

PODCAR CITY: COP 15

TRANSPORT AND CLIMATE CHANGE
DECEMBER 9-10 2009 MALMÖ, SWEDEN

CONFERENCE NEWSLETTER #4 – November 18, 2009

BREAKING NEWS: THE RISE OF AUTOMATED TRANSIT & PRT



Top: Bombardier driverless APM at the Phoenix Arizona Sky Harbor International Airport
Middle: Raytheon PRT Demonstration Vehicle and Station outside of Boston, MA.
Bottom: Boeing's Group Rapid Transit System at West Virginia University. Built in 1974.

Often snubbed as an industry outsider, PodCars are getting serious interest from high-level institutions with deep pockets around the world, both in public and private sectors. This includes the likes of Bombardier, the American Society of Civil Engineers, numerous US State DOT's, Universities, and the software might of Silicon Valley.

When Massachusetts-based Raytheon took on PRT development in the 1990s, many thought that big-time private investment had come. Cynics sneered, however, that a defense contractor was again, as Boeing did in Morgantown the 1970s, merely sucking up millions of dollars of public R&D funds. While Boeing held line items from the Federal Budget set in Washington DC, Raytheon used funds from Chicago's Regional Transit Authority. In the end, both yielded transit products deemed not readily viable and further efforts were eventually aborted, sending a deep chill on private investment prospects in PRT.

Fast forward to the 21st Century! In 2005 when the South Korean steel giant Posco unveiled its Vectus program, it helped not only get PodCar development active again, but also relevant as a truly global endeavor. Add BAA's financial investment in the ULTra system at Heathrow Airport, Masdar City's decision to build a PRT network as a total zero emission transport system in the UAE, and that Vectus has signed an MOU to install their product in environmentally sensitive Suncheon Bay, Korea.

Furthermore, San Jose, CA has allocated \$4M to manage a PRT RFP process, and it seems that visionary entrepreneur Richard Garriott has joined the fray with a large personal fortune gained from video game programming. Based in Austin, Texas, Garriott's input may signal a new wave of private interest coming into PRT.

At the end of the day, Boeing's Morgantown GRT has become a much-needed workhorse that locals hope to soon improve and expand upon, and is not the big "white elephant" skeptics predicted. At present, Town and

University officials have won the ear of their Congressional representation and the Federal Transit Administration; are other big-time firms far behind Boeing's 35 year old success story?

As we head into 2010, this is certainly looking to be the case. Taking note of PRT's commercial promise is the agile, powerful and well endowed corporate giant Bombardier. Headquartered in Montreal, and with several manufacturing plants scattered across the world, Bombardier makes various aircraft and trains, including driverless metros and airport APMs. According to reports, they have assured Swedish officials that they can also deliver PRT.

Thus, once deemed an impractical transit invention, the serious interest from such industrial giants as Posco, Bombardier, Boeing, Raytheon and others proves that PRT is now ready for serious industrial design and production.

IN THIS ISSUE:

Breaking News	1
<i>PRT's Rising Stature</i>	
Letter from Christer	2
Eye on Malmo	2
Industry Update:	3
<i>2getthere & Masdar</i>	
Top Story	3
<i>PRT = Green Jobs</i>	
Speaker Profile	4
<i>Thomas Bergmark</i>	
Industry News	4
PRT & Climate Change	5
<i>By Ron Swenson & Debbie Cook</i>	
Research Update	6
<i>Connect Ithaca / C&S Cos.</i>	
Speaker Profile	7
<i>VJ Sumantran</i>	
Conference Program	8
Registration Info	10
Hotel Information	11



BIG PLAYERS BIG AMBITIONS BIG ACTIONS

My, how the winds have changed! From an era of relatively unorganized cities, municipalities, manufacturers, and related consultants, we now see a very different world.

Letter from Christer

Vectus is a manufacturer backed by a steel giant, **ULTra** has a strong long term relationship with the British Airport Authority, and **2getthere**, with 10 years of O&M on projects at Schiphol Airport and outside of Roetterdam, is delivering a system based on a long term commitment to a customer in Abu Dhabi.

The City of San Jose is going ahead with bold PRT ambitions, the government of Sweden together with "Kompass", a coalition of cities representing 20% of the population, are shooting for their first implementations, and moreover, stakeholders in India, Minnesota, Colorado, NY State and the UK have decided to put serious energy into investigating the PodCar idea.

Amazingly, the world's transportation giants are waking up from a long sleep and are making strong gestures to the T.O.D folks. They are recognizing the value of "Walkability"; Livable Cities; New Urbanism; Active Lifestyles; and the special needs of growing senior populations across the globe.



