

PROMOTING
Electric
PUBLIC
TRANSPORT



TROLLEY Project Launch Event Documentation
in Gdynia, 1 July 2010

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From Central Europe for Central Europe

Central Europe, Europe and the entire globe are facing tremendous challenges such as climate change, air pollution or oil peak, which are - to a big extent - due to the rapid increase of traffic.

Imagine someone invented a means of public transport that does not produce any emissions, that can recover energy, and that in total is less costly than a regular bus or rail vehicle and at the same time trackless, silent, reliable, and comfortable for its passengers! Imagine this means was already invented about 100 years ago and today represents a ready-to-use technology for our cities!

Trolleybuses – invented in the late 19th century in Central Europe – are electric buses which draw their electricity from overhead wires. Like trackless trams, but at lower noise level and investment costs, they do not produce emissions locally and thus do not pollute the air in our cities. When using renewable resources (e.g. hydro-power), trolleybuses are fully environmentally friendly vehicles. But even if non-renewable resources are being used, trolleybuses still feature the lowest possible consumption!

Competitive with Diesel Buses, and Trams

Further remarkable features are the possibility of recovering braking energy (off-board and on-board) as well as the fact that – in contradistinction to diesel buses – the trolleybus does not lose energy when stopping at bus stops. Trolleybuses also have a better acceleration and hill climbing performance than diesel buses. Fewer operation-related vibrations compared to diesel buses lead to more comfort for passengers. The vehicles are probably less involved in accidents and the overall costs for infrastructure are much lower than those for infrastructure and construction of heavy trams. These are many reasons for promoting trolleybuses!

Wires Mean Certainty

A frequent criticism, however, relates to the overhead wires. Nonetheless, citizens usually approve of the wires since they mean visibility. Visibility means certainty, safety and reliability.

All in all, trolleybuses represent a well-established, ready-to-use and effective answer to current global challenges. But objections are still being raised when it comes to backing trolleybuses.

Map: European trolleybus cities (green dots) and trolleybus cities in the CENTRAL EUROPE cooperation area (yellow dots)



Therefore, the public transport operators of Salzburg, Eberswalde, Parma, Leipzig and Szeged, the cities of Brno and Gdynia as well as the TrolleyMotion action group and the University of Gdansk intend, within the framework of the TROLLEY project, to promote electric trolleybuses in Central Europe.

This partnership addresses the INTERREG IVB Central Europe (CE) programme objectives to contribute to an improved accessibility of and within Central European cities and all partners share common challenges and interests.

The partners are convinced that electricity-based public transport is the cleanest and most efficient urban mobility solution today, and that trolleybuses constitute the best ready-to-use technology to face major mobility challenges in Central Europe. Based on the wide experience of these partners, the EU funded project TROLLEY seeks to unlock the vast potential of trolleybuses to transform transport systems from "fossil mobility" towards "electro-mobility".

Within TROLLEY, all partners will elaborate and implement innovative concepts tackling these challenges and objectives. TROLLEY was officially launched on 1 July 2010 in Gdynia, Poland. The aims of the event were:

- ▶ To initiate a dialogue between the project's stakeholders on framework conditions and priorities for addressing the project's challenges
- ▶ To enable decision makers on all levels to exchange their views on supporting sustainable trolleybus mobility in Europe
- ▶ To establish a cooperation between municipal and industrial stakeholders.

The document at hand provides a comprehensive overview of the event's results.

TROLLEY in brief

TROLLEY contributes to an improved accessibility of and within Central European cities, focusing on urban transport. By taking an integrated approach the project has one main aim: the promotion of trolleybuses as the cleanest and most economical transport mode for sustainable cities and regions in Central Europe.

Programme: INTERREG IVB CENTRAL EUROPE Programme

Priority: Priority 2, Improving accessibility to, and within, Central Europe

Project Call: 2nd call

Number of Partners: 9

Lead Partner: Salzburg AG, Austria

ERDF Grant: ~ Euro 3.3 million

Total Eligible Costs: ~ Euro 4.2 million

Start Date: 01.02.2010

End Date: 31.01.2013

The TROLLEY partners are

Salzburg AG (lead partner, AT)
City of Brno (CZ)
Barnim Bus Company (DE)
TEP S.p.A. (IT)
LVB (DE)
City of Gdynia (PL)
University of Gdansk (PL)
SZKT (HU)
TrolleyMotion (AT)



1 The Launch Event

Agenda

The launch event of the TROLLEY project was held on 1 July 2010 with more than 50 participants from Central Europe and beyond. A multitude of nationalities, professions and different approaches to trolleybus systems was represented during the event in Gdynia. The Gdynia City Hall was the venue of the event. The programme offered room for discussions:

