



European Commuters for Sustainable Mobility Strategies

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- 1.5 WORKSHOP IN BARCELONA

2. DESIGN OF THE COMPARATIVE STUDY

1. FIRST PHASE:

The first phase of the project E-COSMOS has been a preparatory phase which has allowed the partnership to design the **comparative study** of mobility for commuters in Belgium, Germany, Italy and Spain, and of public policies to promote sustainable mobility.

1.1 WORKSHOP IN MADRID

Description of the activity:

Madrid, 12 & 13 January 2011

It was organised by CCOO and ISTAS, with the participation of representatives of CGIL, ABVV, ACE, ISTAS and CC OO.

During this workshop the following tasks were completed:

- Launch and detail the tasks of the project and other project coordination issues.
- Discuss and agree the methodology of the study.
- Check the technical visits to be carried out in each country.
- Exchange experiences and learn about different successful practices on sustainable mobility in Madrid (Spain).

Programme of the Workshop:

A. Welcome attendees and Introduction.

Union participating partners, Llorenç Serrano, Chairman & Carlos Martinez, E-COSMOS director

B. The E-COSMOS Project

- Detailed Work Programme. Manuel Ferri & Luis Cuenca, Comisiones Obreras Union
- Management of the project. Pilar Pedroso, ISTAS
- Budget of the project. M^a Cruz Martinez, Comisiones Obreras Union
- Structure of the work program. Manuel Ferri & Luis Cuenca, Comisiones Obreras Union

C. Transport & Mobility to work

- International perspectives in mobility. Manuel Ferri, Comisiones Obreras Union
- National perspectives in mobility. Luis Cuenca, Comisiones Obreras Union
- Local perspectives in mobility. Manuel Fdez. Albano, Comisiones Obreras Madrid Union

D. Mobility in Madrid Area

- Sustainable transport modes in Madrid Area. Domingo Martín Duque, Madrid Regional Transport Authority
- Companies mobility experiences in Madrid Area
 - * Telefónica (Las Tablas). Luis Cuevas, Telefónica branch union CCOO
 - * Orange (La Finca). Gustavo Adolfo Arribas, Orange branch union CCOO
 - * Vodafone (Las Tablas). Raúl García, Vodafone branch union CCOO

E. Site visit:

- Places to visit:
 - o Industrial Estate in Villaverde (Madrid) *.

- o Tramway system in Parla
- * En el programa de trabajo del proyecto estaba previsto visitar los polígonos industriales de Getafe con las lanzaderas desde la estación ferroviaria de Getafe Central. Pero dada la escasa frecuencia de paso de las lanzaderas en horas valle y la duración del día en enero, se modificó el programa y se sustituyó por una visita al polígono industrial de La Resina en Villaverde, al sur de la ciudad de Madrid.
- The following objectives were achieved during the visit:
 - o Offering workshop participants information on specific transport services to industrial estates located around the metropolitan area of Madrid.
 - o Learning about specific services for the public transport system in the metropolitan area of Madrid.
 - o Revealing the difficulties and the solutions to improve these services.
- Structure of the visit:

All the available means of transport were used to cover the visit: Metro, suburban trains, shuttle bus and tramway.

 1. Metro from workplace to Villaverde Alto
 2. Shuttle Bus to La Resina Industrial Estate (Villaverde – Madrid)
 3. Suburban train Villaverde Alto – Parla
 4. Parla's circular tramway system
 5. Suburban train Parla – Pta. del Sol
 6. Metro Pta. del Sol – Hotel

Results:

Este primer taller del E-Cosmos pretendía hacer una primera puesta en común de los ejes principales, objetivos, gestión, presupuesto y calendario de las visitas y talleres previstos en el proyecto. Una de las primeras consecuencias ha sido la modificación del formato de visitas y talleres, de manera que se organicen durante tres días consecutivos, iniciándose por la tarde del primer día y finalizando en la mañana del tercer día, ajustándose a las siguientes fechas:

- ▶ Visita a Roma (Italia): del 23 al 25 de febrero
- ▶ Visita a Berlín (Germany): del 29 al 31 de marzo
- ▶ Visita a Bélgica: del 6 al 8 de abril
- ▶ 2nd Workshop in Barcelone: del 4 al 6 de mayo
- ▶ 3rd Workshop in Barcelone: del 6 al 8 de junio
- ▶ Final Conference in Madrid: 25 de octubre

