


**POLIS** | ANNUAL  
CONFERENCE  
**2024**  
CITIES AND REGIONS FOR TRANSPORT INNOVATION

27-28 NOVEMBER 2024

KARLSRUHE (DE)

 Baden-Württemberg  
Ministry of Transport

 Karlsruhe

# PRESS KIT

Annual POLIS Conference  
27 & 28 November 2024  
Karlsruhe Trade Fair Center

**POLIS**  
CITIES AND REGIONS FOR TRANSPORT INNOVATION



Baden-Württemberg  
Ministry of Transport



messe  
— **karlsruhe**



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City of Karlsruhe – Messe Karlsruhe – Regionalverband  
Mittlerer Oberrhein – Karlsruher Verkehrsverbund)



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## 2. Press release

### **Focus on sustainable mobility: Annual European conference looks to the future of mobility**

**POLIS, the state of Baden-Württemberg, the City of Karlsruhe and Messe Karlsruhe are inviting experts in sustainable mobility to come together from November 27-28**

This autumn, Karlsruhe will once again become a Mecca for transport experts: together with the state of Baden-Württemberg, the city of Karlsruhe will host the annual conference of the POLIS network - one of the leading sustainable mobility events in Europe. From November 27-28, mobility and urban planners, experts from local authorities, universities and businesses, together with politicians, will meet in the halls of the Karlsruhe Trade Fair Centre. In addition to capital cities such as Paris and London, smaller regions and cities are also represented by POLIS, which was established in 1989 and allows for the sharing of innovative transport solutions. The Annual POLIS Conference is hosted by the Baden-Württemberg Ministry of Transport and is expected to attract more than 1,000 attendees.

“As a long-standing member of POLIS, we are delighted that the state of Baden-Württemberg is hosting the Annual POLIS Conference 2024,” says Winfried Hermann, Minister of Transport for the State of Baden-Württemberg. “We want to present our ambitious climate targets and measures for implementing the transport transition to an international audience, and make them tangible on site. Karlsruhe is an excellent venue because the implementation of climate-friendly mobility is well advanced. We are delighted to be working with the city of Karlsruhe for the hosting of Europe’s leading event on sustainable mobility.”

Karlsruhe is a new member of POLIS and, together with the Regionalverband Mittlerer Oberrhein and the Karlsruher Verkehrsverbund, joined the network at the beginning of the year as ‘Karlsruhe Region’. Lord Mayor Dr Frank Mentrup refers to a long line of development of innovative mobility solutions from the inventor of the two-wheeler Karl Drais to modern local transport. “European cooperation is of great importance for Karlsruhe,” he says. “The ‘Karlsruhe model’, which has notably improved the relationship between the city and the surrounding area in public transport, is still exemplary for many regions in the world even after more than 30 years. In the meantime, numerous other innovations in the field of mobility have been advanced in Karlsruhe, such as the ‘Baden-Württemberg Autonomous Driving Test Field’. I would like to welcome all guests to Karlsruhe.”

For Prof. Dr Anke Karmann-Woessner, head of the co-organising urban planning office, the conference is a welcome opportunity to share her own experiences and learn from those of others. “We have gained multiple experiences in European cooperation, especially in the thematic partnership Urban Mobility within the Urban Agenda, with 23 project partners in a multi-level governance approach. We are therefore delighted to contribute our expertise to the POLIS network and look forward to exchanging ideas with our European partners. We have also organised excursions that allow us to present good examples of sustainable mobility in our city to an expert audience.”

Britta Wirtz, Managing Director of Messe Karlsruhe, adds: “Over the past two decades, we have been able to continuously strengthen our expertise in mobility with IT-TRANS, the exhibition and congress for digitalisation in public transport. We are delighted to now also share our network



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and experience as co-organiser of POLIS, a renowned and forward-looking event for sustainable urban transport.”

The entire spectrum of future-orientated mobility will be covered by various specialist forums and presentations in the halls of Messe Karlsruhe. The agenda includes essential topics as well as practical implementations, such as the creation of sustainable urban mobility plans, lively and traffic-calmed city centres, safety and IT solutions, air pollution control, electromobility and parking space management. There will also be speakers from various European countries who will report on a variety of subjects, from their experiences with bike hire systems, to the introduction of speed limits and the development of delivery services.