Wednesday, 30 June 2010

19.00 *Get together and official welcome by Wojciech Szczurek, Lord Mayor of Gdynia*

Thursday, 1 July 2010

09.00 *Registration & Reception*

09.30 **Site Visit to Gdynia Trolleybus Depot (PKT)**

10.30 **Technical Site Visit – Conversion of Regular Diesel Buses to Trolleybuses in Gdynia**

12.15 *Buffet Lunch & Press Conference*

13.30 **Welcome Words**

Marek Stepa, Deputy Mayor of the City of Gdynia

14.00 **Welcome and Introduction to the TROLLEY Project**

Arnulf Schuchmann, Salzburg AG, Project Lead Partner

14.30 **Key Note Speech "The Future of Transport and Action Plan on Urban Mobility"**

Magda Kopczynska, European Commission, DG MOVE

15.00 **UITP European Trolleybus Working Group**

Arno Kerkhof, UITP, Senior Manager Bus Division

15.15 *Coffee break & Photo Exhibition*

15.45 **Dialogue on Innovations and Perspectives of Trolleybuses in Central Europe**

Arnulf Schuchmann, Vice Director, Salzburger Lokalbahn, Salzburg AG

Josef Vesely, City of Brno Assembly/Chairman of the Transport Commission of the City Council

Frank Wruck, Director, Barnim Bus Company, Eberswalde

Tiziano Mauro, Director TEP S.p.A., Parma

Ronald Juhrs, Director LVB, Leipzig

Marek Stepa, Deputy Mayor, City of Gdynia

Olgierd Wyszomirski, Faculty of Economics, University of Gdansk

Gábor Dózsa, Director SZKT, Szeged

Magda Kopczynska, European Commission, DG MOVE

Arno Kerkhof, UITP, Senior Manager Bus Division

17.15 **Official Signing of the "Joint Trolleybus Declaration"**

Introduction by **Marek Stepa**, Deputy Mayor of the City of Gdynia

18.00 *Close of Conference*

In preparation of the Launch Event, a press release to announce the event was made available, which was sent by all TROLLEY partners to their regional/ local press. Finally, mostly regional and local press from Poland (among them regional "Radio Gdansk" and TV stations "TVP Gdansk" and "Pomorska TV") followed the invitation to attend the TROLLEY press conference and different TV stations, newspapers and magazines reported about the launch of the transnational cooperation project after the event.

Europa debatowała w Gdyni o trolejbusach

Kategorie: **Wiadomości** Miejsce: Gdynia, Tagi: trolley, projekt trolley, trolejbusy, trolejbusy w gdyni, komunikacja trolejbusowa w europie, trolley europa, komunikacja ekologiczna w europie, komunikacja ekologiczna europa,

A blue and white BKT GÖNİR bus is parked on a paved surface. The bus has a black destination sign above the windshield that reads "BKT GÖNİR". The front of the bus features a large windshield, a black grille, and headlights. The side of the bus is white with a blue stripe. In the background, a large blue and white ship is docked, with the name "BEYSKAW" visible on its side. The scene is set in an urban environment with a clear sky.

Am 1. Juli wurde das Projekt TROLLEY im Rahmen eines „Launch Event“ offiziell gestartet. Es handelt sich um ein durch die Europäische Kommission finanziertes internationales Projekt mit neun Partnern aus West- und Mitteleuropa unter Führung der Salzburg AG für Energie, Verkehr und Telekommunikation. Die Verkehrsunternehmen in Salzburg, Eberswalde, Parma, Leipzig und Szeged, die Städte Brno und Gdynia, sowie das Aktionsbündnis Trolleyemotion und die Universität Gdansk wollen den elektrisch angetriebenen ÖPNV in Mitteleuropa fördern. Sie sind davon überzeugt, dass der elektrisch betriebene ÖPNV heute die sauberste und effizienteste städtische Mobilitätslösung darstellt und dass der Trolleybus die beste schon heute zur Verfügung stehende Technologie zur Bewältigung der Verkehrsprobleme in Mitteleuropa ist. Gestützt auf das umfassende Know-how der Projektpartner will das EU-geförderte Projekt TROLLEY das riesige Potential der Trolleybusse beim Übergang von „fossiler Mobilität“ zur „Elektro-

