

**CURACAO 6<sup>th</sup> User Group Meeting –  
Milano  
18 and 19 March 2009 - Draft Minutes**

**Open to CURACAO User Group Members and  
Consortium**

## List of participants 18 March

| Family Name          | First Name       | Organisation                          |
|----------------------|------------------|---------------------------------------|
| Anttila              | Suvi             | The Ministry of Transport             |
| Baradaran            | Siamak           | City of Stockholm                     |
| Bekken               | Jon-Terje        | Norwegian Public Roads Administration |
| Blackledge           | David            | TTR Ltd                               |
| Brundell-Freij       | Karin            | WSP Group                             |
| Cartolano            | Fabio            | City of Bologna                       |
| Christensen          | Thomas Whitelaw  | KeyResearch                           |
| Christensen          | Morten Heegaard  | City of Copenhagen                    |
| Cré                  | Ivo              | Polis                                 |
| Fioretto             | Michela          | ISIS                                  |
| Firth                | Daniel           | City of Stockholm                     |
| Formentin            | Fabio            | Emilia-Romagna Region                 |
| Forsell              | Staffan          | City of Stockholm                     |
| Hamilton             | Harvey           | Department for Regional Development   |
| Hansen               | Brian            | City of Copenhagen                    |
| Holemans             | Dirk             | Ministry of the Flanders Region       |
| Humphrey             | Chris            | TTR Ltd                               |
| Källström            | Jenny            | WSP Group                             |
| Koh                  | Andrew           | ITS                                   |
| Koot                 | Anne             | Goudappel Coffeng NV                  |
| Krukowski            | Piotr            |                                       |
| Lundgaard            | Jacob            | City of Copenhagen                    |
| May                  | Anthony          | University of Leeds                   |
| McLeod               | Kenneth          | TIE                                   |
| Mietzsch             | Oliver           | Deutscher Stadtetag                   |
| Minihane             | Ed               | Bristol City County                   |
| Nussio               | Fabio            | ATAC Roma                             |
| Obst                 | Denise           | Technical University of Dresden       |
| Piltaver             | Andrej           | City of Ljubljana                     |
| Rachieru             | Irina            | ISIS                                  |
| Rees                 | Colin            | Bath & NE Somerset Council            |
| Rodenburg-Timmermans | Christien        | City Council Utrecht                  |
| Rody Hansen          | Anders           | City of Copenhagen                    |
| Sblendorio           | Teresa Valentina | Emilia-Romagna Region                 |
| Schade               | Jens             | TU Dresden                            |
| Sevovic              | Marko            | City of Zagreb                        |
| Streuli              | Maria Helledi    | City of Copenhagen                    |
| Sulcs                | Eriks            | Riga City Council                     |
| Suvanto              | Tuomo            | The Ministry of Transport             |
| Tretvik              | Terje            | SINTEF                                |
| Van Amelsfort        | Dirk             | WSP Analysis & Strategy               |
| Verry                | Damien           | CERTU                                 |
| Zinn                 | Jarl Christian   | City of Copenhagen                    |

## Agenda Wednesday 18 March

The meeting was chaired by Mr Ed Minihane, Team Manager, Dept. of Planning, Transport & Sustainable Development of the Bristol City Council

- |       |   |
|-------|---|
| 12.00 | Welcome desk open   |
| 12.30 | Welcome lunch   |
| 13.15 | Welcome and introduction of participants  |
| 13.30 | State of play Curacao, Chris Humphrey, TTR Ltd  |
| 13.45 | Final assessment Curacao Products and Outcomes  |
| 14.30 | CURACAO policy recommendations, David Blackledge, TTR Ltd   |
| 14.45 | Curacao State of the Art Review findings on Implementation, Jenny Kallström, WSP  |
| 15.15 | Curacao State of the Art Review findings on evaluation and traffic effects, Tony May, ITS Leeds and David Blackledge, TTR Ltd   |
| 15.45 | Coffee break  |
| 16.15 | CIVITAS Plus and urban Road user Charge - What do CIVITAS Plus cities plan regarding Urban Road User Charge? <ul style="list-style-type: none"><li>- Interventions from Ljubljana (Andrej Piltaver), Zagreb (Marko Ševrović) and BANES (Colin Rees).</li><li>- Expert reactions from the Curacao consortium: Jens Schade - TUD, Tony May – ITS Leeds and Karin Brundell-Freij – WSP</li></ul> |
| 17.30 | Follow up of Curacao (demonstration and research project)   |
| 18.00 | End of meeting  |

## Proceedings

All presentations are available in annex.