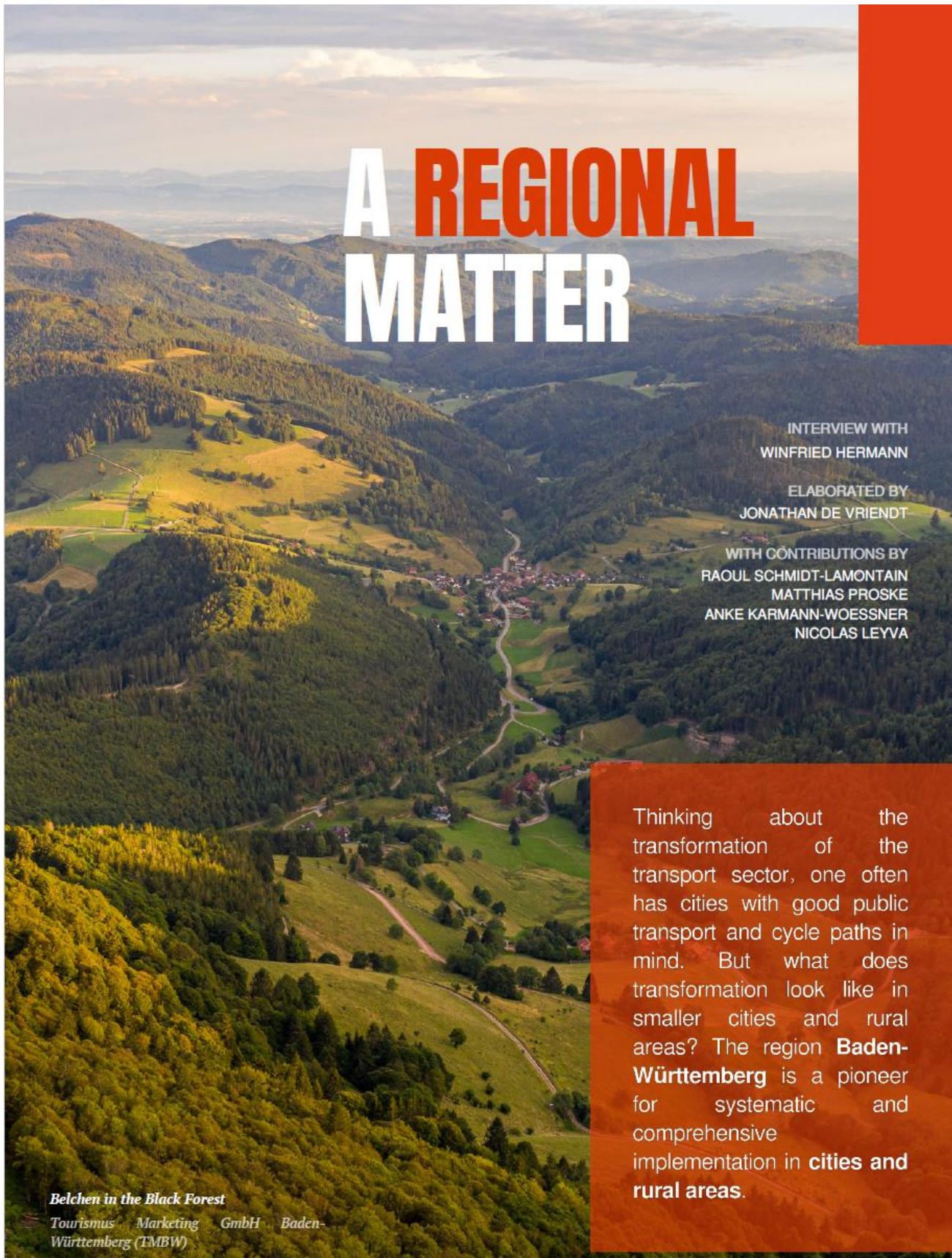
Following the Annual POLIS Conference, there will be excursions for delegates who want to experience and better understand sustainable mobility in Karlsruhe. These will include a cycle tour, visits to the so-called ‘combined solution’, a tram-train system and the autonomous driving test field.





## 3. Interview

...with the Baden-Württemberg Minister of Transport. Winfried Hermann



# A REGIONAL MATTER

INTERVIEW WITH  
WINFRIED HERMANN

ELABORATED BY  
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ANKE KARMANN-WOESSNER  
NICOLAS LEYVA

Thinking about the transformation of the transport sector, one often has cities with good public transport and cycle paths in mind. But what does transformation look like in smaller cities and rural areas? The region **Baden-Württemberg** is a pioneer for systematic and comprehensive implementation in **cities and rural areas**.