To back this up further, Bombardier has put in a serious bid for a Swedish PRT competition this year, while reputable firms like Ernst & Young, Frost & Sullivan, WSP and many more are also active in the bidding processes.

Ultimately, as we march toward the eve of 2010, the ecosystem of services around the Podcar Industry is getting substantially stronger, as well. The Institute for Sustainable Transportation (IST), PRT Consulting, Encitra, Connect Ithaca - and more - are all expanding their work and getting impressively professional in what they do.

Of course, let's not forget some of the PRT producers that are emerging - **Taxi2000**, **Skytran**, **RUF**, **Beamways**, **Cybertran** - as all are continually active and some are receiving additional funding and resources this year; a Congratulations is in order!

Now is the time for big action! The window of opportunity is here, and those who take their positions in the race early will have the best odds of making it to the finish line first. **GO!**

EYE ON MALMO:

MILESTONE MALMO

The 3rd PodCar City Conference (PCCC3), set for **December 8-10** in the southern Swedish city of Malmo, across the bridge from Copenhagen, is likely to be a landmark event in the evolution of the APM industry, as event organizers expect to welcome a strong contingent from global investment circles.

Being "Green" is taken seriously in Europe, especially in Scandinavia. And NO country has studied design, operation and potential benefits of PRT than Sweden. In September, a report by Kjell Dahlstrom, of the Swedish government, recommends developing select "pioneer" projects across the Country.

Pioneering PRT aka "PodCars"

The Swedish term *PodCar* is equivalent to PRT, but not confined to the orthodoxy of very small (2-4 passenger) vehicles locked into a guide-way. Dahlstrom's recent report concluded that PodCars have "the right level of maturity" to provide a "sustainable, safe and accessible" form of mobility. Mentioned as suppliers they can "count on" in the near term are: ATS (Ultra), Bombardier, 2getthere (FROG) and Vectus (Posco with British and Swedish partners).

Beamways, PRT International, SkyCab, and Unimodal (Skytran) are included on the list as "possible". Notable in their absence are: Coaster, Mist-er, Robosoft, and Taxi 2000.

Ground-breaking PRT sites on the radar?

About **(30)** Swedish cities and towns had expressed interest in hosting a pioneer PRT project. **(12)** were selected as substantive, as a pre-study of a defined network had already been conducted with strong political support.

And ultimately **(4)** have been singled out as especially "suitable": an academic district in Stockholm known as *Akademiska Hus*, Uppsala, Sodertalje and Umea.

To best manage and carry out pioneering PRT projects, the report recommends that the Swedish Rail Administration, Bankvert, be given full authority. This is the regulatory body that is familiar with and certified the Vectus test track in Uppsala earlier this year.

Public-private financing is foreseen.

INDUSTRY UPDATE: 2getthere / Masdar City, UAE by Robbert Lohman



Cut-away of Masdar's "Energy Positive" Corporate Headquarters



In the heart of Abu Dhabi work has started on the most ambitious sustainable development in the world today. Masdar City will be the world's first carbon neutral, zero-waste to landfill, car-free city powered entirely by alternative energy sources. Masdar City will be built on six and a half square kilometres and will grow eventually to house 1,500 businesses, 40,000 residents and 50,000 commuters.

There will be no fossil fuel cars within Masdar City. The city will be a pedestrian-friendly environment, with a PRT available for longer journeys. The PRT vehicles will travel at speeds up to 40km/h, with the longest routes in the city taking around 10 minutes. Ultimately there will be 3,000 PRT vehicles serving 130,000 trips/day over the 85 stations.

The dedicated guide-way in the undercroft, an artificial basement created by raising the pedestrian level, will also accommodate the Freight Rapid Transit system (FRT). The FRT system is capable of making 5,000 trips per day carrying the loads and deliveries for residents, stores and hotels. The flatbed vehicles can carry two pallets, with a maximum total payload of 1,600kg.

The PRT & FRT will be entirely powered by renewable energy. The vehicles are equipped with Lithium-Phosphate batteries, allowing a range of approximately 60 kilometers on a 1,5 hour charge. The vehicles will be recharged at the stations, avoiding the necessity of additional parking space (garage). The stations feature angled berths, allowing all vehicles independent entry and exit.

2getthere was selected as the supplier for the first phase of Masdar City, providing the link to the Masdar Institute of Science and Technology (MIST) by means of 8 PRT, 2 VIP (leather interior) and 3 FRT vehicles. In this phase the network will be approximately 1,5 kilometers long and feature 5 stations (2 for passengers, 3 for freight).