As conclusions, the E-cosmos project wants to **get insight** in what happens in Germany, Italy, Belgium and Spain, concerning:

- the mobility management policy (work related)
- the role and involvement of trade unions (or workers representatives)

and wants to see and learn from **best practices** in every country

- via presentations (theoretical part) and discussion with local key players
- via site visits ("practical part")

with as final goals:

- describe what happens in every one of the four countries
- define guidelines for trade unions for Mobility Management - actions and measures
- suggest guidelines for common EU-policy on work related with Mobility Management

En orden a la preparación de las visitas técnicas se elaboró un listado de las tareas a desarrollar por parte de cada organización anfitriona, que aparte de los aspectos prácticos, procure facilitar una serie de datos generales sobre población y estructura institucional de cada país para lo que se diseñará una plantilla al efecto para facilitar la tarea

Los aspectos más relacionados con la movilidad, deben reflejarse de manera más detallada y tendrían que hacer referencia al menos a:

- la distribución modal de los desplazamientos
- número de vehículos por habitantes
- los accidentes de tráfico
- una breve descripción del marco legal de la movilidad y las políticas de gestión de la movilidad
- el nivel de obligación de realizar planes de movilidad en las empresas
- la contribución de los empresarios a los gastos del transporte al trabajo
- el coste medio del transporte público desde casa al trabajo
- el coste mensual de los títulos de transporte en bus, tranvía, Metro o Cercanías
 - ✓ la contribución de los empresarios
 - ✓ costes específicos del transporte en cada país
- una clara descripción de los diferentes problemas de movilidad de los commuters que considere
 - ✓ aspectos ambientales
 - ✓ aspectos sociales (exclusión social, etc.)
 - ✓ aspectos legales y fiscales
 - ✓ aspectos de salud
 - ✓ aspectos económicos
 - ✓ especificidades de cada país
- la descripción del papel y experiencias de los sindicatos (u otras organizaciones concernidas) en el campo de la gestión de la movilidad:
 - ✓ ¿es la movilidad sostenible un asunto de los sindicatos?
 - ✓ ¿forma parte la movilidad de la negociación colectiva?
 - ▶ a escala nacional?
 - ▶ a escala autonómica?
 - ▶ a escala de sector?
 - ▶ a escala de empresa?
 - ✓ ¿dónde se focaliza?
 - ✓ aspectos específicos de cada país
- la descripción de algunos casos de buenas prácticas
 - ✓ por iniciativa de los sindicatos
 - ✓ por iniciativa de las autoridades locales
 - ✓ por iniciativa de las empresas
 - ✓ por iniciativa de los polígonos industriales

Other documents

- ♦ [E-Cosmos News](#)
- ♦ Photos page I: Presentations during the meetings of the workshop in Germany
- ♦ Photos page II: Site visit in Madrid Area



Foto 1 (arriba izda): Presentación Presupuesto y Gestión del proyecto E-Cosmos. Madrid, 12 de enero de 2011
 Foto 2 (arriba dcha): Asistentes ABVV & ACE presentaciones proyecto E-Cosmos. Madrid, 12 de enero de 2011
 Foto 3 (abajo izda): Presentación Presupuesto y Gestión del proyecto E-Cosmos. Pilar Pedrosa & M^a Cruz Martinez
 Madrid, 12 de enero de 2011
 Foto 4 (abajo dcha): Asistentes CGIL presentaciones proyecto E-Cosmos. Madrid, 12 de enero de 2011



**Intercambiador de Villaverde
Sur de ciudad de Madrid. 11 enero 2011**



**Polígono Industrial La Resina. Sur ciudad de Madrid
11 enero 2011**



**Viajando en tranvía de Parla
11 de enero de 2011**



Intercambiador Parla Central: Cercanías-Tranvía

1.2. TECHNICAL VISIT IN ITALY

Description of the activity:

Rome, 23-24-25 February 2011

It was organized by the CGIL. The participants were representatives of CCOO from Spain.