*Belchen in the Black Forest*

Tourismus Marketing GmbH Baden-Württemberg (TMBW)



**POLIS:** In the region of Baden-Württemberg, only around one-fifth of inhabitants live in bigger cities. What does this imply for mobility?

**Winfried Hermann:** Baden-Württemberg is a state of eleven million citizens—about the same population as Belgium. However, as you noted, most of our citizens live in smaller cities or rural areas, which calls for varied mobility needs and patterns between urban and rural settings. As a regional government, we need to provide tailored solutions and instruments to meet these different demands.

This is reflected in our targets for 2030: we aim to have half of all freight transported by climate-neutral means, double public transport use, and ensure that one in every two cars is powered by renewable energy. Additionally, one in two trips should be made by walking or cycling, and car traffic will be reduced by 20% both in cities and rural areas. However, since cars will continue to play a greater role in rural areas than in cities, the target for reducing car traffic varies between the two. Furthermore, the electrification of vehicles is also crucial, especially in rural areas, where it will have an even greater impact.

**POLIS:** How are these goals implemented in suburban or rural areas?

**Hermann:** I will use the example of our goal to double the number of passengers on public buses and trains by 2030, compared to 2010. The state government committed to connecting every corner of Baden-Württemberg to public transport, from 5 a.m. to midnight, whether in large cities or small towns. During peak hours, we aim for a minimum frequency of every 15 minutes in urban areas and every 30 minutes in rural areas. In smaller towns and villages where demand is lower, we are fostering flexible on-demand services by providing funding support. Public transport can only become a viable alternative to private cars if it offers guaranteed travel options by bus and train.

Cycling is another crucial element of our mobility strategy. If we want to make cycling a leading transport mode, we need safe, continuous, and well-designed cycle lanes. Together with our municipalities, we have developed a statewide cycling network called RadNETZ, which ensures a consistent standard of bikeways across the state. Furthermore, we are expanding bike highways throughout our state—about 20 are being built by the state itself, while others receive substantial funding

**POLIS:** Can you give examples of what makes transport planning distinct on a regional scale?

**Hermann:** For example, we have introduced new trains specifically for commuters, which we call metro express lines, or MEX. These MEX lines run along commuter routes and provide fast, direct access to the city. How does the concept work? Outside the dense metropolitan transport networks, MEX trains stop at every station, ensuring that even commuters in the smallest towns are served. Once the train enters the urban transport network, it runs directly to the city centre without additional stops.

Another instrument is 'Ortsmitte', which aims to enhance the liveability of rural and suburban areas by managing through-traffic. Baden-Württemberg has developed a systematic approach to creating lively and traffic-calmed town centres, supporting municipalities by:

- Offering funding to redesign main roads in town centres;
- Providing legal and planning expertise and helping with funding applications;
- Conducting quality assessments of main roads;
- Using a visualisation tool to create images that show how redesigned road sections could look;
- Temporarily redesigning roads by lending street furniture, which helps build public support for permanent solutions.



**Winfried Hermann**

Minister of Transport  
Ministry of Transport Baden-  
Württemberg





**POLIS:** How do ensure both urban and rural areas are addressed, rather than just focusing on pilot schemes? What structural instruments are in place?

**Hermann:** In Baden-Württemberg, we developed the Climate and Mobility Concept, which serves as a regional Sustainable Urban Mobility Plan (SUMP). It includes 28 concrete measures, with each addressing the unique needs and interrelation between urban and rural areas. The concept was refined through discussions with various associations and input from a citizens' panel.

We are also working on a State Mobility Act that will guide local and state administrations by setting clear goals and obligations. This legal framework introduces instruments such as digital parking management and third-party funding for public transport.

In terms of financial support, we focus on three dimensions:

- Long-term funding for traffic infrastructure;
- Staffing support: We provide funding for around 200 traffic experts in local authorities across the region, covering areas like electromobility and cycling;
- Funding local mobility concepts, including simpler plans for smaller cities and specialised concepts for walking and shared mobility.

Moreover, we created 'regional mobility pacts,' a format for regional dialogue and informal cooperation among local authorities, the private sector, and citizens. State agencies also offer extensive networking and advisory services for mobility and transport planners.

**POLIS:** What is your vision for mobility and transport in the region?

**Hermann:** Our vision is for good, climate-friendly mobility that enhances the quality of life for everyone! Various surveys we have conducted confirm that many people in our region want to use sustainable transport modes. They want a reliable public transport system and good cycling infrastructure. Citizens have sent a clear message through participation processes: 'The transport transformation needs to happen quickly and boldly!'

