

# Transports<sup>2010</sup> Publics

LE SALON EUROPÉEN DE LA MOBILITÉ  
THE EUROPEAN MOBILITY EXHIBITION

PARIS EXPO/PORTE DE VERSAILLES 8-10 June 2010

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Responsables de Transport

**GART | UTP**

Union des Transports  
Publics et Ferroviaires

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For further information, visit:

**[www.transportspublics-expo.com](http://www.transportspublics-expo.com)**

# The European exhibition featuring every kind of mobility

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From June 8-10 next, the latest innovations in transport will be on show at the European Mobility Exhibition in Paris. It's an opportunity for industry professionals to improve their transport offering at a time when demand is constantly on the rise.

## PUBLIC TRANSPORT ESCAPES THE CRISIS

The fact that public transport is gaining ground across Europe is now beyond doubt. With a total workforce of 1.2 million, this sector is continuing to expand and create jobs despite the crisis. Projects with the aim of facilitating individual mobility are springing up in European towns and cities of all sizes. Local authorities are no longer holding back from investing in the expansion of their urban, interurban and periurban networks - and the customers have followed.

In Europe, 70% of the population lives in towns or cities, which account for almost 85% of EU GDP. According to the European Commission, Europe's economy is plagued by major losses due to congestion in cities: the equivalent of 1% of the EU's GDP is lost every year - somewhere in the traffic jams.

*Source: UN, 2007*

Between 2004 and 2008, passenger numbers have increased regularly in all European countries, especially in Spain and England, where the increase has been as high as 11%. Cities such as London and Brussels have broken records, with passenger traffic up by 20%. In 2008, there were a total of 60 billion journeys within Europe as a whole - the equivalent of an average of 120 journeys per inhabitant per year - or indeed as many as 300 in metropolitan areas with populations of over 250,000.

Given this enthusiasm, local authorities and operators need continually to be making available new, forward-compatible solutions both in terms of their offering and operationally, in line with their vision of travel focused on intermodality. This means incorporating all travel modes into the mobility chain: buses, tramways, trains, tram/trains, along with bikes, car-pooling and car-sharing.

In response to this demand, industry players, OEMs, service providers and manufacturers are exploring every possible way of addressing changing mobility-related needs. The solutions emerging are ever-more innovative, appropriate - and environmentally-friendly.

Multimodality is a key characteristic of the European Mobility Exhibition, which brings together over 250 exhibitors from all aspects of public transport. The exhibition has a fully European focus, presenting the best in expertise and new transport policies, as well as the latest public transport-related services such as e-ticketing, mobile telephony and on-board information systems.

### **A major bond issue for better travel**

In France, €1 billion of the 'grand emprunt' bond issue will be earmarked for promoting "transport and sustainable town planning", in a country in which transport as a whole accounts for the greatest share of greenhouse gas emissions (34%) and consumes the most non-renewable energy. The Grenelle environmental summit gave this sector the goal of cutting its emissions by 20% by 2020 - equivalent to returning them to 1990 levels. Much remains to be done in a nation in which cars account for 80% of total miles travelled each year. What is more, private vehicles alone are responsible for half the transport sector's CO<sub>2</sub> emissions.

## **THE FUTURE OF PUBLIC TRANSPORT IN EUROPE**

Environmental challenges, the availability of energy resources amid dwindling supplies of fossil fuels, urbanisation, globalisation, population migration, internal mobility and an ageing demographic are just some of the major trends shaping future transport policies<sup>1</sup>. To take up these challenges, it appears essential for all professionals and politicians to encourage faster introduction of innovative technologies and achieve full integration of various modes of transport in designs for new travel master plans.



It is not difficult to forecast that in the near future, travel will be structured around public transport networks supplemented by closely interlinked on-demand and green-mode transport offerings, enabling passengers to transfer easily from one means of transport to another - even as users' needs and expectations reach new heights in terms of innovations, quality of service, breadth of choice and comfort.

Today, transport stakeholders and individual commuters alike are confronted with the need to adapt their chosen solutions to a context in which energy has become both rare and expensive. The need to decrease the environmental footprint of

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<sup>1</sup> Sources: Work by the European Commission

transport applies across the board. Objectives relating to energy efficiency and cutting greenhouse gas emissions are all the more challenging in that use of public transport is predicted to rise by 25% in the years ahead.

Professionals are therefore working hard to offer solutions which are ever more suited to these needs, particularly in the following three areas:

- Innovations in so-called 'clean' technologies, with means of transport which are increasingly environmentally-friendly, quieter and less polluting; for instance, by incorporating hybrid systems, electric motors, energy recovery and storage devices, renewable energies, 'green driving' training for staff and so on.
- Innovations also favour intermodality, helping to make travel more pleasant, simpler and more fluid for passengers, with the development of journey planners, real-time passenger information, all-mode travel cards, ticketing over the internet or by mobile phone, optimisation of changes during journeys and more.
- Innovations relating to modal systems supplementing traditional modes of transport: car-sharing, car-pooling, self-service bikes, boat-buses, BRT (buses and trams in dedicated lanes), tram-trains, and so on.

## KEY ISSUES AT TRANSPORTS PUBLICS 2010

In the light of these major developments, and in the wake of the Copenhagen Summit, which brought into focus the high levels of expectation of organisations and individuals alike, the European Mobility Exhibition offers fully relevant answers.

Amidst the importance today of innovating with regard to multimodal solutions, promoting complementary offerings geared to current lifestyles and the requirements of sustainable development, Transports Publics 2010 fulfils a need by presenting a full-orbed solution under one roof - the only European event to bring together all stakeholders in sustainable mobility.

Each aspect and mode of sustainable transport is represented:



- Industrial players, manufacturers, subcontractors:
  - rail (train, metro, tramway, tram-train)
  - buses, trolleybuses, guided vehicles and coaches
  - 'green mode' transport (cycling, car-sharing, car-pooling, walking)
- Transport operators
- Organising authorities
- Public works, infrastructures, civil engineering, construction
- Street furniture, passenger operations and information systems, parking
- E-money and ticketing
- Design
- Banking and insurance
- Energy
- Training and more

## A dedicated zone for 'green mode' transport

Increasingly individualistic lifestyles, fragmentation of schedules and relocation of businesses are all underlying trends which call into question the traditional management of public transport, generating a different kind of demand for travel and an expectation of personalised solutions: a public transport offering based on mass production is no longer adequate to address this. The rise of 'green mode' transport offers evidence of this shift. Our cultural relationship with cars is changing; owning a vehicle which will stay in its garage 90% of the time no longer appears quite such a natural choice in an age in which it is possible to book just the right type of car for the needs of the moment, 24/7 - and in just a couple of mouseclicks. While shared mode transport (self-service bikes, car-sharing and car-pooling, etc.) may not be able to cater for all travel needs, at the very least it represents a useful complement, bridging the gap between individual and mass transport. Consequently, it's only natural that these new forms of mobility should have a dedicated space within the exhibition.