For more information on Masdar, please visit www.masdarcity.com

TOP STORY: Green Jobs in Our Future

PRT projects mean more than software engineering, manufacture of hardware and construction of guide-way structures and stations. There are also many kinds of ancillary guide-way and station equipment (e.g. electrical, video). In addition, PRT projects create professional jobs in planning, design and engineering.

They require long-term O&M training and services as well as landscape architecture, street-scaping, and attract symbiotic retail and community shops that comfortably cluster around pedestrian-friendly PRT stations. Bike repair shops and car-sharing stations will fit right in with cafés, a bakery, a drycleaner and convenience stores.

Ultimately, these are new kinds of jobs with real futures. The creative, professional, financial and environmental forces that generate them will converge in Malmo in December 8-10. After the PCCC conference, tours of the Vectus track north of Stockholm will be available. Furthermore, the driverless, land-financed metro in Copenhagen is also nearby to learn from as climate change history is made. All in all, what better place to learn about future transit?



SPEAKER PROFILE: 5 Questions for Thomas Bergmark

Thomas Bergmark has been an engineer and Sustainability Manager within the IKEA Group for 7 years. He is also a member of IKEA's Strategic Purchasing Committee, the Retail Board at IKEA in Spain/Portugal and Chairman of the IKEA founded Saw a Seed Foundation. Thomas is also a board member of the US based Business for Social Responsibility (BSR), and in 2007 was ranked as one of the 13 most influential people in Business Ethics by the US magazine Ethisphere.



Q1 - IKEA is a brand synonymous with quality Scandinavian design, what has been your first impression of PodCar design so far?

From a design perspective it gives a futuristic feeling and a future solution for people transportation which has a huge potential.

Q2 - As the Sustainability Director for IKEA, what are some key lessons learned at the company that could help us in how we plan the future of our cities?

It's very important to have a close co-operation between retailers like IKEA in early stages of the whole planning process. If so infrastructure solutions can be found that benefit all parties with as low environmental impact as possible

Q3 - Being that the world's citizenry is always wanting of the new hot item, how do you think a shared public transit system can compete with the great desires people have to own their own personalized auto - an object that is often sold as a form of personal expression, not just as a transport utility?

People also care about how they spend their time, and I think that high efficient mass transit solutions will play a role in combination with home delivery services of right quality.

Q4 - Many shopping centers today are remote and on the edges of our city centers, thus are often car-dependent experiences and must provide adequate parking, drainage, and other auto infrastructure - how can you imagine Big Box stores, like IKEA, playing a proactive role in shifting the paradigm to more sustainable means of access to your products?

Same as answer to Question #4

Q5 - Regarding "sustainability", what's the HOT discussion at IKEA today?

To develop and provide more "solutions for a sustainable life at home" via products and knowledge.



IKEA artfully designed Japanese Monorail Train

INDUSTRY NEWS

ASCE STANDARDS AND EMBRACING PRT

"PRT has become a big thing for the APM Standards Committee," comments one active member who works for the Greater Orlando Airport Authority. The Committee has met twice or three times year for two decades a under the auspices of the Transportation & Development Institute of the American Society of Civil Engineers (ASCE) – a well established professional group that upholds the safety and integrity of all kinds of land infrastructure. Those in the field will agree that ASCE is not known for being speculative on Jetson fantasies; they are professionals who know the value and weight of concrete and steel.

APMs have established a routine, non-controversial niche within airports, as opposed to U.S. public transport. In APTA and FTA circles, driverless metros are nowhere on the agenda. So it not surprising that the current chair of the APM Standards Committee is Larry Smith, who spent most of his career at Tampa Airport.

(Cont. next page)

INDUSTRY NEWS (CONT.)

To him, PRT is just another kind of APM. He has no biases against them, and the Committee last year established a Task Force to look at issues of PRT Command and Control.

In fact, Smith reached out to the transit world by inviting APTA to the most recent meeting outside Washington at Dulles Airport (notice the airport pattern here?). Committee member Victor Howe works for Dulles overseeing the APM about to go on-line at this symbolic gateway to DC. This is the same Victor Howe who excited PRT advocates by attending several PRT sessions at APM09 in Atlanta last June.

AMERO-EUROPEAN INTERACTIONS

Several APM Standards Committee members are from Europe. The PRT Task Force was largely initiated by Martin Lowson of the British PRT company ATS. Yves Clarissou of Siemens (Paris) is the chair. Also active is a younger Siemens safety analyst, Quebec-born Redjean Leclerc. American APM and mass transit technology consultants Lea+Elliott are helping evaluate potential changes to address the special characteristics of PRT, based in part on their current work plotting out the future of the Morgantown PRT.