To achieve this, regional and municipal cooperation is essential, particularly in providing safe and comfortable cycling and walking infrastructures, as well as regular and reliable public transport. In Baden-Württemberg, planning instruments such as the state development plan and SUMPs are key for aligning strategies. We also need to continuously consider the connections between rural and urban areas, ensuring that spatial and settlement development is closely integrated with mobility services.

Climate-friendly, socially just mobility offers many benefits: better quality of life, lower emissions, less noise, cleaner air, greater safety, and overall improved mobility. We believe in this vision and are systematically working towards its implementation.

#### **Funding personnel**

KEA-BW—KEA Klimaschutz- und Energieagentur Baden-Württemberg GmbH





## Meet the cities and regions of Baden Württemberg

**POLIS:** How does the region contribute to the overall mobility landscape in Baden-Württemberg, and what specific initiatives set your region apart?

### Karlsruhe Region

The Karlsruhe Region plays a crucial role in Baden-Württemberg's mobility sector, with a focus on sustainable and low-emission solutions. Located between the Middle-Upper Rhine and the northern Black Forest, the region covers over 2,000 km<sup>2</sup> and is home to a million people.

Our mobility heritage is rich, with pioneers like Karl von Drais, the inventor of the bicycle, and Carl Friedrich Benz, the automobile pioneer, hailing from here. The region's local transport system has been modelled internationally, and we are advancing projects like urban air mobility.

One of our flagship projects is regiomove, where we have developed a multi- and intermodal mobility network. Citizens can make seamless journeys using the regiomove app and mobility hubs, called ports. Cycling is also a priority, with the ambitious goal of 30% of journeys being made cycling by 2030. Fast cycle connections are already being implemented to help achieve this.

### Heidelberg

Heidelberg is redefining its transport strategy with the Klimamobilitätsplan (Climate Mobility Plan), providing a comprehensive framework for mobility projects through to 2035. This plan integrates all modes of transport—pedestrian, bicycle, public, and motorised—while considering the specific needs of commuters, visitors, and residents.

It also includes a Sustainable Urban Mobility Masterplan, focusing on reducing CO<sub>2</sub> emissions in the urban mobility sector, as well as a bicycle strategy co-developed by a Dutch team.

Heidelberg's Corporate Mobility Management programme supports businesses by offering expert reviews of their mobility needs. Tailored mobility plans help companies optimise employee commutes and reduce costs, with four to eight businesses fully funded for this analysis each year. The city is also pioneering hydrogen-powered public transport in collaboration with the local transport association, rnv, and has established the region's first hydrogen refuelling station. Additionally, Heidelberg is part of the EU-funded REALLOCATE project on sustainable urban mobility seeking to influence other cities with its experience and innovations.

### Stuttgart

Stuttgart and the Stuttgart Region work closely together within a shared functional urban area. Stuttgart, the capital of Baden-Württemberg, is the centre of one of Europe's leading economic and high-tech regions. We focus on providing equitable access to all forms of mobility while minimising environmental impact. The Sustainable Regional Mobility Plan and Stuttgart's Action Plan for Sustainable Mobility guide our strategic direction. These plans promote cooperation between Stuttgart, the region, and transport operators in developing the public transport network, Park & Ride facilities, and the RegioRadStuttgart bike-sharing system. Stuttgart is also engaged in corporate mobility management, intelligent traffic systems, and energy-efficient mobility projects.

**POLIS:** In what ways do the mobility strategies and initiatives led by Baden-Württemberg improve transport planning within your city?

### Karlsruhe Region

Baden-Württemberg's RadNETZ initiative has improved cycling infrastructure, and the KlimaMobil programme supports parking reorganisation in the Karlsruhe Region. Our urban transport plan, including the Programme for Active Mobility, focuses



*From top to bottom:  
Karlsruhe's tram; Heidelberg's station;  
Friedrichstrasse in Stuttgart  
[Anna List](#); [VGV MEDIA](#); [Anna Linda Knoll](#)*





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Regiomove Port in Baden-Baden  
RVMO

on enhancing pedestrian and cycling traffic. Karlsruhe Region also has Germany's top car-sharing system and is a test site for autonomous driving

## Heidelberg

Heidelberg contributes to the state's goal of reducing CO<sub>2</sub> emissions by 55% by 2030. A key project has been converting a state road into dedicated lanes for motorised vehicles and bicycles, improving commuter routes. This initiative supports the goal of increasing bicycle journeys to 20% by 2030.

