



Transport in times of COVID-19

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Milan, Italy: view of Largo D'Ancona during the coronavirus pandemic lockdown

by Pierluigi Coppola

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Time to talk about the future of mobility in the COVID-19 era

Dear fellow AET Members,

I hope that you are keeping well and safe. As Chair of the Board of the Association for European Transport, I would like to express my sympathy with you and your families, during these difficult times.

A health emergency due to a frightening spread of COVID-19 throughout Europe has changed, over the last three months, our daily-routine, our work, and interpersonal relations. Cities have been locked down with enormous economic impacts, but also changes in mobility and in the urban landscape.

With the lockdown we learned to work remotely (by smart-working) and to avoid many business travels, perhaps not strictly needed. We have breathed cleaner air and admired clearer skies. We learned how important logistics is to ensure a continuous supply of goods even in extreme emergency situation, and we have found that vulnerability and resilience assessment of transport networks are equally important KPIs as efficiency and quality.

The future of the next few months will be characterized by deep uncertainty that will affect all the aspects of our lives but in particular the mobility. We do not know when we will be able to start circulating freely again, how the levels of demand will change (especially long-distance journeys) and whether people will resume using public transport or would opt for car; what will be the levels of road congestion and if active

mobility will finally conquer for significant market shares. But there will be time and opportunities to talk about the future of mobility in the COVID era, today I would rather bring you news about 2 important developments within AET.

Firstly, the European Transport Conference is going to be held online in September this year. For the first time in 48 years we will not be able to hold ETC in its usual format and its planned location, that this year was Milan. We are working very hard on the arrangements to ensure that ETC will be a successful on-line event in September and that it will remain the Europe's largest multidisciplinary conference for transport professionals, policymakers and academic researchers. I am also here to announce our new "COVID-19 Conversations" initiative, where we will be talking to AET members across Europe about how COVID19 has affected Transport and Mobility in their country and what they think this means for the future.

I look forward to your enthusiastic participation and feedback in these two new initiatives and support for ETC this year in its new online format. Keep an eye out on our website for updates and more details as we get closer to September.

Thank you and stay safe.





COVID-19 Conversations Project

COVID-19 Conversations will
connect AET members across Europe

With everyone working and communicating by skype/zoom/WebEx there is an opportunity for AET members to come together online to discuss their experiences of the COVID-19 crisis: how it is impacting their lives, how it affects transport and mobility today and what will the travel and mobility landscape look like in the future?

We have seen a huge increase in online blogging, vlogging and communications in response to the current situation - many contributions naturally are locally focussed but none covers transport and mobility with a pan European perspective on transport. This is the AET niche!

In line with its role to advance transport planning through networking and the exchange of ideas, information, and opportunities, AET has launched two major initiatives to foster exchange between its members through the current COVID-19 Pandemic.

AET will hold a series of short on-line interviews with AET members in as many countries as possible - How is COVID-19 affecting daily life, travel and mobility patterns and how will these be impacted in the future in a post COVID-19 world?

These video interviews are being posted regularly for the coming weeks and months online on AET's dedicated COVID-19 website page:

www.aetransport.org/aet-covid-19-conversations

There you can also find the results of the second initiative: AET invites its members to share evidence and experiences in respect of COVID-19, transport impacts, current responses and plans and proposals for future recovery.

Members are invited to submit data, reports, news articles, images, studies, presentations and links to relevant websites for their country, transport industry sub-sector (e.g. roads, public transport) or topic of interest (e.g. policy, travel demand, freight, modelling).







by Conall Mac Aongusa
Conall.macaongusa@gmail.com



The format is flexible, but submissions must comply with the following criteria:

- It must be relevant to the aims and objectives of the AET;
- It should focus on one or more European countries;
- It must be confined to the current ongoing COVID-19 pandemic and the related impacts and responses in respect of transport planning organisation and delivery;
- They should be based on clear verifiable evidence and not be solely opinion pieces; and
- Permission for publication on the AET website must be given and not raise copyright, defamation, or legal issues.