The ASCE Standards Committee has made efforts to coordinate with similar standardization and safety regulations in Europe. A recent report from Houston-based Sam Lott assured that driverless metro standards being developed in Europe, known as IEC 62267, are "not in contradiction with" ASCE's APM work.

OUTEACH TO LAND PLANNERS

Bay Area planner and land use analyst Peter Calthorpe is convinced that transit-oriented development – known as TOD – can be intermeshed with PRT in a more flexible and economic way than LRT and BRT. "We really need you guys to succeed," Calthorpe prodded PRT enthusiasts gathered at ATRA's Carbon-Free Mobility conference in Oakland, California last spring. Calthorpe exudes an optimism borne of the Bay Area's unique growth potential amidst California mandates to reduce green-house gas (GHG) emissions to 1990 levels by 2020, with innovative Silicon Valley nearby.

Calthorpe also spoke optimistically of California's high-speed rail plans. This will reinforce dense, transit-oriented districts which will greatly benefit from "robust" distributors that podcars can provide. California's HSR czar Rod Diridon is excited about PRT enhancements.

As 2009 draws to a close, the stage is set for big changes in urban mobility and development. These forces will come together in Malmo in December.

PodCars and Climate Change

By Ron Swenson & Debbie Cook of ASPO USA

The large-scale ramp-up of PodCars can significantly mitigate the impacts of climate change and peak oil, transforming ground transport from polluting fuels to clean solar energy.

In the lead-up to the COP 15 meeting in Copenhagen, India's prime minister Singh stated:

"What we are witnessing today is the consequence [of] over two centuries of industrial activity and high-consumption lifestyles in the developed world... They have to bear this historical responsibility."



African nations are protesting the inequity of a protocol that penalizes their economic development while allowing the big polluters plenty of time to kick the fossil fuel habit. Stated differently, there are no agreements to finance climate change mitigation.

G-20 ministers failed to make progress on climate financing

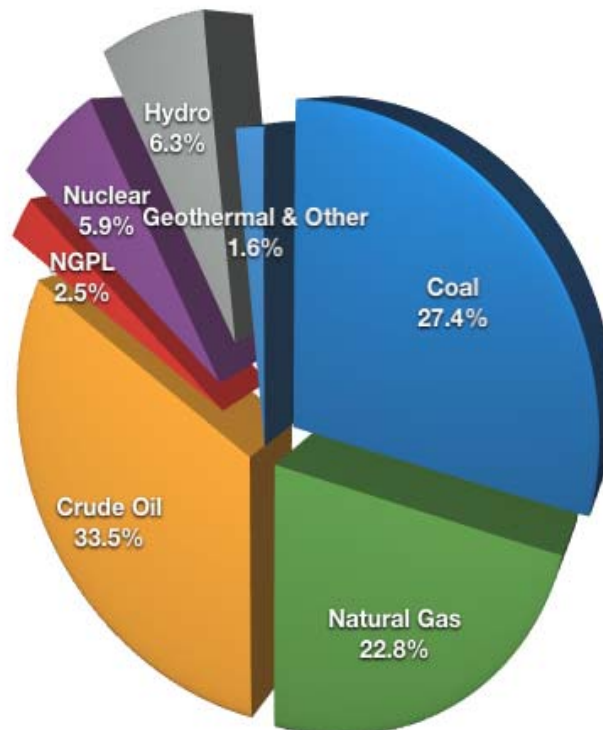
A row between developed and major developing countries ended this weekend with a vague recognition of "the need to increase significantly and urgently the scale and predictability of finance to implement an ambitious international agreement". [November 9, 2009]

PodCars and Climate Change (Cont.)

The continued use of fossil fuels threatens the stability of planetary ecosystems and thereby the viability of human civilization. Suffering is already manifest in many equatorial countries where water supplies have shrunk catastrophically due to climate change. (*Think Darfur.*) In parallel, the inexorable decline in fossil fuels threatens to be a time of great international tension. (*Think Iraq.*)

The necessary transition from fossil fuels for the sake of the climate coincides with the necessary transition from fossil fuels altogether. The planet's oil endowment is finite and hovering at peak, already declining rapidly in many countries, posing a real danger of economic collapse. (*Think Mexico.*)

While electricity from Coal (27%) contributes the most CO₂ emissions, there are other ways to produce electricity. But the world is totally dependent upon Oil (33%) to power transport, primarily the "automobile" whose technology is unsafe (not in fact *automated*), inefficient, and wasteful, requiring over 1,000 kilos of materials per person. As long as propulsion is fuel-based, 80% of the energy converts to emissions. As long as cars share the transit corridor with Mack trucks, they must be strong as a tank.