Programme of the technical visit:

First Session: Meeting in the headquarters of the CGIL

- Sustainable mobility in Italy; presented by Oriella Savoldi, Department responsible for Environment and Urban planning the National CGIL
- The general context of the works: Antonio Granata, Coordinator for E-Cosmos and the national CGIL
- National situation of the local public transport; regulatory framework and the fallout from the financial crisis; presented by Alessandro Rocchi, National Secretary of FILT (national federation of transport workers)
- Public transport in Rome; presented by Capparelli Marco, Regional Secretary of FILT of Rome and Lazio
- The mobility agency proposes services and campaigns to; presented by Andrea Pasotto, agency mobility, organizational unit responsible for sustainable mobility
- Objectives of the Union in the field of sustainable mobility; presented by Alberto Morselli, Secretary-General of FILCTEM (national federation of the chemical, textile, energy and manufacturing sector)
- Urban structure and “ciclabilità” (ciclability) in Rome; presented by Roberto Pallottini, National Institute of Urban
- Discussion of the first session presentations

Visit to Tiburtina, a peripheral industrial area of Rome

Structure of the visit: tramway, bus and Metro

1. Metro: from Termini Station to Ponte Mammolo Station
2. bus: from Ponte Mammolo stop to Industrial Area stop
3. Metro: from Ponte Mammolo Station to Colosseo Station
4. Tramway: after a a walking, from Torre Argentina Station to Trastevere Stop

Second Session: Meeting in the headquarters of the CGIL

- National data and scenarios, presented by Serena Rugiero – researcher IRES CGIL
- Presentation report “Pendolaria 2010” on pendular train services, presented by Gabriele Nanni – Legambiente Italia (federation of environmental organizations)
- Presentation of the annual evaluation report on the sustainability of mobility planning in the 50 most important Italian cities; presented by Lorenzo Bertuccio – Presidente Euromobility Italia
- Presentation of the report on the characteristics of the vehicle parks in urban areas; presented by Dott.ssa Silvia Brini – ISPRA (Ministero Ambiente)
- A vision on the “ideal framework” for mobility management; presented by Bart Desmedt – Traject mobility management
- Discussion about the measures taken by Italian cities (different forms of pollution and incentives)
- Conclusion of the second session: Missed choices on the political level, by Oriella Savoldi

Third session: Good practices; presented by CGIL-representatives:

- Maurizio Stampini – Camera del Lavoro Milano;
- Paola Imperio – Segreteria Generale FILT Napoli;
- Luigi Verdoscia – segreteria FILT Bari;
- Alessandro Chiesa – Camera del Lavoro Parma
- conclusions of the third session:
- Budgets cut and CGIL policy for mobility and workers: by Antonio Granata, National CGIL
- Defence and implementation of decent, just, safe and environmentally sound transport solutions through mobility planning at all policy level, by Llorenç Serrano from the Spanish delegations

Results

The visit to Italy, has allowed us to know problems and difficulties present in the transport system. The most important actors in the field of sustainable mobility are the Regions and the Cities, they are fully competent for mobility policy in general and public transport system (respectively on the regional and urban level). The Italian State maintains its role on the fiscal and legal level and is still responsible for the interregional (road and rail) transport networks. The cuts made by the government at the national and regional public transport does not allow to develop sustainable transport systems, despite the availability of studies and projects.

Studies and clear links are established between the environmental aspect and the socio-economic aspects of mobility: access to work, work/life balance, jobs in public service, etc. These themes are the heart of the initiative of the CGIL; in the same time, Regions, after cuts, are taking steps to increase tariffs for public transport. There is a struggle for maintaining the budgets, increasing investments in quality of PT (infrastructure and material) and jobs; there also is a focus on the needs of all workers (accessibility, quality of life, life/work balance through better mobility, safety, health) and a growing attention for the larger sustainability scope which offers also the possibility for development of industrial activity. The current political framework in Italy doesn't make it easy to realize these objectives. Clearly, a reduction of the sustainability effort is taking place on the political level in Italy, in the field of mobility like in other fields. Budget cuts cause reduction of necessary public transport investments and, consequently, lack of personnel for realizing a good public transport service. Because of this lack of financial means, no clear political choices are made, few future oriented strategies on mobility are not implemented.

