



The **Synaptic** Liège Declaration

synaptic is a partnership of RoCK, BAPTS, sintropher & ICMA amobilife .



synaptic

synergy of advanced
transport solutions

On the occasion of our Inaugural Meeting of the **Synaptic** cluster, an initiative funded under the North-West Europe INTERREG IV B Programme, we, the representatives of the projects BAPTS, ICMA, ROCK and SINTROPHER, agree to work together to promote the vision of effective and well connected public transport within North-West Europe and to cooperate with other initiatives.

In combination, our projects encompass a complete chain of sustainable door-to-door mobility. They share the belief that predictable and efficient door-to-door journeys are extremely important to passengers, who demand journeys without experiencing barriers and unnecessary delays when changing between types of public transport or between operators, and increasingly, when crossing national borders. Our projects are examples for cost effective door-to-door travel as an integral part of an overall transport mix; they demonstrate that well-connected, intermodal transport solutions can help to increase the shift towards cleaner and more sustainable modes, as well as improving the overall economic performance of services. Intermodal transport can increase the efficiency of infrastructure and makes a significant contribution to the accessibility and overall economic performance of North-West Europe.

Synaptic, therefore, aims to enhance the framework conditions for intermodality and to promote the development of seamless and integrated mobility networks to facilitate door-to-door journeys by public transport in North-West Europe in the present and in future programming periods. The **Synaptic** Partners will exchange experiences and discuss common solutions, in the transnational NWE context along their agreed specific areas of interest:

- Timely and relevant Information for passengers before and during all parts of the journey, utilising various information platforms;
- Integrated multi-modal ticketing for the entire journey, including innovative purchase methods;
- Interchange infrastructure and facilities to support convenient and efficient journeys, including those that cross national borders
- Services to provide timely connections.

Synaptic partners welcome the recent policy initiatives of the European Commission, the Action Plan on Urban Mobility (2009), the "Europa 2020" Strategy (2010), the recent White Paper "Roadmap to a Single European Transport Area" (2011), and especially the initiative on European Multi-Modal Journey Planning expected later this year.

Synaptic Partners and their stakeholders, mobility policy makers, transport operators, industry, academia and consultants, will organise an intensive transnational dialogue which will result in a knowledge hub, implementation scenarios, good practice awards and an NWE Master Plan for seamless sustainable mobility. **Synaptic** will also provide policy recommendations and suggestions for future funding priorities for European policy stakeholders, especially in the

NWE Programme.

Synaptic Partners believe that sustainable mobility is a critical success factor for economic development and prosperity for all citizens in North-West Europe. The key policy challenges of our region need to be addressed by considering innovative mobility solutions from different perspectives (legal, economic, social, technological, psychological). **Synaptic**, therefore, advocates a comprehensive perspective on mobility in NWE in order to identify the most effective existing solutions and to formulate key issues and relevant challenges to be addressed. From our specific transnational perspective of integrated mobility within North-West Europe, we believe that it will be important to consider (among others) on the following questions:

- How can mobility services better meet the travellers' perspective of mobility as a door-to-door chain, delivered by multi-modal transport service providers?
- How can mobility policy effectively respond to emerging societal needs and changing expectations of travellers, including increasingly multi-ethnic and ageing user groups?
- What should operators and authorities improve to better promote active lifestyles and the use of cleaner mobility modes?
- What can be done to improve the interoperability of services, vehicles and infrastructure – ensuring continuity across boundaries (of various types) and connectivity between network layers and modes?
- How far can Intelligent Transport Systems increase the efficiency and quality of services? What would be effective delivery models between private and public stakeholders, how can existing technology tools be utilised (e.g. interactive web 2.0)?
- Which strategies help improving the operation of cleaner and more efficient vehicles? What is the practical potential of new autonomous electric, hybrid electric, or new trolley bus systems? Which conclusions should be drawn from new bus and tram concepts, including also bus rapid transit, and tram-train systems?
- How can operators improve staff competence and service quality? How can customers be supported in using systems and services more competently?
- How can we plan mobility more effectively beyond administrative and institutional boundaries and with the active involvement of stakeholders?
- Funding is a key issues – which innovative financing models are transferable, what is feasible to internalise cost externalities and to create a level playing field for mobility? Which synergies with other policy fields are most relevant, also from a co-funding perspective?

Collectively, we will work to deliver the agreed **Synaptic** outcomes. These will enhance the learning from our own projects; provide additional, practical support for the delivery of the INTERREG IVB NWE Programme; and contribute towards meeting the mobility and connectivity of all citizens.

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Suart Murray, ICMA Project



Ingeborg Grau, BAPTS Project



Ron Nohlmans, ROCK Project



Colin Osborne, SINTROPHER Project



Witnessed by Ruut Louwers, representing the NWE Programme