## Stuttgart

Baden-Württemberg's funding schemes are crucial for Stuttgart and the region's transport development. Long-term funding supports rail network extensions, bus fleet expansions, and depot improvements. The Climate Mobility Plan, developed with the state, helps implement sustainable transport measures.

**POLIS: What role does your region's collaboration within POLIS play in advancing local and regional mobility objectives?**

## Karlsruhe Region

As new members of POLIS, we have involved key regional players and are excited to host #POLIS24, engaging with European cities on low-emission and cross-border mobility solutions.

## Heidelberg

Heidelberg joined POLIS in 2024 and is building its network within the organisation. We look forward to learning from other members about managing diversified mobility landscapes.

## Stuttgart

POLIS is an invaluable platform for Stuttgart and the region, enabling us to exchange best practices and learn from international peers. This helps shape our mobility policies and ensure they align with European objectives.

...with Prof. Dr. Alexander Pischon, CEO of Karlsruhe Transport Association KVV

## The future of mobility in Karlsruhe

**Interviewer: Schirin Redzepovic, media spokesperson of Karlsruher Verkehrsverbund (KVV)**

**Interviewee: Prof. Dr. Alexander Pischon, Managing Director of the Karlsruher Verkehrsverbund (KVV)**

Prof. Dr. Alexander Pischon is Chairman of the VDV regional group in Baden-Württemberg and has been Chairman of the Management Board of Verkehrsbetriebe Karlsruhe GmbH (VBK), Albtal-Verkehrs-Gesellschaft mbH (AVG) and Karlsruher Schieneninfrastruktur-Gesellschaft mbH (KASIG) in Karlsruhe since July 2014. He is also the sole managing director of Karlsruher Verkehrsverbund GmbH (KVV), and managing director of Karlsruher Versorgungs-, Verkehrs- und Hafen GmbH (KVVH) as well as company representative of Transport Technologie Consult Karlsruhe GmbH (TTK - subsidiary AVG/PTV Transport Consult GmbH). Prof Dr Alexander Pischon lectures on transport science at the Karlsruhe Institute of Technology (KIT).

This year, the POLIS annual conference is taking place in Karlsruhe. On the occasion of the conference on sustainable urban mobility, the Karlsruher Verkehrsverbund (KVV) is presenting its new mobility ideas. In an interview, KVV Managing Director Prof. Dr. Alexander Pischon discusses what makes local public transport in Karlsruhe so special, why Karlsruhe plays an important role in sustainable mobility in Germany and Europe, and highlights future-oriented mobility solutions.

### 1. What characterises the POLIS annual conference?

The POLIS conference is an important platform for exchanging and promoting knowledge and ideas on innovative transport solutions across Europe. It creates dialogue between players from industry, public institutions and civil society. In doing so, we can promote sustainable mobility such as local public transport and improve networking between the respective players. After all, well-functioning local transport is crucial for reducing CO2 emissions and promoting environmentally friendly, climate-friendly and clean cities in Europe. Experts from the mobility sector in particular offer inspiring input for the municipal level on climate protection-orientated mobility solutions with best practices.

### 2. This year the POLIS annual conference is taking place in Karlsruhe. What characterises Karlsruhe's public transport system?

Karlsruhe has an internationally recognised, well-developed public transport system. The 'Karlsruher Modell' is a real export hit - both at home and abroad. It creates direct, transfer-free connections between inner-city trams and regional railway lines. Karlsruhe city centre is thus directly linked to the surrounding area. Technically, this is possible because the dual-system trams can run at different voltages in the city and on the railway line. During the transition, it switches from the direct current voltage of the tram to a neutral line without voltage and then to alternating current voltage.

The light rail system now runs on almost all railway lines in the region. The length of the Karlsruhe light rail network has grown to 663.4 kilometres, exceeding the length of most urban rail systems in the major conurbations. Using this concept developed in Karlsruhe, dual-system





light rail systems based on the 'Karlsruher Modell' have been operating in the Saarbrücken region, for example, since 1997. In Kassel, the Regiotram at the main station connects the city centre with the surrounding area. There are also concrete projects in Bremen, Braunschweig and Chemnitz. The AVG subsidiary Transporttechnologie-Consult Karlsruhe (TTK) is also acting as a technical consultant for the expansion of a new line between Haifa and Nazareth in Israel. The 'Light Railway Line' will then run both within the city centre and in the surrounding area.