The decision to cut off funds for transport clearly shows that this area is not considered a strategic sector by the state. The negotiation with Regions meets many difficulties and, in the absence of current policy for sustainable mobility, the CGIL is in the field with their own proposals, knowing that the solutions they need investment and concrete measures. And a European policy of strong support.

Additional material

- ◆ Photos page I: Meeting in CGIL headquarters
- ◆ Photos page II: Visit to Tiburtina area and transport in Rome



The mobility agency, organizational unit responsible for sustainable mobility
Presentation by Andrea Passotto. 23 de febrero de 2011



Miembros de CGIL y CC OO. 24.02.2011



Intercambiador de Ponte Mammolo (Roma).24.02.11



Area Industrial de Vía Tiburtina (Roma).24.02.11



Metro y Tranvía de Roma



Intercambiador Roma-Trastevere

1.3. TECHNICAL VISIT IN GERMANY

Description of the activity:

Berlin, 29-31 March 2011

It was organised by the ACE. The participants were representatives of the CCOO from Spain and an external consultant of traject mobility management from Belgium.

Programme of the technical visit:

A The national perspective on Mobility Management

- Sustainable mobility in Germany (appointment at Bundesministerium für Verkehr, Bau und Stadtentwicklung - Federal Ministry of Transport, Building and Urban Development; presentation held by Niels Hartwig of the Federal Ministry)
- Effizient mobil – the national programme on mobility management in Germany (meeting at DENA – German Energy Agency; presentation held by the manager of the programme Stefan Haendschke)
- Mobility management in Munich, Frankfurt and Bremen (case studies from different regions in Germany; presentation held by E-Cosmos participant Dr. Juliane Korn)
- Experiences in mobility management from Hesse and Saxony (additional case studies from various regions in Germany; presentation held by mobility consultant Wolfgang Nickel)
- DGB and CCOO exchanging ideas (presentation and discussion with Martin Stuber of DGB - German Federation of Trade Unions)
- The role of ver.di trade union in implementing mobility management in enterprises (panel discussion with ver.di representative Arne von Spreckelsen)

B The regional perspective on Mobility Management

- The structure of the ACE as automobile club and its role in MM (meeting at ACE office; presentation by E-Cosmos participant Matthias Knobloch)
- The urban transportation development plan of Berlin including a special focus on cycling (presentation given by E-Cosmos participant Matthias Knobloch on behalf of Burkhard Horn responsible for the planning of cycling in Berlin)
- Public transport in the Berlin region (presentation given by Kai Dahme of VBB – Public Transport Management Authority of Berlin and Brandenburg)
- New trends in sustainable mobility developed and tested in Berlin: E-mobility (cars, E-bikes and pedelecs), Carsharing and rental systems for bikes (appointment at InnoZ - Innovation Centre for mobility and societal change; presentation held by Dr. Frank Wolter of InnoZ; test drives with some of the E-vehicles)
- Mobility Management with BSR including a special focus on the company's cycling-initiative (meeting at BSR - Berlin's city environmental and operational services; presentation held by Frieder Söling of BSR who establishes MM in the company)

The distances between the meeting points were covered by foot or public transport. Thus between the presentations the participants got a good impression of sustainable mobility in Berlin.

During the technical visit the following objectives were achieved:

- Description of the MM in Germany on various spatial levels (from the individual case study to the national level) and focusing on various measures and modes of transportation; presentation of various programmes on MM; mention of barriers and drivers for MM in German enterprises as well as description of the implementation process
- Portrayal of the political framework influencing the Mobility Management in Germany
- Discussion on the experiences in a country comparison (Germany – Spain – Belgium)
- Contacting between the Spanish and the German trade unions and experts for further exchange of information and experiences in the matter of sustainable mobility

Results:

The site visit in Berlin showed the different approach towards mobility management in Germany. While in Belgium, Spain and Italy the attention for a social mobility system (e.g. access to workplaces for people without cars) was a main topic in mobility discussions, this is less the case in Germany. Sustainable mobility as a way to improve quality of life and to create a more liveable environment is a main theme in Germany. The bicycle policy and the success of it in Berlin is one of the best examples.

By implementing measures of mobility management the companies can contribute to their Corporate Social Responsibility (CSR) and they can also comply with requirements of EMAS (Eco-Management and Audit Scheme). Both certificates are important tools for the companies' image building.

