlighted the planning for rapid transit in the region, the development of new approaches for more integrated town centre mobility in Southend, transport modelling for better evidence of the impact of the planned interventions and various marketing, information & ticketing actions. The planning of rapid transit includes the consulting with the wider public on the proposals for sert – a new Bus Rapid Transit

(BRT) scheme including looking at the options for integrating the rapid transit system within existing developments and transport modes. In this context working with other EU partners to encourage innovation and to agree upon common standards will also form an important part of the transnational exchange of information. Mr Paul Mathieson outlined that under the objective to develop integrated town centre mobility within BAPTS, proposals for the “Victoria Gateway” in Southend, and for better links between the railway station with public transport and the town centre will be developed. Councillor Waite stressed that the modelling activities will contribute hugely to improving the evidence base for investments in high-quality local public transport, both from the public sector and from private developers. Both presenters underpinned that the various



Mrs Anna Waite, Councillor, Southend-on-Sea together with Mr Paul Mathieson, Special Projects Manager at Southend-on-Sea Borough Council *"Working with other EU partners is an important part of our work"*

mobility marketing, travel information and smart ticketing activities planned within BAPTS address school travel plans as well as walking and cycling support. This package will also include an analysis of the potential for developing a “Smart Card” supporting all kinds of mobility actions.

LILLE MÉTROPOLE: NEW INFOTAINMENT SYSTEMS AND BETTER BUS TRAFFIC

Next on the agenda, Mr Yannick Jacob, Senior Engineer at Lille Métropole, outlined the three main BAPTS elements for Lille Métropole: the development and implementation of an innovative ticketing system, measures for the intelligent traffic management of major bus routes and the delivery of an off-board real-time passenger infotainment system. Mr Jacob explained that the new Lille ticketing scheme will be implemented as a contactless system and facilitated through the setting up of specific focus groups identifying the customers' needs. Support will be also provided to help travellers to use the new system during its introduction phase. He stressed in

his presentation that the intelligent traffic management system is planned to enable busses to pass crossroads with traffic lights more quickly. Mr Jacob emphasised that this GPS/Galileo based technology will save about 5% to 20% travel time. Finally Mr Jacob explained how, based on GPS and GPRS technologies, the PT users in the Lille conurbation will soon benefit from a modern infotainment system. Screens at various key locations will provide real time information about next bus departures as well as town events. He stressed that the equipment will also be adapted to the needs of visually impaired people.



Mr Yannick Jacob, Senior Engineer at Lille Métropole
"Intelligent traffic management will enable busses to pass crossroads with traffic lights more quickly"

RMV: APPLICATION OF ICT AND ITS TECHNOLOGY IN PUBLIC TRANSPORT



Mr Jörg Lunkenheimer, Rhein-Main-Verkehrsverbund (RMV), Member of the Board "Mobility scouts will provide assistance directly to the customer at places where assistance is needed most"

BAPTS activities of the RMV in a comprehensive but easy-to-understand way:

- ➔ Better and direct travel information through RMV-Mobility Scouts;
- ➔ Innovative Near-Field Technology (NFC)-based ticket purchase;
- ➔ Implementation of an on-board infotainment system on regional trains.

The partner presentations were concluded by the presentation of Mr Jörg Lunkenheimer from the Rhein-Main-Verkehrsverbund (RMV). As a member of the management board, he was perfectly able to present the

Mr Lunkenheimer introduced the RMV-Mobility Scouts as an innovative instrument to improve customer information through face-to-face contacts. He explained how these advisors will visit companies, institutions, trade fairs, and universities

in order to provide direct information on the RMV transport services. Next, the presentation made clear how the new NFC technology will enable passengers to buy their tickets with their mobile phones in a quick and easy way through a vast number of access points (so-called "con tags"). Eventually the system will thus form a further option for ticket purchase besides e.g. the SMS-ticketing, smart card purchase or annual tickets. Mr Lunkenheimer illustrated that the RMV infotainment system will be implemented on two test trains and will provide real time information to the passengers on the trains as well as general information about public transport, general news, news on cultural events etc.

CONCLUSION

In concluding the conference, Mr Ruut Louwers, the INTERREG North-West Europe Programme Director recalled the need for transnational cooperation in INTERREG:

“In an ideal scenario this cooperation will result in decisions of not following the business as usual approach of, rumbling on, if more promising routes are jointly discovered by the project.”