Enter the PodCar. Grade separation eliminates the Mack truck threat, freeing designers to use far less materials, cutting weight by 5X. Sharing vehicles in a network (ten users a day?) cuts the fleet weight by 10X. Recycling the existing fleet liberates enough materials (5X by 10X = 50X) for everyone on the planet to share vehicles.

But the most remarkable leverage for developing nations is to eclipse industrialized nations with clean solar powered transport. In last month's World Solar Challenge, a Japanese car with a 6 m² solar panel raced across Australia averaging 90 km/hr. PodCars at that speed, 2 seconds apart, have 50 m² of solar panels: 16X more. With half as much sun as Australia, Swedish PodCar engineers in Malmö still have 8X more energy than those Japanese engineers to win the race against climate change. Exporting PodCars instead of Volvos and Saabs is the ultimate profitable climate change initiative for Sweden.



Debbie Cook and Ron Swenson are guest speakers at PCCC3.

Debbie Cook is the former Mayor of Huntington Beach, CA, and was recently a candidate for US Congress. Debbie is a Board Member of ASPO, the Association for Studies of Peak Oil and Gas.

Ron Swenson is an entrepreneur and solar engineer from Santa Cruz, CA. Ron is also a board member of ASPO. www.peakoil.net

PRT RESEARCH UPDATE



Knowing that America's transportation fleet is heavily dependent on limited and expensive foreign energy, and is a major contributor to GHG emissions world-wide, C&S Companies, in association with Connect Ithaca LLC, is now conducting a preliminary study to evaluate the feasibility of building and operating an automated, electric, public transit network in Ithaca, New York. According to researchers, the study will be complete by March 1, 2010.

With co-funding made available from the New York State Department of Transportation (NYSDOT) and the New York State Energy Research and Development Authority (NYSERDA), the project will act as a case study to show how a PRT network, bolstered by transit oriented development, will help save rural areas, reverse environmental harms, enhance urban quality of life, improve accessibility to transit for all citizen regardless of age or ability, and promote "green collar" economic development in New York's small and mid-sized cities.

SPEAKER PROFILE: 5 Questions for VJ Sumantran

Q1: What are your hopes and concerns about the Indian Car Industry?

I believe that over the last decade, the Indian Auto Industry has started a new chapter. Today with annual production in excess of 1.8 million units annually, the leading manufacturers are beginning to achieve globally comparative scales. India's policy of adoption of ECE regulations along with a time table for catch up has meant rapid induction of technologies – for instance, from April 2010, passenger cars in the major cities will comply with Euro4 norms.

The specific classification of small cars and tax incentives for such vehicles has accelerated capacity creation for such vehicles from manufacturers such as Suzuki, Hyundai, Nissan, Toyota and Tata. The very cost sensitive auto market has bred frugal product development and frugal investment skills which should support industry's future and global competitiveness. While other constraints and obstacles remain, by and large, the industry is getting better prepared for a bigger global future.



Street Market Scene in one of India's Urban Centers

Q2: Will the ICE or other energy sources (electric, hybrid) be the focus for long term engine solution?

Like in many parts of the world, India is getting prepared for greater diversity in fuels and propulsion systems. The country today has a mix of diesel and petrol engine vehicles. In specific cities, the mandate for CNG engine for all forms of public transportation exists. These regulations aimed at reduction of particulate matter has given rise to strong growth in CNG vehicles. Most domestic Indian manufacturers have hybrid electric vehicles and pure electric vehicle program running in proto-type form and the coming years will likely bring to market some of these products. Therefore, in many respects, the long term solution in India will mirror developments globally.

Q3: Is the Indian road network capable of handling the growth of car use?

In many respects, I believe Indian Transport Policy must look to Japan rather than China, to plan this evolution. Like Japan, India has cities with very high population density, and the roadways system that has evolved over decades and could not be easily changed in a democracy.

As a result, we have seen vehicular population density, growing very sharply over the last decade, in spite of sustained, unprecedented expenses in roadways and highways spending. Importantly, as one measure of stimulus package over the last years, the Indian Government has significantly expanded investment in mass transportation, metro rails, bus rapid transit etc. This move stems from a recognition of the need to address environmental impact, economic efficiency, easing traffic congestion and most importantly ease of commuters.

Q4: Recently, a US based franchisee for the REVA Electric Car Company of Bangalore, currently the world's leading electric car maker, has announced the construction of a manufacturing plant in Syracuse, NY. Do you know if TATA or other Indian Manufacturers have official plans on entering the US market? If so, how?

I can neither comment upon nor am I specifically aware of the individual strategies of the companies mentioned. As one of the world's largest market, the US Market is bound to be of high interest to any global auto maker but at the same time, unique regulatory and legal environment can pose barriers for easy entry.