Mobility management is a relatively new approach in Germany, also for the trade unions. Several speakers made clear that Germany still is a car-oriented country. Car manufacturing remains the largest employment area in the country, creating at times a difficult situation for the trade unions. On the one hand, the trade unions want to promote and support sustainable mobility programs but on the other hand there is the fear of losing employment in industries related to car manufacturing. This split is one of the main challenges German trade unions are facing at the moment.

The implementation of measures of MM in enterprises is mainly driven by the management, less by the works councils as the employees' representatives and hardly by the trade unions.

Additional material

- ◆ Article about E-COSMOS
- ◆ Foto page I: Appointments and presentations during the technical visit in Germany
- ◆ Foto page II: Sustainable mobility in Berlin

AUS BERLIN UND BRÜSSEL

Prämierung RADschlag von UNESCO ausgezeichnet

Bewegungsangebote für die nachwachsende Generation haben Konjunktur. Ob zu Fuß oder mit diversen Hilfsmitteln, immer mehr Initiativen versuchen derzeit, den erklärten politischen Willen nach mehr Bewegung für Kinder und Jugendliche umzusetzen. Im Oktober 2009 startete dazu das Gemeinschaftsprojekt „RADschlag“. Der ACE Aizo Club Europa und die in Köln ansässige Deutsche Sporthochschule DSHS haben sich gemeinsam mit dem Verkehrsclub Deutschland Gedanken

darüber gemacht, wie man mehr Kinder und Jugendliche zum Radfahren und damit zu einer gesunden Bewegung verhelfen kann. Wegen des nachhaltigen Engagements ist das Projekt Anfang 2011 mit einer Auszeichnung des UN-Kinderhilfswerks UNESCO bedacht worden, wie der ACE als einer der Initiatoren der Aktion jetzt mitteilte. Die Auszeichnung wurde bereits im Rahmen der zurückliegenden Bildungsmesse didacta in Stuttgart an die Projektverantwortlichen übergeben.

Ein wesentlicher Bestandteil der eigenen Leistung ist die Zuführung von Informationsmaterial für Schulen, Vereine und Familie. Außerdem unterstützt die gemeinsame Initiative auch die Aktivitäten der Netzwerkpartner sowie die der interessierten Vereine und Schulen. Ziel ist es dabei, möglichst vielen Kindern und Jugendlichen den Zugang zu einem Fahrrad zu verschaffen und sich so für das Radeln zu begeistern. Weitere Informationen sowie Kontaktmöglichkeiten der Initiative sind im Internet zu finden unter: www.RADschlag-info.de
rainer.hillgaertner@ace-online.de

Internationales Spanier besuchen ACE in Berlin

Wie lassen sich Pendlerwege sicher, kostengünstig und umweltfreundlich gestalten? Diese Frage findet nicht nur in der Gewerkschaftsarbeit des ACE Beachtung. Auch in anderen europäischen Ländern beschäftigen sich die Gewerkschaften immer häufiger mit der Frage der nachhaltigen Mobilität von Arbeitnehmern. Das derzeit laufende EU-Projekt E-COSMOS (European Commuters for Sustainable Mobility Strategies) möchte deshalb in einem Ländervergleich die Wege zu mehr Nachhaltigkeit im Berufsverkehr gegenüberstellen und die besten Lösungsansätze zusammentragen. Den Abschluss des Projekts werden Handlungsempfehlungen bilden, die

über den Europäischen Gewerkschaftsbund ETUC Eingang in die Europäische Kommission finden sollen. Neben der spanischen Gewerkschaft CCOO sind die italienische CGIL und die belgische Vlaams ABVV Partner im Projekt. Die deutsche Seite wird vom ACE vertreten. Die Auftaktveranstaltung von E-COSMOS fand im Januar in Madrid statt. Ende März nun kam die spanische Gewerkschaftsdelegation zum Gegenbesuch ins ACE Verbindungsbüro nach Berlin, um mehr über das betriebliche Mobilitätsmanagement in Deutschland zu erfahren. Nach drei abwechslungsreichen Tagen mit zahlreichen Expertengesprächen, Vorträgen und Exkursionen haben sich die spanischen Kollegen mit vielen neuen