- Anlässlich des Launch Events in Gdingen am 1. Juli 2010 konnte der Oberbürgermeister von Gdynia, Wojciech Szczurek, zahlreiche hochrangige Gäste begrüßen, darunter Magda Kopynczyna von der Generaldirektion Mobilität und Verkehr der Europäischen Kommission. Nach den Ansprachen stand eine Podiumsdiskussion mit VertreterInnen aller TROLLEY-Partner über Innovationen und Perspektiven der Trolleybusse in Mitteleuropa auf der Agenda. Den feierlichen Höhepunkt bildete die Präsentation der „Gemeinsamen Trolleybus-Erfahrung“ aller Projektpartner, in der sie ihre Überzeugung von den Vorzügen des Verkehrsmittels Trolleybus und ihre Unterstützung des TROLLEY-Projektes zum Ausdruck bringen.

Die regelmäßigen Treffen der Projektgruppe werden an wechselnden Orten stattfinden, nächster Termin ist der 21./22. Oktober in Parma (Italien). Das Projekt begann am 1. Februar 2010 und läuft bis Januar 2013. Es handelt sich um das größte Projekt der zweiten Aufrufrunde des INTERREG-Programms zur europäischen transnationalen Zusammenarbeit – Mitteleuropa. Das Budget des Projekts umfasst 4,2 Mio. EUR, von denen 3,2 Mio. EUR der Europäische Fonds für regionale Entwicklung (EFRE) beiträgt.

Weitere Informationen: Mag. Johann Kodler, trolley@salzburg-aq.at

Gdynia. Promocja trolejbusów w Europie Środkowej

Na początku lipca w Gdyni odbył się konferencja inaugurująca projekt TROLLEY, promujący trolejbusy jako najczystszy i najbardziej ekonomiczny środek transportu. Projekt o wartości 4,2 mln euro adresowany jest do miast Europy Środkowej.



Gilgula mea nigra et inleijbusine nit Salzburg



Opisuje inicjatora przedsiębiorstwa, Salzburga oraz Edyni, w projekcie uczelnianą miłość
S. Knab/Wiemers, R. K. Wiggles, C. C. Wiggles i Wiggles <http://www.david.org>

trójciebność z modułowością jazdy bez nasilenia sprawy, że ruch trójciebności bieżący plynie dalej. W wypadku braku nasilenia, trójciebność jedzie z jedyń i nie będzie kłopotów ruchu. Kiedyś się przejechać przez miasto, gdzie nie ma trójki i podłączyć się do sprawy i instalacji – wyjazdów dyt. Wykonawcy w chwili rozpoczęcia projektu.

W ramach projektu Główny i Sopot wybudują ok. 3,5 tys. nowych mieszkań. W tym 1,5 tys. mieszkań z klimatyzacją, pralkami, parownikami, łazienkami, wyposażone w meble oraz wyposażone w instalacje elektryczne i wodne; 1 tys. mieszkań z klimatyzacją, pralkami, łazienkami, wyposażone w meble oraz wyposażone w instalacje elektryczne i wodne; 1 tys. mieszkań z klimatyzacją, pralkami, łazienkami, wyposażone w meble oraz wyposażone w instalacje elektryczne i wodne.

[illegible]

Dzięki nowym podziałom i dotacjom stworzono energię zasilającą także, a nawet przekraczającą zużycie energii – podzielenia Ogólnego Wyższego Szkoły, dyrektor Zarządu Komunikacji w Gdyni. Wprowadzenie nowych

gesi

2010-07-02, ostatnia aktualizacja 2010-07-02 09:28



Gdynia może być przykładem dla innych miast jeśli chodzi o transport trolejbusowy. Wraz z Uniwersytetem Gdańskim miasto jest partnerem międzynarodowego projektu "Trolley"

Impressions of Media Reports

Site Visit & Photo Exhibition

Prior to the official start of the event, a site visit to the trolleybus depot of Gdynia's trolleybus operator "PKT" was offered. The participants, in particular the technicians from different European countries, had the chance to learn about Gdynia's approach to convert regular diesel buses into trolleybuses. During the event, a photo exhibition was staged, picturing photos of trolleybuses of TROLLEY's partner cities. The exhibition was highly recognised by all participants and will from now on be made available to all TROLLEY partners as "mobile" exhibition. Since pictures speak an own language regardless of nationalities, it can be used for different local events such as inaugurations, press conferences, or be incorporated in other exhibitions and events.