Your submissions are welcomed by our COVID-19 working group:

-  Gisela Gräfin von Schlieffen
– AET Board, Germany
-  Conall Mac Aongusa – AET Council,
Independent Consultant, Ireland
-  Jonathan Spear
– Atkins Acuity UK/UAE
-  Derek Halden
– DHC, Scotland, UK
-  Jeffrey Howard
– AET Council, University of Westminster, UK
-  Remko Smit – AET Board,
Rijkswaterstraat, The Netherlands
-  Oliver Charlesworth – AET Council
Bentley Systems, UK

It would be great to get feedback from AET members across Europe and across the globe!

On receipt, submissions will be reviewed and categorised, this evidence will be posted on the dedicated section of the AET website. There is no current deadline or end-date for contributions. Material may be submitted at any time.

Please submit your material via the following e-mail address: COVID-19@aetransport.org.



A short history of local public transport in Milan



Picture 1 – ATM 1500 series “Peter Witt” tram

by Francis M. M. Cirianni & Ambrosius Baanders
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Milan photos courtesy of A. Baanders



Urban Public Transport in Milan is run by ATM (Azienda Trasporti Milanese S.p.A.). ATM is fully owned by the City of Milan, and runs 4 metro lines, 18 tramlines 4 trolleybus routes and 131 bus routes in the area of metropolitan Milan. The Company transported over 789 million passengers in 2018.

The municipality of Milan took over the public transport service from private companies in 1917, and ATM was born as a public company in 1931. The service initially focused on the operation of the tramlines, but quickly went on to incorporate trolleybus and bus routes in the greater Milan hinterland.

After the Second World War, some trams were replaced by buses, but there were also extensions to the tram and bus network. And in 1964 the first Metro line was opened to the public: line M1, also known as Red Line. In 1969 the Green Line, line M2, was open to service. Line M3, the Yellow Line started in 1990 and in 2013 the Purple Line, line M5, was opened. Line M4 is currently under construction. The metro lines of Milan are heavy rail except for line M5, which is a driverless light rail system using third rail. Today the network runs on 101 km of track,

with 113 stations, 95 of which are underground. The metro network is the longest in Italy, followed by Rome and Naples. The Milan metro network is the 9th in length in Europe.

But more than the Metro system, tram cars are the typical component of the Milanese cityscape. Omnibus services started in 1841 and the first Milan tramway (between Milan and Monza) was inaugurated in 1876 with animal traction. The next year the city administration agreed rails could be laid inside the city walls. The line from Monza was extended to Largo San Babila, the one from Saronno went through the Castello's parade ground to Via Cusani. The first urban tramways,



Picture 2 – The stylish interior of the 1500 series



Picture 3 – The AnsaldoBreda Sirietto tram on line 3, passing the columns of San Lorenzo

still with animal traction, were inaugurated in 1881 at the occasion of the great national industrial exhibition. The lines had a radial pattern, from a central terminus in Piazza del Duomo towards the city gates. The omnibus company SAO operated the network.

Between 1895 and 1901 the entire tramway network was electrified. By 1917, the company was operating 30 tramlines. After WWI the company began to experiment with new cars choosing the innovative principle of the Peter Witt car developed in the USA. This design uses passenger circulation, in which boarding and alighting is done via different doors and the passengers pass the conductor to pay. This resulted in shorter dwelling times at stops. This system was applied to the new 1500 series car built by Carminati & Toselli from 1928. Because of this year, the car is also called 'Ventotto' (28). This was the first application of passenger circulation in Europe, and it was since copied in many cases. These cars seem indestructible: about 150 remaining of the 502 originally built are still in service. (Pictures 1 & 2 opposite page) They are an icon of the city now, display an elegance befitting the capital of fashion and are impeccably maintained despite their age of around 90 years. Some are running in other cities across the world, e.g. in San Francisco. After a few other types, the high capacity Jumbotram was put in service at the end of the 70's. And in 1999 low floor trams were introduced, of which the latest type is the Sirietto, built by AnsaldoBreda. (Picture 3 above)