36% of the inhabitants of Copenhagen go to work, university or school by bike - compared to just 10% in Strasbourg.



# THE TRANSPORTS PUBLICS EXHIBITION IN FIGURES

## Transports Publics 2010, the European mobility exhibition:

- Urban, inter-urban and regional transport professionals from across Europe.
- 220 international exhibitors.
- Exhibitors from Europe accounting for one third of the total.
- 25 000sqm of exhibition space.
- 10 000 professional visitors expected.

## AN INTERNATIONAL EXHIBITION

Public transport markets are increasingly open to international players, and positive exchanges are developing (sharing experiences, technologies and more), helping the innovative business of sustainable transport to progress. Indeed, Transports Publics is positioned as a fully-fledged European meetingplace, certified as an international exhibition by the OJS

### 50 nations represented

Transports Publics will be welcoming visitors and official delegations from every continent.



### Working closely with the UITP

A cooperation agreement between the UITP and GIE Objectif transport public was signed in 2008 with a view to expanding the international scope of this major event and, in the long term, the prospect of organising an international sustainable mobility exhibition.

### Guests of honour: Madrid and the Netherlands

To increase opportunities to exchange expertise across Europe, Transport Publics has traditionally invited major stakeholders and European networks to be guests of honour. Following the European Commission, Berlin, Prague, Asstra and Federmobilita in 2006, then Brussels and Lisbon in 2008, this year's guests of honour at the European Pavilion are Madrid and the Netherlands.

**The Consorcio Regional de Transportes de Madrid (CRTM)**

is an autonomous body whose responsibilities cover the provision of public transport services to the inhabitants of the entire Madrid region and associated municipalities. This includes developing and managing public transport infrastructures and has also involved setting up an integrated fare system for the transport network as a whole. The network covers 179 municipalities, representing a total population of over 6 million in 2006. The CRMT has enabled considerable expansion of public transport in recent years: 178km of metro lines, 55km of light metro lines, 36km of High Service Level Bus routes and 43km of suburban rail lines have been built in scarcely more than 15 years. Since its establishment, traffic has increased by 70%, compared to a 25.7% increase in the population over the same period. With a total of 1.623 billion passenger journeys and an average of 270 journeys per inhabitant per year, the Madrid region's network ranks as one of the most intensively-used in Spain and in Europe as a whole.



**Tuesday, June 8 – 11.00am – 12.15pm**

**Exhibitor Platform: Renfe-Cercanias / SNCF-Transilien**

New customer expectations of urban and inter-urban mobility

The Netherlands is also an example in terms of travel policy. Its philosophy: people should have a real choice in their daily need for mobility. Whether the Dutch ride their bike, take the bus, tram or metro



Ministère des Transports, des Travaux  
publics et de la Gestion des eaux

services, commute by train or simply go by car, or a combination of these, a high degree of service should come on their way, reaching their destinations. The national aim: making trips better by making them faster, safer and more reliable and as friendly as possible for the environment. Where the bicycle is the no.1 choice on short trips less than 7,5km and in big cities, good bus, tram and light rail or metro lines offer their services on longer distances and between cities. To facilitate a smarter choice in daily mobility, the Public Transport sector invests heavily in improving quality. Information systems at stops, stations, on the internet and on mobile devices provides more and more real time information. Within one year, with one ticket chip card system citizens can travel through all modes throughout the whole country. Investments in dedicated infrastructure like lanes for trams and busses, modern stations and P&R facilities increase the quality of the system as a whole.

**Thursday, June 10 – 11.00am-12.15pm**

**Exhibitor Platform: The Netherlands Ministry of Transport**

Bikes in the Netherlands – much more than simply a sustainable option!



## **A European organising committee**

The Transports Publics organising committee brings together major players from the industry: ASSTRA (the Italian association of transport operators), the Bike-friendly Towns and Regions Club, the Madrid Consortio Regional de transportes, EPTO (European Passenger Transport Operators), Federmobilita (the Italian association of transport authorities), the Dutch Ministry for Transport, the RATP, the SNCF and the International Union of Railways (UIC).

# What's new in European public transport: the latest advances and innovations are at Transports Publics 2010

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## EUROPE ON THE MOVE

500 million Europeans - on the move. Demographic changes in the major metropolises, coupled with increasing distances between home and work, have increased the daily mileage of 80% of citydwellers. In city centres, car use has continued to decline since 2007.

As in France, green mode transport is carving out a niche in Belgium, Germany, Great Britain and, to a lesser extent, Switzerland and Spain. This is the combined result of new urban lifestyles and growing environmental awareness. Increasing numbers of Europeans are seeking alternative modes of travel, particularly as the idea that hydrocarbons will not last forever gains ground, along with the conviction that the first quarter of the 21st century should be a time in which our lifestyles and travel habits change. Transport is becoming less energy-hungry and lighter, using electricity or in some cases the energy it itself releases. Europeans also like their transport systems to provide seamless journeys. In addition, they want to be able to check departure and arrival times on their phones. They would love to be able to take the train, then the bus and finally a bike, with perfect connections between these different modes.

As Europe continues to struggle to emerge from the crisis, the race to find economical transport is also on - an option dictated by increasingly tight household budgets, all the more so in that 10% of eurozone residents are unemployed. Use of public transport addresses these needs.



## 8 KEY FIGURES<sup>2</sup>

- According to the European Commission, **10%** of the wealth of the EU (in GDP terms) derives from the transport sector.
- Within the EU, a total of **10 million** people work in this sector.
- Buses are the leading form of transport in Europe, with total market share of **39%**, compared to 35% for air travel and 24% for trains.
- **81%** of households possess a car.
- **51%** of Europeans still use their car as their primary mode of transport, but 21% have now opted for public transport.
- **48.5%** of Europeans are still hoping for further improvements to their urban transport systems.
- **56.8%** have altered their travel habits in order to use less fuel in recent years. Of this percentage, 55.9% generally use a bike or walk, while 26% generally use public transport.
- **54%** of Europeans would be willing to pay more for transport if it polluted less.

## TOMORROW'S EUROPE - UNDER CONSTRUCTION TODAY

State rail systems have been opened to competition since January 1, 2010. This EU decision comes as part of a broader policy regarding the administration of transport across Europe. Swift, efficient and cost-effective transport of individuals and goods forms one of the key pillars of EU action to promote a dynamic economy and a society based on cohesion. Within the EU, 28% of all emissions of CO<sub>2</sub> - the principal greenhouse gas - can be attributed to transport, more particularly road transport. The improvement of fuel performance, the use of substitute fuels and the lowering of CO<sub>2</sub> emissions ceilings are just some of the measures currently being introduced with a view to more environmentally-friendly development. In 2001, the European Commission implemented a 10-year action plan for the transport sector. One of the conclusions of the mid-point assessment, carried out in 2006, was that this plan should henceforth focus on strengthening the competitiveness of railways, developing transport systems which use state-of-the-art technology, taxing infrastructure usage, increasing the production of biofuels and seeking solutions to reduce urban congestion.