Impressions from
the Site Visit and
Exhibition

2 Dialogue on Innovations and Perspectives of Trolleybuses in Central Europe

Challenges and Expectations

For the second part of the launch event, a "Dialogue on Innovations and Perspectives of Trolleybuses in Central Europe" was initiated to provide an opportunity for all official TROLLEY partner representatives to express their views on some of their major policies in the area of sustainable urban (public) transport and to discuss them with two external panellists, Ms Magda Kopczynska, European Commission's Head of the Unit "Clean Transport, Urban Transport & Intelligent Transport Systems", and Mr Arno Kerkhof from the UITP Trolleybus Working Group. The participants took the chance to explain framework conditions and priorities of their local policies and projects in relation to the TROLLEY project and trolleybuses, and indicated what they were expecting from the national and European policy makers in order to support the effectiveness of their (trolleybus) policies. The following panellists took part in the dialogue:

Arnulf Schuchmann, Vice Director, Salzburger Lokalbahn, Salzburg AG

Josef Vesely, City of Brno, Chairman Municipal Transport Commission

Frank Wruck, Director, Barnim Bus Company, Eberswalde

Tiziano Mauro, President TEP S.p.A., Parma

Ronald Juhrs, Director LVB, Leipzig

Marek Stepa, Deputy Mayor, City of Gdynia

Olgierd Wyszomirski, Faculty of Economics, University of Gdansk

Gábor Dózsa, Director SZKT, Szeged

Magda Kopczynska, European Commission, DG MOVE

Arno Kerkhof, UITP Trolleybus Working Group

Opening the panel, Ms Kopczynska and Mr Kerkhof provided an **input speech** on "the future of transport and the action plan on urban mobility" and the activities of the UITP Trolleybus Working Group.



During Ms Kopczynska's speech

7 topics

- 1 Success factors of trolleybus systems
- 2 Energy and cost efficiency of trolleybuses
- 3 Intermodality: Role of trolleybuses
- 4 Image of trolleybuses
- 5 Sustainable public transport
- 6 Electro-mobility
- 7 Perspectives for the future

Salzburg is one of the reference cities for trolley-based public transport in Europe: What are the factors of your success?

Mr. Arnulf Schuchmann, Salzburg AG

The Salzburg AG is offering a high-quality public transport service to its citizens. The trolleybus is an integral part of the city and always has been. We are continuously working on improving our network, but also the services to our customers, the passengers. These efforts are highly visible and appreciated by all inhabitants and visitors.

Gdynia is the most important trolleybus city in Poland. However, over the last years, you had to cope with many challenges. Which factors convinced you to make trolley transport an important part of your future public transport system?

Mr. Marek Stepa, City of Gdynia

In the past, trolleybuses were real trouble makers in Gdynia. But we were and still are trying to stick to the trolleybus due its obvious advantages, like low emissions or low noise, but which are also irrational. Gdynia likes to be a unique city in Poland and so do its citizens. The trolleybus, which has even nickname in Gdynia, is a perfect promotion for our city.

Clean, efficient and safe urban mobility are the most important keywords from a European perspective. What role does the trolleybus in European Commission's policies?

Magda Kopczynska, European Commission

I am glad that the Central Europe programme is funding a project like TROLLEY, as trolleybuses are an intelligent, efficient and environmentally-friendly transport mode. Best-practice transport solutions should come from Europe. If the project could achieve that the awareness for trolleybuses as an option for public transport in European cities is rising, this would be a great success.

Trolleys are common also in other parts of the world. From the global UITP perspective, what are success factors of electric buses?

Mr. Arno Kerkhof, UITP

An important factor for the success of electric buses is the integration into the overall public transport plans, which is a policy-based approach and orientation. From a policy perspective the success factors are rather "push" than "pull" factors, typical "push" drivers like for example ecological and economic drivers concern all citizens and can find a solution in the choice of trolleybus systems.

Economic competitiveness of public transport is a very important issue in your city. Converting existing diesel buses to electric power use is financially very attractive. Do you think other cities in Central Europe will be able to learn from your experiences?

Mr. Marek Stepa, City of Gdynia

If you can afford it, the best solution is to buy new, modern trolleybuses. But we also follow another efficient solution, which is the conversion of old diesel buses into cleaner, electricity-based trolleybuses. Hopefully, the handbook about this conversion, which will be developed in the TROLLEY project, will be useful to spread the know-how among cities with trolleybus systems or cities, which would like to introduce a trolleybus system.

Parma will be following a different approach to increase efficiency: TEP will buy new buses with kinetic energy, called supercapacitors - what makes them so "super" and which economic gains are you expecting?

Mr. Tiziano Mauro, TEP S.p.A.