Dr. V. Sumantran

Q5: What do you think about the emerging PRT Industry, and could it play a role in India? The world?

Globally and in India as well, I see that we will enter a period with a high degree of experimentation. I anticipate different new modes of transportation assuming relevance for different routes and applications. Certain high value corridors will certainly see faster spread of PRT systems.

Dr. V. Sumantran is a former General Motors and Tata Executive, and is now appointed as Executive Vice Chairman of The newly formed Hinduja Automotive UK.

INTERNATIONAL PODCAR CITY CONFERENCE PROGRAM

All presenters and schedules are subject to change. Registered attendees will automatically receive updates regarding Venues and Speakers.

TUESDAY December 8

5.00-7.30 Ice-breaking event at the Turning Torso, Limited capacity (75 people)

WEDNESDAY December 9th *(All activities Wednesday and Thursday are at Malmö University, main lecture hall)*

9.20 Coffee and Registration & Exhibitor Display

9.55 Moderator & Management presentation, KOMPASS, Sponsors

10.00 Official opening - Hans Lindqvist, KOMPASS Moderator

- Christer Lindstrom and Magnus Hunhammar, Institute for Sustainable Transportation
- Anders Rubin, City of Malmö
- Åsa Torstensson, Minister of Communications Sweden

MORNING THEME – State of World Mass Transportation and Possibilities

10.35 Peak Oil and Transportation – Debbie Cook, ASPO, USA

10.50 The Nano Car – Mobility Opportunity or Challenge – V Sumantran, India

11.15 Swedish Podcar Cities – K. Dahlström, Swedish Ministry of Enterprise

11.30 The Silicon Valley Challenge - Hans Larsen, San Jose, USA

11.50 Industrial Outlook for Podcars - Nick Ford, Frost & Sullivan, UK

12.10 *** Lunch *******

12.15 Press Conference

AFTERNOON THEME – Implementation, Operation and Research

1.10 ULTra at Heathrow – Malcolm Buchanan, Colin Buchanan Ltd.

1.30 Podcars at Masdar – Robbert Lohmann, 2Getthere Netherlands

1.55 Vectus system in Uppsala – Jörgen Gustafsson, Vectus Sweden

2.20 Morgantown 35 years of operations, Vishakha Maskey, WVU USA

2.45 Panel debate – Moderated by Larry Fabian, ATRA

3:00 * Exhibitors Display & Coffee *

3:20 The Solar Transportation - Ron Swenson, USA & Bengt Gustafsson, Beamways

3.45 Modeling travel data- Goran Tegner, WSP Sweden

4:00 Modeling and Software Innovation – Prof. Ingmar Andréasson, Sweden

4.20 Uppsala Virtual Travel Center – Prof Crista Lopes / Prof CJ Engström USA/Sweden

4.40 Day 1 Panel Discussion - Moderator David Muyres, CWR USA

DINNER with sponsor presentations

7:30 Keynote Speech by: Åke Thörner, Doctors for the Environment and TBA.

THURSDAY December 10th

(Thursday's program is divided into two break-out sessions and a vendor display. At 1:10 pm, all will re-convene at the main lecture hall.)

TRACK S 9.00-1200 KOMPASS & Real Estate invitation to attending Cities

- 9.00 Introduction - Magnus Hunhammar, CEO IST
- 9.10 Sustainable Retailing - Thomas Bergmark, Sustainability Manager, IKEA Group, Sweden
- 9.35 Via Academica – Connecting Stockholm Campus Areas with Podcars?
Sten Wetterblad, Regional Director, Akademiska Hus Stockholm, Sweden
- 10.00 Design opportunities - Lessons from PRT Studies at Heathrow, Bristol & Bath
Jochen Rabe, Landscape Architect, ARUP, UK
- 10.20 * Break for Tea and Coffee ***
- 10.50 Can Podcars Serve the City of Delhi, India?
Sonal Anuja, Associate Director, CATIPA SYMONDS, UK
- 11.10 Tendering and Financing of Podcars - Different options
Linda Andersson, Ernst & Young, Sweden
- 11.30 Discussion - Panel with speakers and invited

TRACK R 9.00-12.00 ATRA Program: Innovation and Research Program

- 9.00 Introduction - prof. Ingmar Andreasson, KTH Inst. of Technology
- 9.10 Overcoming Headway Limitations in PRT Systems
Prof. em. J. Edward Anderson
- 9.35 RUF Dualmode Network Considerations
Palle R. Jensen, RUF Denmark
- 10.00 Value Increase of Real Estate - Case Study in the Port of Rotterdam
prof. em. Henk van Zuylen
- 10.20 * Break for Tea and Coffee ***
- 10.50 Simulation modelling of PRT and other advanced transit concepts in
CityMobil - Prof. David Jeffery, University of Southampton
- 11.15 Podcars From a Sustainability Perspective
prof. Lars Johansson, TFK Sweden
- 11.35 Personal Rapid Transit; Focusing on the Beginning Rather Than the End
prof. Alain Kornhauser, Princeton University
- 12.00 ***** Lunch *******