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<sup>2</sup> Data from the European Commission and Eurobarometer 2007; compilation of surveys carried out by the Gallup Institute in the 27 EU Member States between May 3 and 7, 2007.

## DIARY DATE

The UTP and the European Committee will be putting questions to European transport experts at the symposium organised on June 7, 2010 in Paris to review the first six months of the application of Public Service Obligations (PSOs), which came into force on December 3, 2009. They will be assessing the impact this has had on urban and rail transport in various European countries, the consequences on contractual relations between organising authorities and operators, and to what extent quality of service has improved.

Contact: lae@utp.fr

## THE EIGHT COMMANDMENTS OF INNOVATION

### 1 - Inform passengers

Providing rapid information at any time for all individuals, irrespective of their age and ability, represents a real challenge for public transport companies. New-generation 3G mobile phones, equipped with GPS, enable real-time access to information, as do audio terminals and visual displays. Digital technology now makes it possible to personalise passenger information.

For instance, Embédia, a company which specialises in real-time passenger information on mobile phones, has developed the BluePass system, enabling audio and text information from passenger information systems to be retrieved in real time. Similarly, Milesys has developed expertise relating to audio communication, dynamic displays and the validation and maintenance of complex electronic systems.

### 2 - Make purchases easier

Developing electronic tickets as airlines have done will ultimately make it possible to do away with ticket punching. Trains have already followed airlines in this respect. The French National Railways' 'Grand Voyageur' passes will soon have barcodes enabling train managers to check the pass is valid using their mobile computer. The same procedure will be used with hardcopy confirmations of online



purchases, irrespective of where the e-ticket was bought. The option of using e-tickets will be universally extended alongside traditional modes of purchase by the end of this year. The integration of NFC (Near Field Communication) contactless payment technology in mobile phones means that the SNCF, working with Gemalto, will soon be offering a whole new range of transport services:

purchasing and topping up travel cards, consulting balances, real-time passenger information, and more. Mobile phones may even be used to top up contactless e-ticketing cards.

### **3 – Provide single ticketing systems**

A universal ticket is part of the solution for increasingly complex journeys involving multiple means of transport.

For instance, Parkeon now offers new ticketing solutions for multimodal transport, including multi-operator administration. Its landmark product, TransFolio, caters for all types of travel document (paper, hardcopy and contactless tickets and cards, NFC telephones, USB keys, etc.).

### **4 – Introduce tram-trains**

The tram-train is an innovative concept in which train and tram use is combined, enabling rail to offer a robust alternative to cars for urban and periurban travel.

Mulhouse and the Thur valley have chosen this solution: localities between Mulhouse and Thann Saint-Jacques will be benefiting from service of virtually urban quality, similar to that on the Karlsruhe-Bretten line. This project will be a showcase for the tram-train concept, which uses standard rail tracks as well as urban tramway lines.

### **5 - Improve standards of comfort**

Throughout Europe, considerable efforts have been made by manufacturers and other companies to improve passenger comfort: wider carriages, larger windows, more room to manoeuvre, continuous low floors and other features are being developed to ensure more fluid movements on board.

### **6 - Favour accessibility**

Access to buses and trains from pavements and platforms has become considerably easier with lowered access steps; suitable toilet facilities on trains (without external waste disposal) and space to accommodate wheelchair users are other vital innovations favouring optimum accessibility. These are particularly beneficial for the elderly, as well as passengers with pushchairs or luggage.



## 7- Make better use of radio

Motorways in France always have a dedicated FM radio station. SNCF passengers can now benefit from a similar service. "SNCF La Radio" now broadcasts every 15 minutes between 6am and 9pm with news flashes relating to the rail network (delays on TGVs and Eurostars, lines B and C of the Ile-de-France RER, traffic disruption and so on) as well as 21 regional versions, allowing highly targeted information bulletins. Although no terrestrial channel is currently available, the station is now broadcast on digital, via the company's websites, 3G mobile phones and, soon, specially designed 'sound booths' on platforms and in customer service areas. It will also be possible to listen to it on the 3G radios of the future.

## 8 – Streamline journeys

How can the various modes of transport be adjusted so that the transition between buses, inter-city coaches, taxis and bikes is as smooth as possible? Journey planners, accessible via websites, lie at the heart of schemes of this nature.

Software publisher Moviken has launched a multimodal server which includes the entire French rail network, 300 urban transport networks and 80 local coach networks. The Franche-Comté region, a pioneering local authority in this respect, unveiled its journey planner, accessible to all via Internet, last January.

Meanwhile, in the Netherlands, locals will soon be able to travel everywhere with a single electronic travel card, which can be used in all forms of transport.

# GREEN BUS BASICS

## Hybrid-engine buses

Hybrid powertrains combine electric and fossil fuel power within the same propulsion unit. The combustion engine supplies electrical current; the buses' transmission drive is operated solely by an electric motor. This type of powertrain combines the autonomy of fuel (petrol or diesel) with the environmental cleanliness of electricity, enabling a 25% reduction in fuel use and a corresponding drop in greenhouse gas emissions. Design offices have studied a number of innovative solutions, such as ultracapacitors instead of batteries. Scania, Man, Volvo, Iveco and other major manufacturers are all busy in the field, and major operators are starting to purchase the vehicles in question. SL, the company which manages bus transport in the region of Stockholm, has been one of the first to put this type of vehicle into service.





## Energy storage buses

The idea of storing the kinetic energy released during braking is becoming a reality. The RATP is currently testing this new type of bus, which could be in service by 2011. Hynovis, a prototype made by Irisbus, a subsidiary of the Italian manufacturer Iveco, is currently being considered. This new vehicle is fitted with a system of hydraulic hybridisation, enabling it to recover energy released during braking, as well as a stop/start function which cuts out the engine during stops, reducing consumption and needless pollution. It is estimated that this type of bus could achieve fuel savings of between 15 and 30%.

## Hybrid buses

Hybridisation is much more than the latest fad: it is a genuine revolution.

Phileas, a bus from the Dutch manufacturer APTS, in service in Douai (France), Eindhoven (Netherlands) and soon, Istanbul, is one such type of vehicle. With four axles and two articulated sections, some class this giant bus as a tramway on tyres. Designed for dedicated-corridor use, it offers all the advantages of rail transport and uses the celebrated Allison hybrid transmission developed by General Motors (technology which has also been chosen by other manufacturers, including the Polish firm Solaris). Phileas features hybrid electric propulsion, extensive passenger capacity and precision stopping, enabling passengers to get on and off the bus quickly.