### 1. Introductions

After a short welcome by Ed Minihane and a thank you to the city of Milano, the CIVITAS cities Bath, Ljubljana and Zagreb were welcomed. The chair specifically referred to the current state of play of road user charging in the UK with the unsuccessful referendum in Manchester.

### 2. State of play Curacao, Chris Humphrey, TTR Ltd

Chris Humphrey sets the scene for the meeting: the project has reached its end and will continue disseminating information. He expresses the interest of CURACAO to learn which dissemination formats (CDrom...) the Curacao tools would be welcomed.

Oliver Mietzsch (Deutsche Staedtetag) welcomes the Curacao products and is interested if there will be country specific material available, e.g. through translation of selected sources. He also points out that a form of competition or awards could attract cities that are planning a scheme. These ideas could be taken on board for a successor of Curacao. Regarding translation, a link could be made with ELTIS, which is also making transport research results available in different languages.

In general, the audience thinks that both receptive (CDrom, newsletters...) as proactive (website) communication tools should be available.

### 3. Final assessment Curacao Products and Outcomes - CURACAO policy recommendations, David Blackledge, TTR Ltd

The focus of the discussion on the final versions of the Curacao products is on Curacao Policy Recommendations. David Blackledge presents these in a comprehensive way. The full text is made available to the group in advance and in the participant pack.

One of the bigger discussion points is the way to give recommendations about referendums related to urban road user charge. This is a complex issue. Some of the points raised during the discussion are reflected here:

- URUC ambitions should be reflected in election manifestos, so that the electorate can decide also during local elections how they look at this.
- On the other hand: a referendum can also give a strong basis for URUC that can provide the continuation of URUC across parties and legislative periods, in this sense one could say that the Western extension of the London Congestion Charge is withdrawn due to inexistence of a referendum.
- This issue is related to national culture and law on local decision making processes (e.g. elected mayor or not, public enquiries rewarded?)
- The Trondheim referenda gave a mandate for a specific period, not forever.

#### **4. Curacao State of the Art Review findings on evaluation and traffic effects, Tony May, ITS Leeds and David Blackledge, TTR Ltd**

Tony May, ITS Leeds and David Blackledge, TTR Ltd present the CURACAO findings on evaluation and traffic effects, including some of the comparative data-analysis for different case studies across Europe.

These were the comments and questions received afterwards:

- Controlled variation would be the most interesting method to investigate URUC effects. This is true, but of course not practically feasible. It is therefore that the evaluation recommendations include a message to authorities planning URUC schemes to evaluate broader than what would be required for their own objectives to allow international comparison. Some aspects of the evaluation methodologies encountered use the comparison between different conditions (e.g. evaluation of retail in and out of the zone). In a sense traffic models also use the technique of controlled variation. More URUC schemes, if properly evaluated, will lead over time to better simulations.
- Models currently do not cater sufficiently for modeling of HGV measures only. It is also difficult to assess effects on parking at the fringes of the access restricted area.
- Why do cities still evaluate their own systems? Why not work with external evaluation following an external evaluation framework? There is always (also in other transport measures) the issue of who finances and signs off the evaluation.
- There are important differences in the CBA figures.

#### **5. Curacao State of the Art Review findings on Implementation, Jenny Kallström, WSP**

Jenny Kallström presented the Curacao findings on implementation, dealing with issues such as implementation models, sequencing, etc. The main discussion point was the order of the measures to implement. In the best case scenario, the accompanying measures would have to be in place before the pricing measure. This is sometimes difficult. In some cases (e.g. Manchester) the pricing measure pays for a series of transport system improvements, which are financed through a loan for which the URUC revenue can be seen as the warranty.

#### **6. CIVITAS Plus and urban Road user Charge - What do CIVITAS Plus cities plan regarding Urban Road User Charge?**

- Interventions from Ljubljana (Andrej Piltaver), Zagreb (Marko Ševrović) and BANES (Colin Rees).
- Expert reactions from the Curacao consortium: Jens Schade - TUD, Tony May – ITS Leeds and Karin Brundell-Freij – WSP

Three CIVITAS Plus cities have explicitly mentioned studies concerning road user charging in their project's plans: Zagreb, Ljubljana (both CIVITAS ELAN) and Bath (CIVITAS RENAISSANCE). All three cities present their plans.