The purpose of the Passante ferroviario, the underground interconnection built towards the



Picture 4 – Passante: train of line S2 arriving at Bovisa station

end of last century, was to link the railway lines converging on Milan between them. As in many other large cities, the need arose from the fact that the original railway companies had each built their own terminal station in the city. Such a link was first proposed in the 1930s, but ground was broken in 1984 and the first section was open to traffic in 1997, between Bovisa and Porta Venezia. Bovisa station serves the university campus where the European Transport Conference would have been held in 2020. (Picture 4 above)

More photos of Milan public transport by Broos Baanders can be found at:

<https://ambrosiusbaanders.zenfolio.com/aetmilanopublictransport>

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a.baanders@planet.nl



GET INVOLVED WITH LPT

If you are interested in joining the LPT programme committee, please email Niels van Oort:
N.vanOort@tudelft.nl



A new challenge this year!

by Sally Scarlett
sally.scarlett@aetransport.org



When we said goodbye to our friends in Dublin, after two successful years there, we were full of anticipation about a move to Milan and the opening up of new markets and topics which would appeal to Italian colleagues. Some five months later, it was clear that holding the conference in Milan would be difficult; then by the end of March we knew that it would not be possible to hold the conference in the normal way.

During February, March and April the ETC Programme Committees meet. Usually, some hold their meetings in a place of interest and combine the meeting with local, professional visits and some social time together. This year, only one Programme Committee met like this, in London, before countries throughout Europe started to lockdown and international travel became difficult or impossible. All the rest of the meetings have taken advantage of the technology which allows us to keep in contact. In fact, the Local Public Transport Programme Committee has taken to this new way of working and has organised additional gatherings to discuss the implications for public transport of COVID-19.

After some discussion, the AET Board decided that ETC 2020 should go ahead but in an online format. The technical details are being worked out but AET is happy to confirm that ETC will be held from 9 to 11 September as planned. Due to the great support from AET members and potential speakers, it will be possible to offer up to 10 parallel sessions per day and over 200 presentations. The technology platform selected will allow a combination of presentations and discussion, which is a highly valued aspect of ETC. There will be poster sessions, a plenary opening session, a discussion on the future of transport

post-COVID, a virtual exhibition and even coffee breaks to allow delegates to network.

AET sees this as a great opportunity to show off ETC to an audience who have so far been unable to attend the conference whether for financial or logistical reasons. It is hoped that younger members of the profession, in particular, will be able to benefit from the accessibility offered by an online presence. The sessions will remain available for some time after the conference so it will also enable delegates to experience more sessions than they have in the past.

As we know, ETC offers a large number of sessions and there are difficult decisions to make about which one to attend. This year, delegates will be able to attend a session in real time and choose to watch other parallel sessions at leisure on a later date.

The finer details are still being finalised, but they will be available shortly. You will appreciate that the new arrangements have proved to be quite a challenge. The website will be kept updated and you can always contact AET for any information.

I look forward to 'meeting' you later this year and we also look forward to a proper gathering in Milan in 2021.

CONNECT WITH ETC 2020...

JOIN US ONLINE: 9 - 11 SEPTEMBER 2020



www.aetransport.org/etc



Association for European Transport (AET)



@EuTransportConf
#ETC2020online

We need you to be active

Dear AET Members,

I hope you and your families are doing well during these unusual and challenging times. In just a few short months our world has changed, with so many people personally impacted by COVID-19, ever-increasing case counts around the world, confusion over testing, school and business closures, and job losses.

The transport industry, and especially the aviation sector, has been hit by an enormous wrecking ball. Many countries still have not announced when they will reopen borders to non-essential travel or tourists.

Despite all of this, the Association for European Transport remains resilient, but needs your support more than ever. We need you to be active and to help us to implement our AET vision:

“ To contribute to and shape the debate connecting transport policy, practice and research at the European level to increase effectiveness and assist to shorten the time to market for new ideas. ”

Every year we hold council elections for your chance to play an active role in the Association. Council Members are usually elected for three years, with one-third of the Council standing down for re-election each year. The Council remains the representative body of the AET and helps the AET Board shape strategic decisions and new initiatives.