AFTERNOON THEME – Synergies: PodCars, Rail & Real Estate

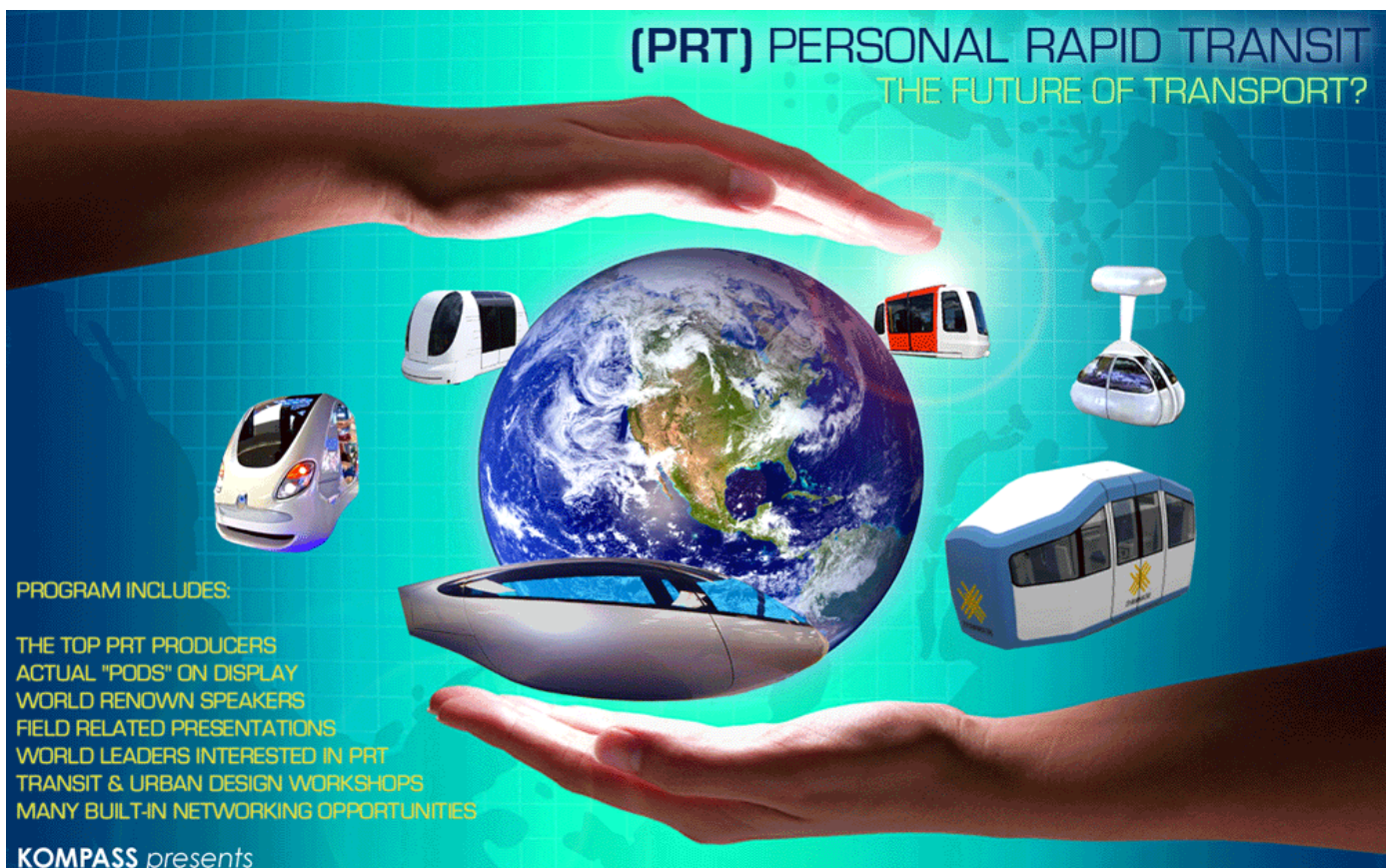
- 1.10 Sao Paulo - Rail, Real Estate and PodCars in a Mega City - Alexandra Lichtenberg, Brazil
- 1.35 Rail Station development from Real Estate Perspective – Ann Wiberg, Jernhusen
- 2.00 California Program for High Speed Rail - Rod Diridon, MTI USA
- 2.25 Swedish Rail Initiatives, Bo Olsson, Swedish Rail
- 2.50 Let's work together – Christer Lindström & Magnus Hunhammar
- 3.00 * Exhibitors Display & Coffee ***
- 3.30 FINAL PANEL DISCUSSION – Moderator Hans Lindqvist, KOMPASS