Project E-COSMOS
European Commuters for Sustainable Mobility Strategies
This project has received funding from the European Union

Eindrücken im Gepäck zufrieden auf die Heimreise gemacht. ¡Adiós!

juliane.korn@ace-online.de



Besuch im Innovationszentrum für Mobilität und gesellschaftlichen Wandel (InnoZ)

4 ACE ZUNDSCHLÜSSEL 1/2011

Article about the E-COSMOS project and the Technical Visit in Berlin printed in the ACE magazine Zündschlüssel



Presentation on the urban transportation development plan of Berlin including a special focus on cycling; ACE Office, 30 March 2011



Sustainable mobility in Germany; appointment at the Federal Ministry of Transport, Building and Urban Development, 31 March 2011



E-Mobility developed and tested in Berlin; appointment at InnoZ - Innovation Centre for Mobility and Societal Change, 30 March 2011



Mobility management with BSR; meeting at BSR - Berlin's City Environmental and Operational Services, 31 March 2011



Sustainable mobility in Berlin: city train and tram (above); metro and DB rental E-bike (below); cyclists and bus

1.4 TECHNICAL VISIT IN BELGIUM

Description of the activity:

Brussels, 6-8 april 2011

It was organised by the Vlaams ABVV. The participants were representatives of the CCOO from Spain and an external consultant of Traject mobility management from Belgium.

Programme of the technical visit:

A. *Mobility management in Belgium*

- Some facts and figures about mobility and commuters in Belgium (appointment at BIM/IGBE), presentation by Bart Neyens, Vlaams ABVV
- Belgian Mobility Planning, ADICCT-study presented by Thomas Vanoutrive, University of Antwerp

B. *Mobility management on a regional level*

- Mobility management in the Brussels Region by Sarah Hollander, BIM/IGBE
- Mobility management and union involvement in Flanders by Frank Van Thillo and Alain Vandeplass, MORA (appointment at MORA/SERV, Brussels)
- Mobility management by the Flemish Foundation for Traffic Knowledge by Vincent Meerschaert, Traject (presented at Antwerp Central station – Matiate)
- Mobility desks and mobility management in companies by Hans Floré, province Vlaams Brabant (appointment in Leuven, house of province)

C. *Mobility management on a local level and urban planning*

- Mobility plan for the City Administration of Antwerp presented by Karin Dries, mobility consultant, city of Antwerp (appointment at Den Bell, city administration)
- I-bus, collective commuter transport, example Pendelfonds by Steven Dierckx, I-busmanager (appointment at I-bushub, Evonik)
- 2WD, mobilityproject KULEuven by Jan Paesen, KULEuven
- STARTproject – Brussels Airport by Philippe Jacobs, De Lijn
- Bicycle Point, VELO by Jos Vandikkelen, vzw VELO
- Project “Kop van Kessel-lo” by Hans Goessens, CEO of CIP
- Short visits to the cities of Antwerp and Leuven

The distances between the several meeting points were covered by foot or public transport, except the visit of the I-busproject in the harbour of Antwerp where the participants went by collective, private taxi. Train, bus, metro and tram were used so the participants got a good impression of the public transport in Belgium.

During the technical visit the following objectives were achieved:

- Description of the Mobility Management in Belgium on various spatial levels (from the individual case study to the national level) and focusing on various measures and modes of transportation;

presentation of various programmes on Mobility Management; mention of barriers and drivers for MM in Belgian companies as well as description of the implementation process

- Portrayal of the political framework influencing the Mobility Management in Belgium
- Contact between the Spanish and the Belgian trade union and experts for further exchange of information and experiences in the matter of sustainable mobility
- Insight in the involvement of trade unions in Flanders/Belgium in mobility
- Visit to several good practises in Belgium/Flanders

Results:

The site visits in Belgium were chosen to give a few good practises of mobility management in Belgium. In Belgium the fiscal instruments have a significant influence in commuter traffic. Company cars are most frequent in Belgium due to the fiscal system but on the other hand there is free public transport for a lot of employees. The existence of a legal framework for mobility and union involvement pays off. Companies in areas which are difficult to reach for public transport or by bike (harbours) are being encouraged to work together to implement some kind of public, private transport. Sustainable mobility is a real topic for government and unions. Employers tend to focus more on congestion and economic benefits. The government is necessary to make a legal framework but also to encourage (subsidise) companies to promote sustainable mobility. Initiatives to inform employees' representatives and HRmanagement of a company on all the aspect of sustainable mobility is also a task for the government.