"Supercaps" constitute just a part of an entire, comprehensive strategy we are following. They are like a piece of a puzzle to create a whole picture. We are continuously reshaping and extending the network. The supercapacitors will come along with up to 30 % energy savings. This is an enormous economic benefit for a public transport operator.

Another strategy is being followed by Barnim Bus Company: You will be storing recovered energy in substations. What is your business case?

Mr. Frank Wruck, Barnim Bus Company

As a matter of fact, the Barnim Bus Company aims at increasing its energy efficiency by reducing the loss of braking energy. Ever since our foundation, we were aiming high in terms of bracing innovation. We wish to share our long experience and formulate recommendations for solutions in terms of energy storage systems for other public transport operators in Central Europe.



During the panel discussion

Public Transport in Brno means trolley buses as well as trams (and even diesel buses). Your strategy is to combine the two electric modes even further. Which impacts do you expect?

Mr. Josef Vesely, City of Brno

Public transport in Brno is a part of the Integrated Public Transport System in place since 2004 for trams, trolleybuses and diesel buses. All the systems mutually complement one another. Tram lines are a backbone of public transport in Brno and trolleybus lines complete transport services in parts of the town, which are more suitable for this transport mode – primarily in hilly terrain. The bus routes primarily lead to areas with lower living density and connect them with transfer junctions, where tram and trolleybus routes start. The transit system of public transport in the Brno is organised without useless competition. In the TROLLEY project we would like to work on developing projects for both electric tractions and the possibility for the extension of existing routes.

Szeged is a major investor in electric public transport – with an integrated approach. Which synergies are interesting for you?

Mr. Gábor Dózsa, SZKT, Szeged

Operating both trams and trolleybuses provides huge potentials for synergies. But not only the synergies regarding technology or infrastructure are very important, but also on the service level. In Szeged for example, we try to integrate the services for trams and trolleybuses into a combined operation management. Furthermore, we have a depot connection of our tram and trolleybus depots concerning maintenance services. This is supported by joint workshops of technicians from both the tram and the trolleybus background.

Leipzig is the city in this project representing what we hope will become a trend in Europe: the re-introduction of trolleybuses. Knowing that your city already has a large tram network, what are the drivers and barriers for such a system of coexistence?

Mr. Ronald Juhres, LVB, Leipzig

The main question for Leipzig – a tram and bus city – was: Does Leipzig need a new public transport system? The biggest drivers, however, are the existing tram system with well experienced technicians, the mentioned chance for synergies between both systems, as well as the reduction of local emissions. Barriers are the costs of investments and, the biggest barrier, the overall political rejection of trolleybuses since they are considered as old-fashioned. I personally hope that the TROLLEY project succeeds to create a new, better image of this public transport mode. Our main addressees from my perspective are clear: politicians!

The image of cities and the image of their transport systems are quite closely related. On the basis of your research, which activities should trolleybus operators undertake to improve image and patronage?

Mr. Olgierd Wyszomirski, University of Gdansk

We have conducted a marketing research study on public transport behaviour. The results proved that the general image of trolleybuses is better than those of regular buses. Only 12 % of the respondents were against trolleybuses. The study investigated how passengers assess among others the speed, cleanliness, or punctuality of trolleybuses and diesel buses. This year it is planned to repeat the study and we are expecting an even more positive result since many efforts were undertaken to improve the operation of trolleybuses in Gdynia.

Your city is quite representative of many other cities in the new member states. Which are the challenges you are facing in promoting clean and efficient mobility – mobility where trolleybuses play an important role?

Mr. Gábor Dózsa, SZKT, Szeged

The trolleybus system in Szeged is the most advanced trolleybus system in Hungary, but nevertheless the public perception and “feeling” is that it is a slow transport mode and speed is very important to our customers. We can only get better, if we continue to professionalise our trolleybus team and our services and thereby improve the image of trolleybuses in Szeged. Salzburg and, as seen today, Gdynia are good examples.

From the point of view of the major public transport association, what else should be done to boost the image of electric public transport in Europe – for example in policy terms?

Mr. Arno Kerkhof, UITP

There is still a backlog in the design of modern buses. We therefore started the European project “The European Bus System of the Future” to promote bus systems in European cities. Its objectives are technology in the first instance, but also the design of the vehicle itself. On the other hand trolleybuses are “people movers” and the image and irrational reasons, as explained for Gdynia, also play a crucial role. Furthermore there is a lack of system providers in the trolleybus scene. But only the consideration of the wider system and its components, such as infrastructure and operations in a “bus system approach” will lead to substantial improvements. With regard to policy terms, UITP published the brochure “Development policy for public transport trolleybus systems”, which presents examples on a worldwide scale, how this clean mode of public transportation could be integrated into modern town strategies such as sustainable development and quality of life in cities, and linked to boosting public transport usage, we published last year the strategy paper “Public Transport times 2” with the aim to boost public transport development worldwide.