- Zagreb's plans are mainly concerning the city center, which is already very accessible by public transport. 5 tramlines are available for free up to two stops from the city center. Specific target groups travel cheaply over the whole network. There are not many large traffic generators in the center, it is mainly used for through traffic.
  - Questions: How is the control of the free PT managed? Inspectors are on the trams in the outbound sense.
- Bath is looking at a different scheme that is targeted at HGVs. Bath is encountering the problem of heavy through traffic.
- Ljubljana saw an increase of 50% of traffic on its ring road and of 24% on internal traffic since Slovenia joined the EU. There is at the moment not an advanced parking policy in place and most parking is free. This also causes problems.
- Comments by Jens Schade:
  - How different is the situation in Zagreb from Western Europe? How important are revenues as a driver. One might encounter contradictory objectives: congestion abatement or revenue collection.
  - In general one must not over-estimate the importance of feasibility studies on road pricing the process towards implementation. If the political decision comes first, the studies become more relevant.
  - Research should also include low-tech measures, not only satellite based systems. Marko Sevrovic states that he agrees that there might be easier ways to collect revenues than road user charging schemes. The Cost Benefit Analysis they plan to make will describe and compare different scenarios (including high and low technological solutions).
  - Regarding Bath: Freight is currently not very well researched. The risk might be that if freight traffic decreases, the gain is compensated with more cars. Another risk might be that freight traffic would be inelastic, and therefore unresponsive to pricing measures. Collin Rees of Bath is aware that what they plan is highly innovative. There is an alternative road for this through traffic so that first estimates are that the demand would change with the increased cost. This measure is accompanied by a freight consolidation center. Bath will work with the media to look at the measure in a positive way.
  - Ljubljana; in situations where everything was free and where there has been a transition to paid services, there might be a high acceptance of the charge (seen as just another fee).
  - There is a common agreement that it would be better to avoid the terminology that is currently used (charging, taxing etc.)
- Comments by Tony May:

- It would be interesting to have a good look at alternative measures (e.g. parking policy). The rate of traffic in search of parking space is 40% in a context where parking is free. In paid parking conditions this can be lower, but this would mean that through traffic would increase. Zagreb is foreseeing more parking places, but at a higher cost for the user. In order to balance the reduction of search traffic, road space will be reallocated.
- Regarding scheme design, the CURACAO findings are clear: keep it simple.
- None of the cities has explored revenue spending in its presentation. This is however crucial for the acceptability of the schemes.
- There is little evidence on how freight operators operate and react to pricing measures. London saw a reduction of freight movements and especially of empty running.
- Comments by Karin Brundell-Freij
  - None of the cities have mentioned the issue of exemptions. These are often used to make systems more “fair” or “non-discriminating”. This can be seen as a reactive approach: groups who are suspected to be vulnerable are left out, and the number of target groups to which exemptions apply rises. It is better to take exemptions in a proactive way, in order to realize policy goals (e.g. transition of fleets). How will exemptions apply to freight transport?
  - Regarding the freight scheme of Bath, the comment is repeated that research should really address the issue of the elasticity of freight. Collin Rees sees an advantage with addressing HGVs. The political deliverability seems to be high. If this system can demonstrate its success, it might be expandable to other types of traffic. In this regard, efficiency can lead to acceptability.

Oliver Mietzsch states that it is important to see the URUC as a part of a broader strategy. Ed Minihane concludes that the CURACAO consortium and material remains at the disposal of the CIVITAS Plus cities. As a coordination action, CURACAO is there to build links between EU projects.

## 7. Follow up of Curacao

David Blackledge presents the options for a follow up of Curacao, which could be submitted under the next STEER call. The general idea is that the topic would be broadened to three topics:

- Parking
- LEZ
- URUC

German cities are willing to join, in particular to exchange knowledge on LEZ. David Blackledge will contact the members of the User Group in order to assess interest in the future project and to identify next steps.

## Agenda 19 March:

### Future perspectives for urban road user charging in Europe (public event)

- 9.30            Opening Address, Mr. Croci, Assessore for Mobility, Transport and the Environment, City of Milano
- 10.00            Framework of the day
- Summary of the User Group findings, David Blackledge, TTR Ltd
  - What is happening at the EU level? (the Action Plan on Urban Mobility – news on the Eurovignette revision), Sylvain Haon, Polis
- 10.20            Session 1: Road Pricing in Milano, exponent of Italian restriction access practice?

Presentations by Milano (Ing. Stefano Riazzola), Rome (Fabio Nussio, ATAC) and Bologna (Fabio Cartolano, city of Bologna), discussion about differences and lessons learned

- 11.30            Session 2: The future of road pricing
- What next for cities where road pricing has been rejected? Kenneth McLeod, TIE Edinburgh
  - Towards a Scandinavian Road Pricing model? Copenhagen, Anders Rody Hansen, City of Copenhagen
  - Towards Regional road pricing:
    - Helsinki, Suvi Anttila
    - Flanders regional scheme for Heavy Goods Vehicles, Dirk Holemans, Advisor, Ministry of the Flanders Region - Department for mobility and public works.