1.5 MAY WORKSHOP IN BARCELONA

Description of the activity:

Barcelona, 4-6 May 2011

It was organised by CCOO, with the participation of representatives of CGIL, ABVV, ACE, ISTAS and CC OO, with the support of Traject, as external expert.

During this workshop the following tasks were completed:

- Project coordination issues.
- Evaluation of the technical visits carried out in each country and of collected data.
- Discussion of a first draft of the study.
- Exchange experiences and learn about different successful practices on sustainable mobility in Barcelona metropolitan area (Catalonia, Spain).

Programme of the Workshop:

A. Best practices for access to work

- The Can Sant Joan tertiary estate. Albert Pérez, CC OO Catalonia & Albert Vilallonga, ISTAS
- Autonomous University of Barcelona Mobility Plan, Rafael Requena & Angel Cebollada, CC OO Catalonia

B. The E-COSMOS Project

- Progress Report and justification of expenses. Pilar Pedroso, ISTAS.
- Survey data and project coordination. Vincent Meerschaert, Traject

C. Mobility in Barcelone Area

- Urban Mobility Policies, Angel López, BCN City Council
 - ▶ Planning and Mobility Management in BCN
 - ▶ Areas 30
 - ▶ Bike sharing (Bicing)
 - ▶ Parking Management
- The management of mobility in the BCN metropolitan area (ATM), Lluís Alegre, Head of ATM Mobility Services
 - ▶ Metropolitan mobility plan
 - ▶ Companies mobility plans
 - ▶ Integrated fares policies
- Urban transformation and mobility in 22@ district, Barcelone. Salvador Claròs, union action technician CC OO Catalonia

D. Transport & Mobility to work Mobility from the perspective of CONC

- Transport and Mobility to work. José M. Jurado, Sustainability Department – CC OO Catalonia
- Mobility Reference Center – ISTAS. Manel Ferri, head of the Mobility Reference Center - ISTAS
- Union Training in Mobility – ISTAS. Albert Vilallonga, mobility technician ISTAS
- Union experience mobility interventions:
 - ✓ Union experiences in mobility, Vicenç Tarrats, responsible Barcelona area
 - ✓ Union experiences in mobility, Josep Expòsito, responsible Girona province areas
- Union experience mobility actions:
 - ✓ Daniel Gutiérrez, Pla industrial estate in El Prat (Baix Llobregat area)
 - ✓ José Luis Hoyos, Almeda industrial estate in Cornellà (Baix Llobregat area)

E. Site visits:

- Places to visit:
 - o Can Sant Joan Industrial Estate
 - o Autonomous University of Barcelona (UAB)
 - o Cycling tour 22@ district

* En el programa de trabajo del proyecto no estaba previsto visitar el distrito 22@, por cuanto la sesión de trabajo de la segunda tarde estaba prevista realizarla en la sede de la Autoridad Metropolitana del Transporte (ATM). Dado que el ponente de la ATM se desplazó al mismo lugar de trabajo del taller de la sesión de mañana, se dispuso de tiempo suficiente para hacer una visita al distrito 22@ haciendo los desplazamientos con bicicletas
- The following objectives were achieved during the visit:
 - o Offering workshop participants information on specific transport services to tertiary and services estates located around the metropolitan area of Barcelone.
 - o Learning about specific services for the public transport system in the metropolitan area of Barcelone.
 - o Conocer las principales características de los planes de movilidad diseñados para el polígono de servicios de Can Sant Joan y para la UAB
 - o Como se han implementado los carriles para bicicletas y el templado de tráfico (Zonas 30) en la remodelación de un barrio industrial (22@ district in Poble Nou)
- Structure of the visit:

All the available means of transport were used to cover the visits: Metro, suburban trains, shuttle bus, tramway, bicycles and on foot.