## Electric propulsion

Electric buses offer manoeuvrability, cleanliness and quiet operation, making them particularly suitable for public transport in city centres, protected sites and for other historical and tourist destinations. So far, their Achilles heel has been the limits of battery life. Several companies are currently working on this question, including Bolloré (Batscap Lithium Metal Polymer or LMP batteries) which has developed a new-generation battery with energy density in excess of 120Wh/kg. This is enough for a full day of operation in an urban area (130km between charges). Working with Gruau, Bolloré manufactures the Microbus, a friendly, all-electric vehicle with sophisticated styling. Meanwhile Irisbus (Iveco), is also busy designing electric buses using new-generation ZEBRA batteries produced by MES-DEA. The first EUROPOLIS '100% electric' version buses are already in service in Saint-Denis, France.

## Buses for all

Ease of access to buses and ease of movement within them are key factors in user comfort. That's why Iveco's Hynovis features an extra-low floor. Dutch manufacturers APTS' Phileas bus enables passengers to alight and descend quickly.

## FOCUS ON NEW RELEASES

### AT TRANSPORTS PUBLICS 2010

**Citybird** will be presented for the first time in France. The newest arrival from Dutch firm Omnibus Trading has a semi-low floor on a Mercedes chassis and offers a specially reserved space for reduced-mobility users.

Cyclogard's **Contemporain** bike stand is simple enough for children to be able to secure their own bicycles. The simple, minimalist design allows bikes to be stored side by side without touching.

**DAVISWEB Hosting** is the latest innovation from Dilax, a German company which specialises in automatic passenger counting solutions. Its system hosts and administrates transport company and local authority databases. The software retrieves, stores and saves data.

**Ecolife** is a new six-speed gearbox developed by ZF Friedrichshafen AG, an OEM which specialises in transmissions and suspension systems. The firm will also be exhibiting the AS Tronic automatic gearbox, fitted with the ZF Intarder retarder which combines driving pleasure, fuel economy and longevity.

**Hanover Displays Ltd** will be exhibiting its two most recent innovations. Hanover will be presenting a new control panel with an easily-readable, user-friendly LED screen to manage its LED display panels, along with its HTC on-board computer which incorporates GPRS, GPS, WiFi and Internet technologies. This can be used as a calculator or to provide audio announcements, as well as managing video feeds.

**Hastus** from Giro. Hastus-PanOpt automatically assigns tasks to drivers on the basis of their availability and leave schedules. The SelfServiceMobile even enables drivers to find out about their own schedule remotely, using a computer or mobile phone.

**Oréos** is the name of the new range of electric buses from PVI, offering a driving range of 120km. The bus combines all the latest technological innovations developed by GPI: electronic management for improved transmission performance, maximum recovery of energy during deceleration and braking, and integration of an automated gearbox.

**Régio2N** is the new double-decker train from Bombardier Transport. Star features of the product include reliability, availability and environmental-friendliness.

**Solaris** is presenting an articulated bus for bus rapid transit routes. Designed in partnership with Transdev, the bus uses an Urbino 18 chassis. The vehicle borrows from Solaris' tramway design for its front section and features wheel

covers and a roof fairing. The interior features light wells and wheelchair-accessible corridors. The vehicle will use the optical guidance system developed by Siemens Transportation.

**TRansFolio** offers a triple-play solution: operations, validation and sales. It has been developed by Parkeon, the manufacturer of integrated 'turnkey' ticketing solutions, for multimodal environments.

**Voith Diwa** is a telemetry system which monitors its own operating status in real time. In the event of a problem, the system sends a text message to the operator. Diwa Smart Net enables this data to be sent to the operating company even before the vehicle returns to its depot.

**VPE 420** is the latest-generation validator from US firm ACS. This onboard or local solution reads all types of contactless media up to a distance of 10cm, even when they are in a bag or wallet.

### Other innovations

- |  |                                       |
|--|---------------------------------------|
| • Ecomanager, which cuts fuel costs and CO <sub>2</sub> emissions, as well as enhancing safety | 21st Century Technology Solutions Ltd |
| • QUALITE management module and new MS SQL Server database                                     | ABC INFORMATIQUE                      |
| • The Vél'up   | ABRI PLUS EQUIPEMENTS                 |
| • MEKABOY unit for installing and removing ramps for reduced-mobility users                    | ACE INGENIERIE                        |
| • Switch Ethernet: high availability with integrated WiFi function                             | ACKSYS Communications                 |
| • SAMI: Integrated Maintenance Assistance System   | ACTIA                                 |
| • neoGREEN power: Ground Regenerative Electricity for Economic Network Power                   | ADETEL GROUP                          |
| • Contactless interactive validator featuring a large colour touchscreen                       | Affiliated Computer Services          |
| • B-Clic <sup>®</sup> , automated bike release system  | AGUIDON PLUS                          |
| • ViaNET: wireless broadband for public transport and other vehicle applications               | Airspan Networks                      |
| • RXW wireless microwave radar   | CAPSYS                                |
| • XELLIP, Full IP audio/video intercommunication   | CASTEL                                |
| • NOVIBUS Urban Shuttle based on the new Master from Renault                                   | DURISOTTI SAS                         |
| • Consoles and on-board mobile units synchronised in real time: ticketing, RFID, geolocation   | ECI - Etudes Création & Informatique  |
| • BluePass <sup>®</sup> : passenger information on mobile phones                               | EMBEDIA                               |
| • Mercedes-Benz Citaro G BlueTec <sup>®</sup> -Hybrid  | EvoBus - Mercedes-Benz                |
| • Development of three-component emulsions   | GECAM FRANCE - PIRELLI                |
|  | ECO TECHNOLOGY                        |
| • E-nove: on-board, open-source, forward-compatible IT infrastructure                          | GEENSYS                               |

• Dual mode solutions for silent, non-polluting maintenance	GEISMAR
• Printsing no.Graf	GRAPHIBUS
• Hybrid version Access'Bus GX 427	HEULIEZ BUS
• TACTILEO, new on-board touchscreen console	INEO
• Intelligent passenger counting system using high-resolution laser technology	IRIS Intelligent Sensors - Counting
• Range of hybrid diesel and NVG buses, compliant with EEV and Euro6 emissions standards	IVECO FRANCE
• DISCO (Digital Screen Outdoor) - Complete solution for dynamic external displays	MDO
• Multiservice Call Point	MILESYS
• ECD system for handling driver deposits and withdrawals	MONETIK
• Navibus	Moviken - SLE
• Thelma VII, onboard multimedia ticketing, passenger operations and information systems computer	NAVOCAP
• Electric Assisted Bicycle fleet management system	NEOVELO
• Weneo Duo: new-generation Smart Objects with 2 contactless smartcards	NEOWAVE
• Eco-designed modular, self-powering bus shelter (integrated solar power)	Nord Technique - Urbanéo
• On-board connectivity/service platform for public transport	Orange Business Services
• MiniMetro: contemporary, effective, urban cable-propelled rail transport system	POMAGALSKI
• Flascode technology providing real-time passenger information	RATP
• Smoove Box	SMOOVE SAS
• Electric bike with cv joint	SN INTERCYCLES SA
• BAIA solar-powered bus stop information terminal	SNEF - MATIS division
• Tramway track bed laid on longitudinal beams and permeable track bed installation	SYSTRA
• Deptick 200/Quireo: automatic processing of user traffic and accounts solution	TRAIDIS
• Hybrid diesel-electric bus	VAN HOOL FRANCE
• SaVety Eye driver assistance and fleet management	VISION SYSTEMS
• Autonomous Onboard Passenger Information System	AUTOMOTIVE VISIONOR

## FROM A TO Z

**Biofuels:** fuels of agricultural origin. There are three types of biofuel: alcohol-based, esters and vegetable oils.

**Biogas:** gas generated by composting.

**Car-pooling:** use of a vehicle by a non-professional driver and passengers wishing to make the same journey together.

**Car-sharing:** car available for rent for shorter periods than standard rentals. Vehicles are collected and returned to the same pickup point. Cars whose use is shared in this way replace between four and eight other vehicles.