“Zero emission” is the goal of your company. What is Eberswalde’s strategy to achieve this ambitious goal?

Mr. Frank Wruck, Barnim Bus Company

The administrative district Barnim based in Eberswalde strives for the goal to reach the agreed climate protection targets on the national and European level earlier than 2020 with an own ambitious structural planning until 2011 by increasing the quota for regenerative energy sources in Barnim’s power generation. Barnim Bus GmbH aims at having a stake in this ambitious plan by increasing the energy efficiency through innovative energy storage systems in our trolleybus system. This is also the major part of our work in the work package “Optimised Energy Use” of the TROLLEY project.

Parma is not only famous for its food, you also have the title of the most mobility sustainable city in Italy. What were the key points for achieving this award?

Mr. Tiziano Mauro, TEP S.p.A.

Two years ago it was touch and go whether the trolleybus system in Parma has a future. But at that time the Lord Mayor of Parma made a strong commitment to the trolleybus and in line with the preparation of Parma’s “White Book 2020”, our trolleybus operation and the entire public transport service in the city was integrated into this overall strategy. Hence, one key point was for sure this sustainable integration of public transport into the long-term strategy approach of the City of Parma. Furthermore, like already mentioned for Salzburg and Gdynia, people like the trolleybus and 95 % of our passengers are satisfied with the public transport service we are offering in Parma.



Mr. Siegfried Rupprecht, Rupprecht Consult GmbH, moderated the panel session

Leipzig is one of the model regions for electric mobility of Germany. However, electro-mobility is often seen as a "car initiative" – which adjustments could be made to increase synergies?

Mr. Ronald Juhrs, LVB, Leipzig

Leipzig considers the introduction of an electric bus system as part of electro-mobility to demonstrate the full potential of electricity-based transport. Against this background, Leipzig procured hybrid buses, which was also a political decision, as trolleybuses were considered as old-fashioned and no funding was available within the national electro-mobility initiative. But Leipzig participates in the TROLLEY project, as we are interested in the interfaces between trolleybuses and other electricity-based transport modes. One of these interfaces is the parallel trolleybus-tram network use and management, which is of high interest to Leipzig. Finally, we consider the current discussion on electric buses as a chance to also develop further trolleybus systems and see a joint future for hybrid buses and trolleybuses.

The Salzburg AG is not only the transport operator of Salzburg, but also the local delivery of electricity and telecommunication services. In practical terms, which combined "electric mobility" services are you offering?

Mr. Arnulf Schuchmann, Salzburg AG

Since December 2009 Salzburg is also a model region for electro-mobility and we offer segways, e-scooters, e-bikes and a few e-cars in our city. Stations of these electric vehicles are located nearby our trolleybus stations and the citizens can use these "zero emission"-vehicles, as Salzburg's power generation is based 100% on regenerative energy sources, at a fixed monthly rate. But we have to realise that obviously the market is not ready yet for such a full package, as the demand for the offer "ElectroDrive Salzburg" is low until now.

The European Commission is also investing in electro-mobility projects. How do you see the connection between individual and collective electric transport developing in the medium to longer term?

Mrs. Magda Kopczynska, European Commission

Transport has always been a combination of public transport, walking, cycling, clean cars etc. This is the integrated approach the Commission is striving for. However, the Commission's goal is not to stimulate a specific technological solution, but certain targets by policy-making. The research programmes for electro-mobility for example certainly had a leverage effect on the electric car production in Europe but so did others, in support of other technologies.

We have heard many excellent ideas for the future. What would be the major contribution that this project should make to a more sustainable and efficient transport system in your city – or generally in Europe?

Summary of answers to final question to all panellists

A big challenge for the TROLLEY project will be to find the right communication channels to convert the unconverted, such as many, many politicians and regional representatives. It will be a real challenge to move the trolleybus from a niche system to a mainstream public transport system in European cities. A first step to face this challenge was the successful foundation of this transnational cooperation project. It is the first project of such kind funded by European means.

The single activities of TROLLEY may appear minor, but their sum has the potential to create a promising change in perception. Through the share of expertise and exchange of knowledge, but it is in particular by the joint word that the project is communicating best public transport solutions. The trolleybus perfectly fits the European city and its unique shape. It constitutes a piece of puzzle towards clean and sustainable European public transport solutions.