 1. Metro from hotel to Catalonia Square

2. Regional train (FGC) from Catalonia Square to Can Sant Joan
3. Shuttle bus to Can Sant Joan tertiary estate
4. Regional train (FGC) from Can Sant Joan to UAB
5. Regional train (FGC) from UAB to Gracia
6. Metro from workplace to Poble Nou
7. Tramway from Poble Nou to 22@ district
8. Metro from Llacuna to Jaume I

Results:

El taller se enfocó en parte hacia cuestiones propias de la documentación a elaborar por los socios del proyecto y, principalmente, hacia el conocimiento de la gestión de la movilidad en la ciudad de Barcelona y casos de buenas prácticas de gestión de la movilidad sostenible en el área metropolitana de Barcelona.

Se discutió sobre indicadores de contexto de la movilidad (population, surface, population density, cost of car use, price of petrol or car ownership) and the modal split home-work traffic (car solo, carpooling, public transport, cycling, walking and other). About the **mobility challenges**, **se discutió acerca de** Which are the main topics in the field of mobility (congestion problems, traffic jams,..., environmental issues, global warming, dependency of oil, road safety, accidents, etc)

Other topics discutidos fueron the organisational aspects of mobility as political level: mobility management on company level, which MM topics are part of the dialogue - negotiations, between employers – trade unions and some of the Best practices known

El aspecto que más debate suscitó fue el relacionado con barriers and drivers: What are the main barriers for achieving a more sustainable work related mobility, what are the main drivers for achieving a more sustainable work related mobility and what are the main opportunities at the moment? que se prolongó al tercer día del taller dado el interés suscitado.

Las visitas al Polígono Can Sant Joan y a la Universidad Autónoma de Barcelona permitió conocer como se han podido poner en funcionamiento sistemas de gestión de la movilidad reforzando el transporte público interno asociado al acceso ferroviario tras la intervención sindical que ha permitido la existencia de sendos gestores de movilidad de forma permanente

La movilidad en la ciudad de Barcelona fue abordada desde la perspectiva de la planificación y la gestión de la movilidad, deteniéndose en las políticas llevadas a cabo para el calmado de tráfico (Zonas 30), el sistema de bicicletas públicas de alquiler (Bicing) y la gestión integral del aparcamiento. La Autoridad del Transporte Metropolitano fue la encargada de dar una visión de como se aborda la gestión de la movilidad en el área metropolitana de BCN. Desde la perspectiva del Plan Director de Movilidad Metropolitano se describieron aspectos más concretos de los planes de desplazamientos de empresa y el sistema de integración tarifaria. Esta perspectiva se completó con una visita desplazándose en bicicletas al barrio del Poble Nou - Distrito 22@ que permitió observar los elementos relacionados con la movilidad sostenible en el proceso de transformación urbana generado tras los Juegos Olímpicos de 1992.

La tercera jornada del taller fue dedicada en parte a conocer la actividad de CC OO de Catalunya en el campo de la movilidad: una primera aproximación al Transporte y Movilidad al trabajo, la actividad de formación del sindicato en movilidad y la exposición de algunas experiencias sobre movilidad en comarcas de Catalunya y de actuaciones sindicales en casos concretos de mejoras.

Other documents:

Photos page I: Presentations during the meetings of the workshop in Barcelona

Photos page II: Site visits in Barcelona Metropolitan Area and District 22@



Foto 1 (arriba izda): Presentación Ayuntamiento de Barcelona. Barcelona, 5 de mayo de 2011

Foto 2 (arriba dcha): Presentación Autoridad Transporte Metropolitano. Barcelona, 5 de mayo de 2011

Foto 3 (abajo izda): Presentación Traject, Coordinación proyecto E-Cosmos, Vincent Meerchaert
Barcelona, 6 de mayo de 2011

Foto 4 (abajo dcha): Asistentes CGIL ACE, ISTAS. Barcelona, 6 de mayo de 2011



Estación FGC Can Sant Joan. 4 de mayo de 2011



Intercambiador Can Sant Joan. 4 de mayo de 2011



Visita instalaciones UAB. 4 de mayo 2011



**Presentación R. Requena & A. Cebollada UAB.
4 de mayo 2011**



Recorrido en bicicleta Distrito 22@, Poble Nou-Barcelona. 5 de mayo de 2011