**Company travel schemes:** measures aimed at optimising travel relating to professional activities by promoting the use of modes of transport other than cars.

**Eco-mobility:** a response to travel requirements which aims to minimise our environmental impact.

**Electric vehicle (EV):** any vehicle whose propulsion is provided by a motor powered solely by electrical energy (unlike hybrid vehicles which have two power plants, one of which is electric).

**Green modes:** cycling, car-sharing, car-pooling, rollerskating and walking.

**Intermodality:** the mechanism whereby various means of public and private transport are used in a single journey.

**Journey planners:** these enable passengers to calculate the best route from point A to point B at any given time.

**Natural gas for vehicles (NGV):** NGV consists of 97% methane and enables equipped vehicles to emit 23% less CO<sub>2</sub> than petrol-based vehicles.

**Self-service cars:** a similar concept to car-sharing, except that the vehicle may be left at a different drop-off point.

**Transport nodes:** also known as multimodal transport nodes or intermodal hubs, these locations connect transport networks. They favour fluid traffic by minimising disruption as a result of having to change.

# A programme in which innovations top the bill

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Transports Publics, the European mobility exhibition, offers a unique opportunity to discover best practices and techniques in the field of sustainable mobility. It also gives some idea of the future of transport and a preview of the latest innovations. Specific events are organised to highlight practical achievements by industry professionals.

**Tuesday, June 8 – 9.30am**

**Official exhibition opening ceremony in the presence of Dominique Bussereau, French Secretary of State for Transport, chairs of the organising committee bodies, elected officials and heads of major European companies in the industry.**

## PUBLIC TRANSPORT INNOVATION AWARDS

These awards honour the most outstanding innovations from service and industrial companies.

- The twin aim of the awards is, firstly, to demonstrate the extent to which innovation in mass passenger transport is an important factor in promoting better transport solutions for both professionals and the general public, in terms of comfort, speed, safety, accessibility, cost economies and health and environmental concerns;
- and secondly, to highlight the most dynamic companies.

The contest is sponsored by the Ministry for Sustainable Development and attracts entries from across Europe. Award-winners are selected by a panel of experts.

Eligible candidates (exhibiting industrial or service companies) may compete in three categories:

- **Energy and environment:** technological innovations and services which cut energy consumption and greenhouse gases in public transport vehicles, contribute to the preservation of the environment (noise, vibration, pollution, the use of recyclable and recycled materials, etc.) or improve organisational and management aspects (economical driving, maintenance, etc.).



- **Intelligent transport systems:** innovations which make it possible to improve public transport network operating systems, passenger information systems, the purchase of tickets and so on.

- **Accessibility, fittings, facilities and design:** innovations enhancing the attractiveness of public transport in terms of accessibility, facilities, the design of rolling stock, stations and stops, hubs, park and rides and other installations.

*Awards ceremony:  
Tuesday, June 8  
5.00pm  
"Carrefour de l'Europe"*

⇒ *The full list of innovation award candidates is available in the press kit supplement.*

## INNOVATION AND RESEARCH TRACK

The Innovation and Research Track highlights star innovations displayed by exhibitors during the course of the exhibition. There are 2 stages to this track:

1/ Find in the list of exhibitors on [www.transportspublics-expo.com](http://www.transportspublics-expo.com) all details of innovations with descriptions and photos.

2/ During the exhibition: the Innovation and Research Track marked on the visitor plan will highlight all stands featuring an innovation. Delegates will be able to go straight to these stands and find out more about exhibitors' outstanding achievements at the Transports Publics 2010 exhibition.



## EXHIBITOR PLATFORM

The Exhibitor Platform is a special meeting-place for companies and other organisations exhibiting at the show to present new products, promote their latest innovations, organise discussions focusing on current issues, etc.

### Tuesday, June 8

- |                      |   |
|----------------------|---|
| <b>11.00-12.15pm</b> | <b>Renfe-Cercanias / SNCF-Transilien</b><br>New customer expectations of urban and inter-urban mobility   |
| <b>2.00-3.15pm</b>   | <b>Rhôneexpress</b><br>The first of a new generation of public/private transport partnerships in France - presentation of a successful experience by stakeholders in the Rhôneexpress project |
| <b>3.30-4.45pm</b>   | <b>Moviken</b><br>Presentation of Navibus, the first navigation system for public transport   |
| <b>5.00-6.15pm</b>   | <b>Buses &amp; Coaches Yearbook</b><br>Euro Asia Public Transport Forum   |

### Wednesday, June 9

- |                        |  |
|------------------------|--|
| <b>9.30-10.45am</b>    | <b>Transdev</b><br>Transport on demand in the Netherlands: the keys to the success of Transdev and Connexxion, the European leader in this sector  |
| <b>11.00am-12.15pm</b> | <b>Veolia Transport</b><br>Veolia Transport: a sought-after rail partner   |
| <b>12.30-1.45pm</b>    | <b>ABB</b><br>Energy efficiency - new solutions from ABB   |
| <b>2.00-3.15pm</b>     | <b>Ineo Systrans</b><br>Transport policy: the Operations Assistance and Passenger Information System occupies a key place in the relationship between Transport Organising Authorities and operators |
| <b>3.30-4.45pm</b>     | <b>Parkeon</b><br>Accessibility: an innovative approach to ticketing systems   |
| <b>5.00-6.15pm</b>     | <b>SNCF Proximités</b><br>The tram-train: a new mobility offering and a new approach to planning   |

### Thursday, June 10

- |                        |  |
|------------------------|--|
| <b>11.00am-12.15pm</b> | <b>The Netherlands Ministry of Transport</b><br>Bikes in the Netherlands – much more than simply a sustainable option! |
|------------------------|--|

# Spotlight on women and men working in public transport

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The increasing attractiveness and innovation characterising sustainable transport is the result of work by women and men committed to designing and offering quality services on a daily basis.

## NEW FOR 2010: THE 'TALENT IN MOBILITY' AWARDS

These new awards will offer recognition to women and men who are contributing to the development of public transport and sustainable mobility right across Europe. The event honours individuals who are making European mobility what it is today - and who will be shaping the way it looks in the future. The 'Talent in Mobility' awards aim to raise awareness of the value of key players in a sector which often tends to emphasise plant rather than people.