Most of “our” citizens are already convinced of its benefits. Now we need to break the political silence to considering the trolleybus as a great chance towards electric public transport mobility. Europe’s future will be electric and trolleybuses form a part of it.



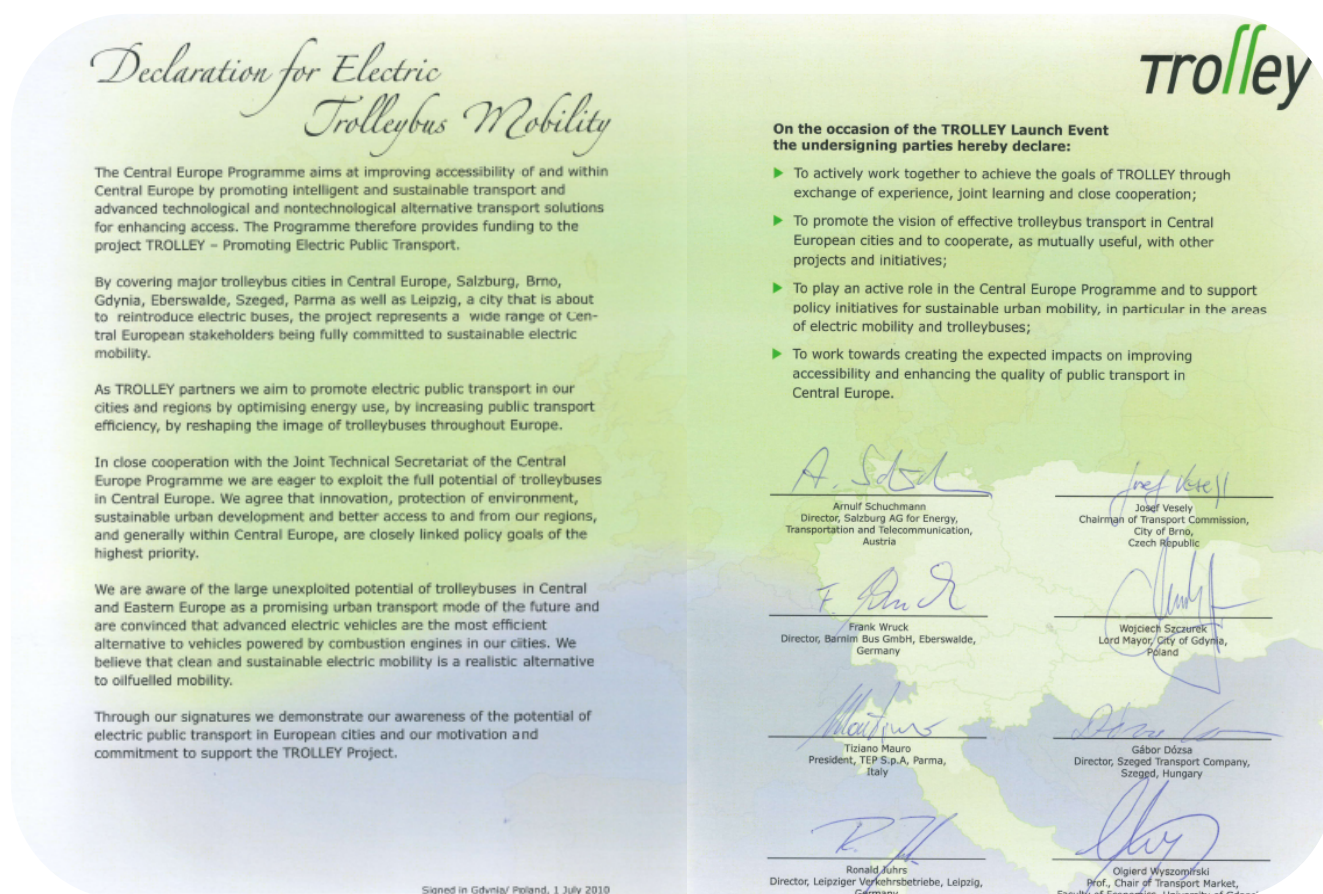
Mr. Stepa and Ms Kopczynska during the dialogue session

3 Declaration for Electric Trolleybus Mobility

A "Declaration for Electric Trolleybus Mobility" has been drafted and is currently in its first round of endorsement. Its strategic aim is to establish long-term cooperation between the TROLLEY partners. In the future it is planned that other interested stakeholders can also join and sign the declaration.

After the short introductory speech by Mr Marek Stepa, each representative of the TROLLEY partners signed 9 declarations passed around by staff of Rupprecht Consult.