THE PODCAR CITY CONFERENCE is an initiative of the Institute for Sustainable Transportation (IST) presented by KOMPASS, to gather major stakeholders affected by transportation issues at all levels. The aim is to have an open and creative debate on what PodCars are, what the vendors claim to be possible, what communities are looking for and what critics and supporters have to say.

The conference will hold several seminars and work programs. The main theme is how can PodCars make positive contributions to climate change issues. This is the third annual conference hosted by IST in cooperation with the Advanced Transit Association (ATRA). Registrations are almost 100% fulfilled, and therefore all parties interested in attending PCCC3 are highly encouraged to contact our offices to reserve their seats before we reach capacity.

Many top executives, investors, policy makers, designers, engineers, climate scientists, and advocates of a more sustainable world have already committed to attend from all over Europe, Asia, and North America. Just recently, as a result of the Swedish-Californian Memorandum of Understanding on Renewable Fuels and Energy, a strong delegation of prominent California stakeholders representing areas of transportation, design and government will be in attendance at the Conference. We welcome similar groups who have a growing interest in the future of PRT.

For more information about the 2009 International PodCar City Conference, please visit www.podcar.org/cop15 or contact Jacob Roberts, US Communications Director, Institute for Sustainable Transportation/IST. Jake.Roberts@podcar.org



(PRT) PERSONAL RAPID TRANSIT
THE FUTURE OF TRANSPORT?

PROGRAM INCLUDES:

- THE TOP PRT PRODUCERS
- ACTUAL "PODS" ON DISPLAY
- WORLD RENOWNN SPEAKERS
- FIELD RELATED PRESENTATIONS
- WORLD LEADERS INTERESTED IN PRT
- TRANSIT & URBAN DESIGN WORKSHOPS
- MANY BUILT-IN NETWORKING OPPORTUNITIES

KOMPASS presents

3RD ANNUAL PODCAR CITY CONFERENCE | MALMO SWEDEN



IST Nätverket KOMPASS KOMMuner som Prövar Att Satsa på Spårbilar

December 08, 09, 10. 2009

apricon Advanced Transit Association Regeringskansliet

podcar.org/COP15

LIST OF HOTELS IN THE VICINITY OF PCCC3

Hotel: Quality hotell konserthuset

Code: 78775
Pricerange: SEK 1.400
Rooms: 28 single Remaining for Podcar City
Phone: +46-40-664 60 00
Email: erik.winterquist@choice.se
Web: www.choice.se/quality
Address: Amiralsgatan 19



Hotel: First Hotell Garden (most people are staying at this hotel)

Code: KOMP081209
Pricerange: SEK 1.400
Rooms: A few rooms left
Phone: +46 40-665 62 00
Email: info.garden@firsthotels.se
Web: <http://www.firsthotels.com/sv/Vara-hotell/Sverige/Malmoe/First-Hotel-Garden/>
Address: Baltzarsgatan 20

Hotel: Scandic Hotel Segevang

Code: IST081209
Pricerange: SEK 1.470
Rooms: A few rooms left
Phone: +46-40-693 54 00
Email: segevang@scandichotels.com
Web: segevang@scandichotels.com
Address: Segesvängen, Malmö



Hotel: Stay at Malmö

Code: 2095299
Pricerange: SEK 1.590/1.690
Rooms: A few rooms left
Phone: +46-40-641 30 00
Email: groups@stayat.se
Web: <http://www.stayat.se/sweden/stayat-malmo-kaptensgatan.html>
Address: Kaptensgatan 1

Hotel: First Hotell Jörgen Kock

Code: Coor 071209
Pricerange: SEK 1.398/1.598
Rooms: some single left
Phone: +46-40-101 800
Email: jorgenkock@firsthotels.se
Web: <http://www.firsthotels.com/sv/Vara-hotell/Sverige/Malmoe/First-Hotel-Jorgen-Kock/>
Address: Jörgen Kocksgatan 3

Hotel: Living room hotel

Code: KOMPASS
Pricerange: SEK 995/1.195
Rooms: A few left
Phone: +46-40-23 42 62
Email: info@livingroomhotel.se
Web: info@livingroomhotel.se
Address: Frisgatan 43