The panel, composed of recognised European journalists specialising in this sector, has nominated four professionals, recognized by their peers, to receive four 'Talent' awards:

- the best young 'Talent',
- the best project manager,
- the best manager,
- and a 'special career service award'.

**Awards ceremony:**  
**Thursday, June 10**  
**3.00pm**  
**"Carrefour de l'Europe"**

Internet users have also voted for their own award-winner on the website, [www.transportspubliics-expo.com](http://www.transportspubliics-expo.com).

The event has been organised in partnership with NEW TRANSIT

⇒ **To view the full profiles of nominees, please refer to the press kit supplement.**

# GOLDEN BUS CONTEST

From June 7-9, 2010, the UTP is organising the Golden Bus contest, which honours the best European bus driver.

The first contest, held in 1988 during the UTP conference in La Rochelle, saw some 50 bus drivers from various French public transport networks compete against one another. In 2006, it was opened to European networks and since 2008 has been open to networks which are not part of the UTP.



Every day, as they combine driving in increasingly restricted and congested urban environments with direct contact with customers and the search for optimum quality of service, bus drivers (who account for over half of urban networks' workforces) exercise a profession which generally suffers from a lack of recognition. The Golden Bus contest is an opportunity to raise the profile of these employees, the embodiment of the service relationship urban public transport operators seek to provide.

The challenge involves a number of trials:

## **Monday, June 7**

- Theory test in the form of a multiple-choice exam.

## **Tuesday, June 8**

- On-circuit qualifying rounds using CITELIS and GX317 buses: assessing drivers' handling on a defined circuit.

## **Wednesday, June 9 - for the 10 finalists**

- Sustainable development test: measuring fuel use and CO2 emissions.
- Technical tests: measuring drivers' technical abilities for a reverse slalom and precision stopping.
- Commercial service tests: observation and assessment of customer reception and driving comfort in operating conditions by 'mystery passengers' on a section of bus route in Paris.

**Awards ceremony:**  
**Wednesday, June 9**  
**5.30pm**  
**"Carrefour de l'Europe"**

At the close of the exhibition, visitors can also learn the basics of bus driving and make a few laps of the circuit accompanied by an RATP instructor in learner vehicles which will be made available especially for the event.

**Thursday, June 10**  
**11.00am-4.00pm**  
**Car park, Hall 1**

## **'FIRST JOB' FORUM**

For the second time, this event will enable final-year students and recent graduates to make contact with transport companies' human resources departments to discuss various job profiles and recruitment opportunities in the sector.

Human resources staff from companies including Keolis, Transdev, SNCF, RATP and Veolia Transport will be on hand to meet young people in individual interviews.

**Wednesday, June 9**  
**2.30pm-5.00pm**  
**Bar**

Despite it being an innovative and rapidly-growing field, young people are still relatively unfamiliar with the public transport industry, which is regularly confronted with staff shortages for some positions (including supervisors as well as operational and administrative managers) in every sector: information systems, operations, maintenance, architecture, planning, methods, mechanical and civil engineering, IT, marketing and more.

Despite the crisis, public transport continues to create long-term jobs which cannot be outsourced. This growth in staff levels corresponds to the increase in public transport offerings in existing urban networks and future projects.

# 3 days to assess the future of transport

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The European Mobility Exhibition features 7 keynote debates covering topics in the news in the world of European transport, with contributions invited from international transport politicians, leaders, operators, industrial players and researchers.

## Tuesday, June 8

10am - 11am

### **Innovation - what's the point?**

Combined with the financial squeeze on local authorities, the challenges of climate change mean that the public transport sector must have higher and higher ambitions. Are existing technical resources capable of enabling them to achieve these? Is innovation the inescapable route to the future? On the basis of work by 33 countries done as part of the European Bus System of the Future project (EBSF) and analysis of research into multimodal transport systems (tram-train, etc), industrial players, operators and elected officials are together defining a toolkit for tomorrow's public transport in Europe.

2.30pm - 4.30pm

### **Sustainable mobility in European cities**

***Featuring senior managers from networks in Geneva, Lisbon, Madrid, Strasbourg, Vienna and the Netherlands***

Following the Copenhagen Summit – and ahead of the forthcoming United Nations Conference on climate change - what are major cities across Europe doing to address the challenges of global warming? To what extent have they taken the issues raised at Copenhagen on board in the design of environmentally-friendly mobility using public transport at the local level? During this debate, politicians and operators will be asked about the resources they are deploying to fulfil a dual objective: doubling passenger numbers by 2025 whilst remaining faithful to the development of green mobility (planning policy, equitable allocation of road space to various modes of transport, revisiting the notion of mobility and so on).

***With an introduction by Hervé Le Treut, Climatologist, contributor to the latest IPCC and Nobel Prize Winner (2007)***



## Wednesday, June 9

*10am - 11am*

### **Finding the right transport offering to attract passengers: the latest progress from operators across Europe**

Rising to the challenge set by local politicians, European operators will be presenting their responses in terms of new products, systems and the emergence of new mobility concepts. Showcasing the very best in European practices, this debate will highlight both the requirements of organising authorities and the creativity of companies as they seek to fulfil these using their technological, marketing, economic and social expertise.



*2.00pm - 3.00pm*

### **New stations fit for European deregulation**

Stations lie at the intersection of passenger flows and merchandise, both in city centres and in the country. Within the requirements of urban planning and especially rail installations, how are stations dealing with the increase in rail traffic and ambitious objectives in terms of expanding passenger traffic? At a time when passenger transport is being deregulated, this is a look at how stations are adapting to fulfil all their functions - welcoming, being accessible, informing, directing, dispatching, transferring, selling, renting and more.

*4pm - 5pm*

### **From public transport to mobility**

The future of transport lies in the development of innovative practices and the establishment of a mobility chain which is suitable for urban and periurban environments. The development of public transport goes hand in hand with a whole host of new mobility services such as car-pooling, car-sharing, cycling, transport on demand and so on, which need to fit together smoothly into a mobility chain. Is there a trend towards an intermodal chain? Is there a trend in Europe towards the development of an end-to-end offering?

## Thursday, June 10

*10am - 11am*

### **Making active mode transport a major ingredient in the transport mix**

The rise in the use of 'active mode' transport - walking and cycling - lies at the crossroads of major trends and challenges for our society: combating inactiveness and related health issues; sustainable development; urban quality of life; access to mobility for all, and more. More than ever before, active modes are emerging as an effective resource for policies relating to both mobility and public health. What roles should local authorities, public transport operators and healthcare stakeholders be playing in the development of active mobility, and how can they benefit?

*11.30am - 12.30pm*

### **The cost of modal transfer in dense urban areas: should private vehicles be taxed to fund public transport?**

Amid dwindling local authority resources, what alternative modes of funding exist? Could users be asked to pay more, or is the cost of transport in danger of putting the brakes on increased passenger numbers? If so, is this measurable? One of the alternative funding solutions involves making car-based mobility more expensive (carbon tax, congestion charges, decentralisation of parking and parking charges reform). What lessons can be learned from environments which discourage the use of cars? Feedback from across Europe.