12.45            Lunch

14.30            Session 3: Urban Pricing in Europe: perspectives 2015

Short introductions and panel debate, chaired by Tony May, ITS Leeds:

- Leonardo Ancheschi, Autostrade Italia
- Andrea Ricci, ISIS
- Siamak Baradaran, Daniel Frith, City of Stockholm

16.00            Conclusions and farewell

16.00            Visit to Milan Traffic Management Centre

## List of participants 19 March

| Family Name    | First Name      | Organisation                          |
|----------------|-----------------|---------------------------------------|
| Anceschi       | Leonardo        | Autostrade per l'Italia               |
| Anttila        | Suvi            | The Ministry of Transport             |
| Ballhaus       | Heike           | Stellic Traffic Management GmbH       |
| Baradaran      | Siamak          | City of Stockholm                     |
| Bekken         | Jon-Terje       | Norwegian Public Roads Administration |
| Blackledge     | David           | TTR Ltd                               |
| Bresciani      | Chiara          | Poliedra-Politecnico di Milano        |
| Brundell-Freij | Karin           | WSP Group                             |
| Cartolano      | Fabio           | City of Bologna                       |
| Christensen    | Thomas Whitelaw | KeyResearch                           |
| Christensen    | Morten Heegaard | City of Copenhagen                    |
| Cré            | Ivo             | Polis                                 |
| Croci          | Assessore       | City of Milano                        |
| Dwarshuis      | Marianne        | ANWB                                  |
| Ferri          | Luca            |                                       |
| Fioretto       | Michela         | ISIS                                  |
| Firth          | Daniel          | City of Stockholm                     |
| Formentin      | Fabio           | Emilia-Romagna Region                 |
| Forsell        | Staffan         | City of Stockholm                     |
| Hamilton       | Harvey          | Department for Regional Development   |
| Hansen         | Anders Rody     | City of Copenhagen                    |
| Hansen         | Brian           | City of Copenhagen                    |
| Haon           | Sylvain         | Polis                                 |
| Holemans       | Dirk            | Ministry of the Flanders Region       |
| Humphrey       | Chris           | TTR Ltd                               |
| Igazvolgyi     | Zsuzsanna       | Budapest University                   |
| Källström      | Jenny           | WSP Group                             |
| Kibedi Varga   | Lajos           | Terrace Ltd,                          |
| Koh            | Andrew          | ITS                                   |
| Koot           | Anne            | Goudappel Coffeng NV                  |
| Krukowski      | Piotr           |                                       |
| Lucchesi       | Salvatore       |                                       |
| Lundgaard      | Jacob           | City of Copenhagen                    |
| Martino        | Angelo          | TRT Trasporti e Territorio            |
| May            | Anthony         | University of Leeds                   |
| McLeod         | Kenneth         | TIE                                   |
| Migliavacca    | Andrea          |                                       |
| Minihane       | Ed              | Bristol City County                   |
| Montafia       | Elena           | ATM                                   |
| Nussio         | Fabio           | ATAC Roma                             |
| Obst           | Denise          | Technical University of Dresden       |
| Orosz          | Csaba           | Budapest University                   |
| Persia         | Luca            | CTL Sapienza University of Rome       |
| Piltaver       | Andrej          | City of Lubljana                      |

|                      |                |                            |
|----------------------|----------------|----------------------------|
| Pozzoli              | Aldo           |                            |
| Rachieru             | Irina          | ISIS                       |
| Rees                 | Colin          | Bath & NE Somerset Council |
| Ricci                | Andrea         | ISIS                       |
| Rodenburg-Timmermans | Christien      | City Council Utrecht       |
| Ruckert              | Lilla          | Budapest University        |
| Schade               | Jens           | TU Dresden                 |
| Sevrovic             | Marko          | City of Zagreb             |
| Streuli              | Maria Helledi  | City of Copenhagen         |
| Sulcs                | Eriks          | Riga City Council          |
| Suvanto              | Tuomo          | The Ministry of Transport  |
| Toffolo              | Silvana        | CSST                       |
| Tretvik              | Terje          | SINTEF                     |
| Troglia              | Marco          |                            |
| Van Amelsfort        | Dirk           | WSP Analysis & Strategy    |
| Van Rongen           | Arnold-Kees    | Skymeter Corp.             |
| Verry                | Damien         | CERTU                      |
| Zagnoni              | Marco          | Emilia-Romagna Region      |
| Zinn                 | Jarl Christian | City of Copenhagen         |

All presentations of the seminar are available at [www.curacaoproject.eu](http://www.curacaoproject.eu)