Trolleybus Working Group

TWG Projects to be launched:
Approving leaders and forming of teams

Sergey Korolkov, PhD
Chairperson of Trolleybus Working Group

15th TWG Meeting
Yaroslavl, November 2011
DECLARATION

Trolleybus itself is an elegant and state-of-art solution of on-road grid transportation system

This is not an ultimate target of on road transport evolution but a stage, niche of a current technological level of industry and society development.

We have to know how long we stay on the stage and when and where we must make next step.

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PROPOSITION

Broaden of TWG outlook at changings of over-ground transportation systems and vehicles

TWG members must clearly realize the current position of trolleybus systems and be informed of on-going progress in on road public transport industry, current and approaching regulations and legislations procedures, etc.

Contribution of TWG in adjoined UITP and its division’s projects to position trolleybus systems correctly

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ACTIVITY

Launch our own and mutual project and step into BUS Committee Wgs adjoined to TWG to advocate trolleybus systems (EBSF, FTSO, SORT, etc.), to obtain numerical data and argumentation.

Step on floor of our ‘competitors’, partners and approaching innovations’ forums.

Make our meetings devoting to a certain issue.

Declare the subject of the next meeting on a current one.

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The main goal of that kind of activity is to compile data, to make it structured, to produce analyze and to release (issue) quantitative argumentation for advocacy of trolleybus systems in form of presentations, brochures, regulations, manifests, programs etc.

We have to ascertain issues, the barest necessity, for ourselves
IMPLEMENTATION

Project must have an aim and finite term. Project can be re-launched under new circumstances if TWG consider than is necessary.

TWG project and issuers must be approved by their active members and/or TWG meetings.

Projects could substitute sub groups and make an activity transparent and clear.
IMHO

All our last advocacy activity (including the Core Brief) have a crucial lack of figures to compare trolleybus systems to other on-road public transport systems.

I recon we must add several expressive figures to our argumentation to have our base stronger.

We need to make trolleybuses’ definite advantage countable and tangible.
EU Transport Commission. New regulations. Can they change up trends?

Review of EU and EU Transport Commission initiatives, regulations, standards and recommendations to enhance electrical and/or ecological Public transport (EURO emission regulations, CO2 quotas selling, etc.)

US, CIS and others countries experience.

With UITP EU Commission

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EBSF – can you see trolleybuses in years?

EBSF must include TWG supplement with trolleybus systems in the future.

What could be our mission in the project?

Can you see?
HYBRIDS and ELECTROBUSES – in front of or aside to TROLLEYBUS evolution?

In collaboration with FTSO (Fuel and Traction Systems Observatory).

The issue may be prepared as a supplement to HYBRIDS presentation of FTSO with t-bus status and current level description.

This part could be added by a TWG members project group to present a full issue to our members.

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Modern t-bus infrastructure. Trends and examples.

Extra cost, visual pollution – what else? Our answer to opponents? Our decisions and proposition. If you can’t hide anything - make it attractive!

We accepted buildings, electrifying lines and poles, bridges, cars, roads and others handmade manifestation as absolute necessity.

When and why public (or authorities) perception has changed? What can we offer instead? What infrastructure must be. Examples and drafts.
Public transport Revenue. Does trolleybus takes a special approach?

Tender’s requirements.

Tariff’s policy, sharing infrastructure’s expenditures. EU policy and domestic examples.
Dynamical statistics of trolleybus systems

Statistical data from the beginning till nowadays.

Show the development, stagnation, decadence and renaissance of trolleybus.

Moving factors analysis.

With TrolleyMotion, Trolleybus UK, ...

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How much does it cost to turn wheels?
From extraction to revolution.

Launch a comparative research of the efficiency energy extraction, production, transportation and conversion assessment.

Contact wire, contactless supply, ICE-generator, storage units or fuel cell...

With Industry Committee
How can it work out and why?

Attractiveness and interest

Understandable subject area of our meetings for participants

Multi-stage researchers and involving of TWG member and supporters in activity

Transparent and useful results to position t-bus systems
PROJECT TEAM

How much does it cost to rotate wheels? Comparative urban public transport’s fuel efficiency.

Dragan BUSARCEVIC, Martin SCHMITZ, Pavel KUCH

Public transport Revenue. Does trolleybus takes a special approach?

Conrad TROULLIER, Thomaas Sepp, Eduard POKROVSKY

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PROJECT TEAM

Expenditures of on road vehicles. Compare trolleybus, diesel, hybrid and electric busses expenditures.

Raimondo BRIZZI ALBERTELLI, Juri MALKEN,

Dynamical statistics of trolleybus systems. From the beginning up to date.

Sergey KOROLKOV, Konstantin KLIMOV, Arno KERKHOF

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PROJECT TEAM

How can we be understandable? Tender’s requirements and preferences.

Adam ZELINSKY, Zdenek VYTOUS, Alexander Kaledin, Gabor DOZSA

Modern trolleybus infrastructure. Trends and examples. Extra cost, visual pollution.

Daniel STEINER, Juri SCHAFERLING, Juri JIRASEK
PROJECT TEAM

Keynote topic for the 16th TWG (Parma, Spring 2012)

How to build and operate on an efficient trolleybus system

Luc TREMBLAY, Gunter MACKINGER, Gunnar Andersson, Dave HASKINS
PROJECT TEAM

Keynote topic for the 17th TWG (Leipzig, October 2012)

HYBRIDS and ELECTROBUSES – in front of or aside to TROLLEYBUS evolution?

Zdenek VYTOUS, Sergey KOROLKOV, Stuart KERR,
And, this is very important – all members must be involved in any project to get an output for TWG.

What can we start with?
ALL MUST GET CLEAR

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Thank you for your attention!

Welcome to questions and discussion!

Sergey KOROLKOV, PhD

TWG Chairperson,
Director of innovative Projects,
Technical Center ELECTROTRANSERVISE
Mail to: sergeykorolkov@gmail.com

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