## Professional meetings

### Tuesday, June 8

*9.00 – 11.00am*      **Meeting of the EU committee of the International Public Transport Union** - Espace 2000

*12.30 - 6pm*        **UTP-STRMTG: professional event: "Tramway safety and operational security"** - Espace 2000

### Wednesday, June 9

*12.30pm*            **UTP 'Mobility Manifesto' Presentation** - GIE Objectif transport public-GART-UTP stand (F29)

*2.30 - 4.30pm*      **GART/AGIR/French Public Local Authority Federation symposium: "Local Public Transport Companies" (SPLs): a new legal resource for local authorities"** - Espace 2000

*3pm*                 **8th National slot conference (RFF)** - Espace 2000

# Practical information

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## EXHIBITION DATES AND TIMES

8-10 June 2010

Open non-stop from 9 am to 6:30 pm

## LOCATION

Paris-Expo, Porte de Versailles, Hall 1

## ACCESS



- **Bus:** 39 80  
«Porte de Versailles»
- **Tramway:** 2 3  
«Porte de Versailles»
- **Vélib'**   
Self-service bike station
- **Métro:** 12  
«Porte de Versailles»
- **By car / en voiture:**  
Porte de Versailles

## VISITOR SERVICES

- **FREE REGISTRATION**

- **until June 7**
- **on [www.transportspublics-expo.com](http://www.transportspublics-expo.com)**

- Permanent access to the exhibition throughout the 3-day event.
- Free access to all debates, forums and other events.
- Exhibition catalogue available on admission.
- Business Centre to prepare discussions: Internet access, fax facilities, etc
- International press stand.
- On-site catering with a wide range of prices: restaurant, cafeteria, snack bar.

## MEDIA SERVICES

### Press officers during the exhibition

#### **Nathalie Cardeilhac**

Tel: +33 (0)9 71 28 13 96  
Mob: +33 (0)6 63 08 41 30  
e-mail: [n.cardeilhac@wanadoo.fr](mailto:n.cardeilhac@wanadoo.fr)

#### **Delphine Julie**

Mob: +33 (0)6 60 28 79 69  
e-mail: [djulie@relations-presse.net](mailto:djulie@relations-presse.net)

### Media Space

Access reserved for journalists on presentation of their press badge.

Available in the Media Space:

- press releases from all exhibitors,
- the exhibition press kit,
- exhibition photos.

Located on the right, close to the exhibition entrance.

Open non-stop, Tuesday 8 to Thursday 10 June from 9am to 6.30pm.

### Press badge

Press badges grant the wearer free access to the exhibition, talks and the Media Space.

Badges will be sent by e-mail in response to requests received by May 20 or issued on site on presentation of appropriate documentation (press card).

### Photos

Photographs of the exhibition and public transport vehicles are available on request from the media team.

A daily selection of photographs will be available on Wednesday 9 and Thursday 10 June from the Media Space.