Ms Magda Kopczynska, European Commission, and Mr Arno Kerkhof, UITP, witnessed the official signing process.



The signing ceremony

For the full text of the declaration please visit the TROLLEY website at www.trolley-project.eu

4 List of Participants

| Name | Surname | Company/Organisation |
|------------|----------------|--|
| Wolfgang | Backhaus | Rupprecht Consult, DE |
| Mikołaj | Bartłomiejczyk | Przedsiębiorstwo Komunikacji Trolejbusowej – PKT, PL |
| Monika | Bąk | University of Gdansk, Faculty of Economics, PL |
| Carsten | Bockhardt | Administrative District Barnim, Germany; DE |
| Jan | Bogusławski | Pomeranian Council of Federation of Science - Technical Associations in Gdansk, PL |
| Krystyna | Borkowska | City of Gdynia, Department of European Integration, PL |
| Andriy | Chernetskyy | City of Lviv Administration, UA |
| Ernest | Czermański | University of Gdansk, PL |
| Alessandro | Fadda | TEP S.p.A. Parma, IT |
| Gábor | Dózsa | SZKT Szeged, HU |
| Monika | Grocholewska | City of Gdynia, Department of Investments, PL |
| Ronald | Juhrs | LVB Leipzig, DE |
| Zita | Kardos | SZKT Szeged, HU |
| Krzysztof | Karwowski | Technical University of Gdansk, Department of Transport Electric Engineering, PL |
| Arno | Kerkhof | UITP, Brussels, Belgium |
| Sergei | Kiral | City of Lviv Administration, UA |
| Johann | Kogler | Salzburg AG, AT |
| Magda | Kopczynska | European Commission, DG MOVE, BE |
| Ivan | Kulchytskyy | Lviv Centre for Scientific Technical and Economic Information, UA |
| Mandy | Kutzner | Barnimer Busgesellschaft GmbH, DE |
| Tomasz | Labuda | Przedsiębiorstwo Komunikacji Trolejbusowej - PKT, PL |
| Stanisław | Lamczyk | Polish Parliament, PL |
| Piotr | Małolepszy | Przedsiębiorstwo Komunikacji Trolejbusowej - PKT, PL |
| Andrzej | Massel | Railway Institute, PL |
| Tiziano | Mauro | TEP S.p.A. Parma, IT |
| Anna | Mejer | Solaris Bus & Coach S.A., PL |
| Davide | Mezzadri | TEP S.p.A. Parma, IT |
| Stanisław | Miecznikowski | Department of Transportation Market, University of Gdansk, PL |
| Liuba | Mocharska | Agency for Regional Development and European Integration in Lviv Oblast, UA |
| Zoltan A. | Nemeth | SZKT Szeged, HU |

| | | |
|-------------|-------------|--|
| Eberhard | Nickel | LVB Leipzig, DE |
| Solange | Olszewska | Solaris Bus & Coach S.A., PL |
| Laura | Orsini | TEP S.p.A. Parma, IT |
| Jacek | Oskarbski | City of Gdynia, Bureau of Transport Engineering, PL |
| Alicja | Pawłowska | City of Gdynia, Bureau of Transport Engineering, PL |
| Przemysław | Pazdro | Technical University of Gdansk, Department of Transport Electric Engineering, PL |
| Miluse | Pokorna | City of Brno, CZ |
| Siegfried | Rupprecht | Rupprecht Consult, DE |
| Włodzimierz | Rydzkowski | Department of Transport Policy, University of Gdansk, PL |
| Arnulf | Schuchmann | Salzburger Lokalbahn, Salzburg AG, AT |
| Marek | Stępa | City of Gdynia, PL |
| Wanda | Strzyżewska | City of Gdynia, Department of Investments, PL |
| Tibor | Szaz | SZKT Szeged, HU |
| Jan | Szymański | Marshall Office of Pomorskie Voivodeship, PL |
| Rafael | Urbanczyk | Rupprecht Consult, DE |
| Vendula | Vecerova | City of Brno, CZ |
| Josef | Vesely | City of Brno, CZ |
| Zdeněk | Vytouš | Cegelec a.s., CZ |
| Christoph | Wassermann | LVB Leipzig, DE |
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| Frank | Wruck | Barnimer Busgesellschaft GmbH, De |
| Olgierd | Wyszomirski | Department of Transportation Market, University of Gdansk, PL |
| Adam | Zieliński | Solaris Bus & Coach S.A., PL |

Over 50 participants from 9 European countries attended the launch event!

Further information and contact

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