The Council and AET also want to be role models for a diverse and inclusive environment, and if you are an AET member and would like to join us in the Council, **please apply by 9th July 2020 to:** sally.scarlett@aetransport.org

It is together that we will make the AET Vision a reality and be able to make positive and lasting change for the organisation.

by Dr Olga Feldman
Olga.Feldman@arcadis.com



Why join the AET Council?

We hear from two of our members on their reasons for joining the AET Council:

Peter Snelson

psnelson04@gmail.com



- Meet professionals with the same interests from around Europe
- To help ensure that AET would continue to offer its unique place in our industry
- Have the privilege, and pleasure, of a growing group of friends

Jan Francke

Jan.Francke@minienw.nl



- To connect with people
- Contribute creative ideas for new initiatives

by Fulvio Silvestri

fulvio.silvestri@uniroma2.it



Ambassadors' Meeting

On 17th June 2020, a virtual AET Ambassadors meeting took place with representatives from the United Kingdom, Italy, Poland, Ireland, Spain, Norway, Portugal, and Germany. The focus of the meeting was on handling the challenges of the COVID-19 era, in particular for the success of ETC 2020 Online and other AET activities.

Ideas and actions to improve the network were also discussed, exploiting the opportunities offered by the new dedicated page on the AET website: aetransport.org/ambassadors-network

New AET Ambassadors from countries not yet represented are welcomed to join by writing to: fulvio.silvestri@uniroma2.it



AET Marketing & Membership

AET welcomes the following new members who have recently joined our organisation. We hope you will find your membership informative and helpful in building your professional network.

by Gisela Gräfin von Schlieffen
G.Schlieffen@rmv.de



New Individual Members

-  Laurence Chittock, UK
-  Jacob Curtis, AU living in BE
-  Nima Dadashzadeh, SI
-  Aikaterini Deliali, GR living in US
-  Fred Ewing, UK
-  Martha Hartway, US living in ES
-  Joann Lynch, US
-  Ruvimbo Machingaidze, ZW living in BE
-  Tara Mani Lundie, IE living in UK
-  Andras Munkacsy, HU
-  Thomas Schönberger, DE living in UK

New Organisation Members



Applied sciences, high internationality and lived diversity mark the Frankfurt University of Applied Sciences (Frankfurt UAS). Questions from the practice receive scientifically sound answers and these research results find their way directly back into society. Partnerships with approximately 200 institutions of higher education worldwide show, that the Frankfurt UAS is well networked. The institution profits immensely from the extensive cultural diversity of our international location.

The Research Lab for Urban Transport (ReLUT) is an interdisciplinary team at the Frankfurt UAS working on current and future challenges of urban transport. Latest research topics are commercial transport, parking, drones, traffic simulation and data science.

Frankfurt UAS: www.frankfurt-university.de/en

ReLUT: www.relut.net



Doppelmayr is the quality, technology and market leader in ropeway engineering. Doppelmayr operates production plants as well as sales and service centres in 50 countries worldwide. To date, the Doppelmayr has built more than 15,100 installations for customers in 96 nations. Flexibility, know-how and pioneering spirit make the company ideally equipped to meet all the challenges of traditional and new markets.

Ropeway systems by Doppelmayr are used for urban public transport and have proved to be reliable components of transport networks worldwide. Passengers benefit from a comfortable and safe mode of transport. Cities benefit from a mobility solution that can easily integrated into the urban landscape: The physical footprint is small and construction costs comparable low.

Doppelmayr customers get top quality in modern design, user-friendly solutions and optimum service. From the initial idea to the completed project and beyond.

www.doppelmayr.com



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Its premier product, VR-Design Studio (formerly known as UC-win/Road), is at the forefront of Interactive 3D VR Simulation & Modeling technology. VR-Design Studio is the ideal solution for all urban and transport planning / design projects, as well as driving simulation, interactive visualisation of rail, road and pedestrian-based events, and in the development of emergency planning / training scenarios.

www.forum8.com