# Transports<sup>2010</sup> Publics



# LIST OF EXHIBITOR

A	01DB-METRAVIB	D51	EVOBUS FRANCE SAS – SETRA	H26	OMTY	J12
	21ST CENTURY TECHNOLOGY SOLUTIONS LTD	L55	EVOBUS SAS – MERCEDES-BENZ	H26	ORANGE BUSINESS SERVICES	J33
	ABB FRANCE	C60	FAST CONCEPT CAR	M42	OUEST INDUSTRIE AUTOCARS	B19
	ABC INFORMATIQUE	I10	FIRSTEC SA	L15	PARAGON IDENTIFICATION	C54
	ABRI PLUS EQUIPEMENTS	C25	FLEXBIKE	A33	PARCOURS HANDICAP/THE WHEELCHAIR EXPERIENCE	B49
	ACE INGENIERIE	K31	FNAUT	B59	PARKEON	H46
	ACKSYS COMMUNICATIONS & SYSTEMS	L45	FNTV	D60	PARTENAIRES DIESTER	D11
	ACOREL SAS	H8	FORBO FLOORING SYSTEMS	I12	PEIKER FRANCE SAS	L38
	ACP CONSEIL	B55	FORCLUM	C53	PERINFO	G27
	ACTIA	E20	FORD FRANCE PROGRAMME MOBILEASY	E70	PIMENTIC SOLUTIONS	L15
	ADEL GROUP	E50	FORTAL	E45	POMAGALSKI	K41
	AFFILIATED COMPUTER SERVICES SOLUTIONS FRANCE SAS	G41	FRANCE AUTOPARTAGE	B31	PREDIT	G50
	AGIR	K24	FRANCE PASSION DES TRANSPORTS URBAINS	K11	PRESTIGE EQUIPEMENT	K22
	AGUIDON PLUS	A29	FUBICY	B21	PVI GEPEBUS	C9
	AIRSPAN NETWORKS	K67	GART	F29	Q'STRAIT	J8
	ALCOLOCK FRANCE SAS	K10	GECAM FRANCE – PIRELLI ECO TECHNOLOGY	K52	RATP	H30
	ALGOE CONSULTANTS	G56	GEENSYS	D12	RÉSEAU FERRÉ DE FRANCE	F45
	ALPHA'DHESIF SARL	B20	GEISMAR	E55	REUNIR LES PME DU TRANSPORT DE VOYAGEURS	H15
	ALSTOM	E39	GERFLOR	G10	REVUE GÉNÉRALE DES CHEMINS DE FER	C35
	ALTINNOVA	B28	GHM	D46	RHONEXPRESS	I43
	ALVA	H64	GIE OBJECTIF TRANSPORT PUBLIC	F29	RITMX	H55
	AMESYS	H27	GIRO	H49	ROLLON	G49
	APAVE MAINTA	E41	GNVERT	L36	ROULEZMALIN	A30
	ARCADIS	G58	GORBA	D10	RUSPA OFFICINE SPA	L25
	ARCHEAN TECHNOLOGIES	D14	GRAPHIBUS	H13	SAFRA	H9
	AREVA TA	D51	GROENEVELD TRANSPORT EFFICIENCY B.V.	K12	SARL EXCELL'ENSEIGNES/CYCLOGARD	C29
	ARTELIA	G31	GROUPE D&O	H10	SCAT	H31
	ASIENTOS ESTEBAN, S.L.	L13	GROUPE SERMA TECHNOLOGIES	L43	SCE	D50
	ASSTRA – ASSOCIAZIONE TRASPORTI	K60	GRUAU MICROBUS	K28	SECURITAS	E56
	ASTROMAL SP. Z O.O.	L59	HANOVER SARL	G17	SEIPRA SCORE	I8
	ATC GROUPE	B17	HEULIEZ BUS	E14	SETEC	F28
	AUTOCAR & BUS INFOS	C19	HEXIS S.A.	J31	SIEMENS	H25
B	BALOGH	G47	HITRONETIC	K18	SIP	D6
	BOMBARDIER TRANSPORT FRANCE S.A.S.	K42	HOLLAND PAVILION	I55B	SMOOVE SAS	B33
	BST TECHNOLOGIES	J43	HUG ENGINEERING AG	C10	SN INTERCYCLES SA	B26
	BUS & CAR TRANSPORT ET TOURISME	K14	HÜBNER TRANSPORTATION GMBH	E9	SNC-LAVALIN	H29
C	CAPSYS	D56	INCM	B32	SNCF	H45
	CAROSSERIE HESS AG	G25	INEO	L36	SNEF – DÉPARTEMENT MATIS	C15
	CARPOSTAL FRANCE	I59	INEXIA	G55	SNO – ORDICARS	E16
	CASTEL	I45	INGEROP CONSEIL ET INGENIERIE	H33	SOLARIS BUS & COACH S.A.	C26
	CBM	I67	IP SYSTEMES	G54	SPEC	E7
	CECLI	H59	IRIS INTELLIGENT SENSORS – COMPTAGE	J11	SPIE	E57
	CEIT	L44	ISRA	E49	STER SP.Z.O.O.	D13
	CERTU	E64	IVECO FRANCE	H6	STRMTG	E64
	CHARVET INDUSTRIES	G53	JIDELEC	G19	SYSTRA	J40
	CHRIST	J9	KEOLIS	F40	TAIT RADIO COMMUNICATIONS	M39
	CLEAR CHANNEL FRANCE	B29	KERLINK	J42	TDE TRANSDATA	K59
	CLEMESY	C53	KIEL FRANCE	E52	TECHNO LOGISTIQUE	L42
	CLUB DES VILLES ET TERRITOIRES CYCLABLES	C27	LA ROUE VERTE	C23	THALES SERVICES S.A.S	F35
	COLAS	D45	LAMBERT LOCATION	H13	TOPIX MEDIAS/	
	COLAS RAIL	D45	LANTAL TEXTILES AG	H11	LA REVUE DES COLLECTIVITES LOCALES	G21
	COMATIS	D52	LATITUDE-CARTAGENE	C31	TRACETEL	D64
	COMITRONIC	K43	LE RAIL	E53	TRAIDIS	G48
	COMPAK RAMPS	E13	LOHR INDUSTRIE	H34	TRANSDEV	J41
	CONRAC FRANCE	E71	LUMIPLAN GROUPE	I33	TRANSPORT PUBLIC (REVUE)	F26
	CONSEIL RÉGIONAL D'ILE-DE-FRANCE	E61	MAN CAMIONS & BUS SAS	I29	UITP	I55C
	CONSORCIO REGIONAL DE TRANSPORTES DE MADRID	I55A	MARTEC, GROUPE EOLANE	E11	UNIVERSITÉ DE CERGY-PONTOISE	E51
	CORYS T.E.S.S.	D51	MASATS S.A.	D8	UTP	F29
D	DÉPARTEMENT DU RHÔNE	I43	MASTER TURP – LET	B57	VAN HOOL FRANCE	C5
	DHOLLANDIA	K16	MDO	D31	VBSA	D9
	DIETRICH CAREBUS GROUP / TEMSA	L14	METALIC EQUIPEMENT	G15	VDL BUS & COACH FRANCE	L35
	DIETRICH VEHICULES	H69	MICHELIN	K13	VEHIXEL CARROSSIER CONSTRUCTEUR	C13
	DILAX FRANCE SAS	H51	MILESYS	B50	VELPARC	C33
	DURISOTTI SAS	L24	MITRON OY	H57	VEOLIA TRANSPORT	H42
	DYNASCAN	B51	MONETIK	J45	VILLE RAIL & TRANSPORTS	L19
	ECI – ÉTUDES CRÉATION & INFORMATIQUE	C28	MOSWO	K34	VINCI ENERGIES SOLUTIONS TRANSPORT	K37
	EDF, DIRECTION TRANSPORTS ET VÉHICULES ÉLECTRIQUES	H56	MOV'EO	D68	VISION SYSTEMS AUTOMOTIVE	E15
	EGIS	D7	MOVIKEN – SLE	C72	VISIONOR	G29
	EIFFAGE TRAVAUX PUBLICS	C53	MT3	F46	VOITH TURBO	H12
	EMBEDIA	D54	MUGUET SAS	K9	VORTEX	L51
	ERG TRANSIT SYSTEMS	F30	NASH-TEC	I9	VOSSLOH COGIFER	D53
	ETDE TRANSPORTS	D27	NAVOCAP	C37	WEBASTO PRODUCT FRANCE	E18
	EUROTECH SPA	B53	NEOVELO	B24	ZF FRIEDRICHSHAFEN AG	H7
	EUROVIA MANAGEMENT	K44	NEOWAVE	E58	ZITRON	C51
			NEXEYA	B61		
			NORD TECHNIQUE – URBANÉO	B36		
			OMNIBUS-TRADING B.V.	H70		



## ABOUT THE ORGANISERS

The 4th European Mobility Exhibition is being organised by GIE Objectif transport public with GART-UTP, supported by a European organising committee.

Created by the Transportation Authorities Group (GART) and the Public and Rail Transport Union (UTP), GIE Objectif Transport Public's mission is to promote public transport and raise awareness of sustainable mobility issues among professionals and the general public. This strategy is implemented by organising large-scale events in France. These include:



**For the general public:**

**> National Public Transport Day**

[www.journeedutransportpublic.fr](http://www.journeedutransportpublic.fr)

**> Mobility and Road Safety Week**

[www.bougezautrement.gouv.fr](http://www.bougezautrement.gouv.fr)

**For professionals:**

**> Transports Publics, the European Mobility Exhibition** (even-numbered years)

[www.transportspublics-expo.com](http://www.transportspublics-expo.com)

**> The National Public Transport Conference**, GART Conference and UTP Symposium (odd-numbered years)

[www.objectiftransportpublic.com](http://www.objectiftransportpublic.com)

**The French Transportation Authorities Group (GART)** is a non-profit association, founded in 1980, which represents elected officials with responsibility for public transport in France. Bringing together over 270 members - almost all French urban districts and regions and half of all départements, all of whom are authorities which organise transport within the areas they administrate. [www.gart.org](http://www.gart.org)



**The UTP (Public and Rail Transport Union)** is the professional confederation for French urban public passenger transport and rail passenger and goods transport. It brings together:

- 161 urban transport companies, either independent or linked to Car Postal, CFT, Keolis, Transdev, Veolia Transport or the AGIR association. The RATP is also a member. Together, they account for 5.4 billion journeys totalling almost 900,000,000km and total turnover of over €6 billion.
- 6 rail companies: Colas Rail, EuRailCo, Euro Cargo Rail, SNCF, Veolia Cargo and Groupe VFLI. [www.utp.fr](http://www.utp.fr)