In a partner meeting after the conference, BAPTS project director Inge Grau thanked her "fantastic project team" for the efforts to get the project so well started in each city region and confirmed that partners are eager to work intensively together on very concrete topics of common interest during the next years.

Altogether the event was considered a huge success by all guest and partners as it has offered an excellent opportunity to develop a clear understanding of each of the partner activities and highlighted the potential of cooperation between the three INTERREG NWE projects BAPTS, ICMA and RoCK.



Mr Ruut Louwers, Director of the INTERREG NWE Programme



Informative publication and promotion material on the project and the INTERREG programme was provided



Group picture of all official BAPTS representatives
Impression from the BAPTS Café
The BAPTS exhibition area

MAYOR’S RECEPTION

The actual BAPTS launch event was framed by a comprehensive side programme. Already on Monday, 11th May, all BAPTS partners arrived in Bielefeld for attending the third regular BAPTS partnership meeting. In parallel to the meeting, the Lord Mayor of Bielefeld, Mr Eberhard David, took the opportunity to welcome the official and political representatives from the BAPTS consortium at the Historic City Hall. During a guided tour through the historic city centre, the guests could afterwards make first direct contact with Bielefeld as a city with outstanding public transport facilities and impressively large green spaces.



Lord Mayor Eberhard David welcomes the representatives from Frankfurt and Lille



Lord Mayor David during his welcome speech

The other BAPTS cities were represented by Mr Erik van Merrienboer (Vice-mayor, City of Eindhoven), Mrs Anna Waite (Councillor, Southend-on-Sea), Mr Jean-François Retière (Vice President, Nantes Métropole Communauté Urbaine), Mr David Lyonette (Councillor, Darlington Borough Council), Michael Looby (Chair of the Regional Traffic Management Group, Dublin), Gisela Gräfin von Schlieffen (representative of the Rhein-Main-Verkehrsverbund), Yannick Jakob (representative of the Lille Métropole Communauté Urbaine), and Mr Jean-François Leblanc (representative of the City of Liège).

After the Mayor's welcome, all guests jointly walked to the "Sparrenburg" – a historic castle overlooking the city of Bielefeld, offering the opportunity for a first exchange on the latest European public transport news. At the "Sparrenburg" the BAPTS partners could enjoy a small reception and an amazing view over the city.



During the following festive dinner at the castle, the Lord Mayor of the city of Bielefeld took the opportunity to now also welcome those guests who had participated in the partnership meeting in the afternoon.



Lord Mayor Eberhard David and Mr Michael Laubenheimer from the project coordinator Rupprecht Consult
Informal gathering at the Sparrenburg

The BAPTS group on its way to the Sparrenburg castle
View of Bielefeld from the Sparrenburg castle

LEARNING FROM LOCAL BEST PRACTICES (SITE VISIT)

Wednesday, 13th May provided the opportunity for a comprehensive Bielefeld site visit and was hosted by moBiel, the public transport operator of Bielefeld. The aim was to demonstrate the state of the art of public transport in Bielefeld, to continue to exchange views, and to enable project partners to understand the needs and priorities in each other's cities.

During a visit to the Intermodal Mobility Centre ('moBiel Haus'), the partners received information on the wider set up of public transport in Bielefeld and the region. In addition, Mrs Inge Grau, the project director of the BAPTS project, gave a presentation on cycling measures in Bielefeld, and the partners had the opportunity to look at an exhibition of "climate angel" drawings made by local pupils.



The BAPTS partners listening to a presentation at the moBiel Mobility Centre ("moBiel Haus")



At the moBiel Service Centre

Afterwards, the BAPTS group was taken on a guided tour examining the Bielefeld light rail system, the moBiel service centre and the new stations at the Bielefeld stadium ("SchücoArena") and at the Bielefeld University. During the excursion, Mr Hartwig Meier, Head of Transport Planning at moBiel explained the Bielefeld approach for light rail station building in Bielefeld and for the planned extension of the existing tram line. The site visit was concluded with a visit to the headquarters of the Stadtwerke Bielefeld.



During the BAPTS event all buses and trams in Bielefeld were flagged with blue EU flags
Mr Hartwig Meier, Head of Transport Planning at moBiel, outlines the Bielefeld plans for the tram extensions at the University station

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