



## **1. Introduction and first presentation (Dr. Wulf-Holger Arndt, ZTG-TU Berlin)**

- welcome, introduction of speakers and introduction into the topic
- key messages:
  - urbanization is the main driver for growth of the transportation sector
  - population growth rates are often overwhelming the cities' authorities
  - rising velocity is responsible for rising distances
  - most inefficient and most space-requiring mode of transport is the car
  - interaction between land-use and transportation planning is often considered not deeply enough
  - Integrated Transportation Planning as a possible solution
  - Example: The current Transportation Approach for the 35ha Pilot Area in New Town Hashtgerd, Iran within the Megacities Project

## **2. Urban and Regional Planning and Urban Mobility for Climate Protection, the Curitiba Case (Dr. Fabio Duarte, Pontifical Catholic University of Paraná, Brazil)**

- Planning and characteristics of the BRT (Bus Rapid Transit) in Curitiba
- Key messages:
  - Curitiba's BRT-system was the first in Latin America
  - Prerequisites:
    - Dominating informal public transport services
    - No public support for public transport systems
    - New system had to be self-sufficient
  - Main Approach: linking land-use planning and public transport (high density building projects were just allowed next to transportation corridors)
  - Main planning principles:
    - Firstly: Putting people where transport is or will be
    - Secondly: Putting transport where people are

## **3. Adaptation of Transport Infrastructure in Hyderabad to Climate Change (Tanja Schäfer, PTV – Planung Transport Verkehr AG)**

- Adaptation of public transport systems to climate change in Hyderabad
- Key messages:
  - Transportation sector is not only contributing to but also affected by climate change
  - Problems: more extreme precipitation events will negatively affect Hyderabad's transportation
  - Approach within Hyderabad's megacity research project:
    - Projection of future climatic development
    - Downscaling onto the spatial level of Hyderabad
    - Implementation of a transportation model (different scenarios)
    - Identification of specific locations where climate change will negatively affect the transportation system (in the worst case scenario [massive precipitation] 43% of all motorized trips will be affected)
    - Research of new adaptation measures



#### 4. With or Without the City – Planning and Implementation of Public Transport Reforms in Santiago de Chile and Bogotá (Carolin Höhnke, UFZ)

- Comparison between Santiago de Chile and Bogota in matters of public transport improvement and implementation
- Key messages:
  - Both cities had before the implementation phase nearly the same prerequisites: e.g. a not integrated bus system, a high variety of bus-routes resulting from a concession / renting system, few regulations
  - Problems in both cities: decreasing share of public transport, air and noise pollution. Traffic congestion, accidents
  - Same Approaches: Technical modifications / BRT, financial modifications, entrepreneurial modifications
  - Different Solutions:
    - Santiago: integration of metro and bus system, no integration in urban planning, no politics of urban development
    - Bogota: implementation of Transmilenio (BRT-system) integration of mobility planning, regulatory plans, political agenda; no integration with traditional public transport, restrictions of private car use, improvement of public space, promotion of non-motorized transport
  - Results:
    - Santiago: decreasing public transport passengers, slightly rising car use slightly rising bicycle use
    - Bogota: rising passenger numbers in Transmilenio, slightly rising public transport use, increasing use of bicycles
  - Lessons Learned: Conducive conditions of governance and planning
    - Balancing interests between actors and administrative levels
    - Gradual implementation process
    - Integration with urban development strategy

#### 5. Discussion (moderated by Prof. Emberger, Technical University of Vienna)

- Questions:
  - Do we researcher (transport planner) from the 1st world know everything better or can we also learn from our colleagues from the Megacities?
  - How should we deal with the extremely high growth rates?
  - How should we deal with peak oil / CO2 footprint / Climate change?
  - Does it make sense to spend all the money in Megacities / agglomerations, or is it more sustainable to invest in the countryside (linking back to growth rates)?
  - Looking more on transport issues and here on existing /presently implemented Transport Masterplans:
    - Is it sensible, as it can be seen nearly everywhere, to invest huge amounts of money in so called ring road highways? And later invest money in expensive public transport infrastructures such as underground?
    - Or should we invest/promote/change legislation towards more sustainable, cheaper means of transport such as WALKING and CYCLING?
    - Is it sensible to „export“ our ways of organizing traffic ?

Due to the limited amount of time, unfortunately, no questions could be discussed.