### **3. What specific innovative mobility solutions are there in Karlsruhe?**

Together with experts and Verkehrsbetriebe Karlsruhe (VBK), we are driving forward the transport revolution by developing apps such as KVV-regiomove and projects such as regioKArgo. The KVV-regiomove mobility app offers our passengers alternatives to their own car in real time. This makes us a nationwide driver of innovation. Up to now, only very few apps have allowed you to plan, book and pay for intermodal journeys. Whether e-scooters, buses and trains, shuttle services, rental bikes or car-sharing services, the KVV.regiomove app can show us the way through the transport of the future. In the field of logistics and goods transport, we are also focusing on innovative approaches such as the LogIKTram and regioKArgo TramTrain projects. The Albtal-Verkehrs-Gesellschaft (AVG) is involved in this project, which is pursuing the idea of transporting goods by light rail with researchers in Karlsruhe. The aim is to create an innovative and environmentally friendly transport system for urban and regional supply, so that delivery traffic on the roads is relieved and air quality in cities can be improved accordingly. With these concrete ideas, we are a big step closer to climate-neutral, sustainable mobility and Karlsruhe is at the forefront as an innovative location in Germany.

### **4. What are the challenges of sustainable mobility?**

The requirements for well-connected public transport are becoming more and more extensive in perspective. The desire for sustainable mobility also harbours challenges, but with the right measures, these can be overcome or resolved.

The more we expand our rail network and increase the number of journeys, the more complex it becomes. Of course, the cross-industry shortage of skilled labour is causing us problems. On the one hand, we have many drivers who are not far from retirement age and, on the other hand, we are constantly expanding our KVV network. We cannot cover the difference ad hoc with new trained drivers because it is becoming increasingly difficult to find qualified applicants. However, we are currently in the process of eliminating this deficit by offering 100 more training places per year and intend to provide at least ten qualification courses at various locations in our service area from 2025.

Our challenges also include economic aspects in particular. Our innovative mobility solutions require considerable investment, which we usually cannot afford on our own and therefore require intensive support from the federal and state governments. In addition, an intact infrastructure with nationwide access must be guaranteed in order to maintain public transport in the long term. Last but not least, the fare revenue does not even come close to covering the operating costs. This costs a lot of money and we also need qualified staff for this, which is becoming increasingly difficult to find.



## **5. The Karlsruher Verkehrsverbund (KVV) is taking over the central coordination of a test field for automated driving. What development opportunities do you see for this future-oriented project?**

As the operator of the 'Testfeld Autonomes Fahren Baden-Württemberg (TAF BW)', KVV is available to all interested customers from industry and research as a service partner for the use of the test area. We are delighted to be actively involved in shaping this innovation process for the mobility of the future. The development opportunities here are many and varied. We are creating a very well networked infrastructure that covers over 200 kilometres of all types of public roads in Karlsruhe and Heilbronn. This will enable us to expand the projects that TAF BW would like to utilise in the future. We are also setting a milestone in terms of new technologies in public and private transport, which will also open up new perspectives in freight transport. In cooperation with the cities of Karlsruhe, Bruchsal and Heilbronn, as well as the research institutions FZI Forschungszentrum Informatik, Karlsruhe Institute of Technology (KIT) and many others, we have a future-oriented consortium that will ensure sustainable mobility in the long term.



## 4. Further information about the organizers and partners

### **POLIS Network**

POLIS is the leading European network of cities and regions committed to sustainable and innovative urban mobility solutions. Based in Brussels, POLIS serves as a vital platform where members can exchange knowledge, showcase best practices, and collaborate on advancing sustainable transport strategies. The organisation bridges the gap between local authorities, research institutions, and EU policymakers, ensuring urban mobility challenges and priorities are addressed at all levels.

With a focus on fostering partnerships and influencing EU policy, POLIS supports its members in implementing cutting-edge solutions that enhance mobility, reduce environmental impacts, and improve quality of life. The network also actively participates in and coordinates EU-funded projects, enabling cities and regions to pioneer innovative approaches in urban mobility. In addition, POLIS focuses its activities on five main thematic areas, the so-called POLIS pillars: Environment & Health, Traffic Efficiency, Access, Road Safety & Security, and Governance & Integration. The pillar activities are reflected by its eleven Working Groups and four Taskforces.

As an organisation based in the heart of Europe, POLIS engages closely with European institutions, industry stakeholders, and international organisations. It is uniquely positioned to advocate for the urban dimension of transport policy and to drive the transition to greener, more inclusive, and more connected urban spaces.

### **The Ministry of Transport Baden-Württemberg**

As an active and longstanding member of the European network "POLIS – Cities and Regions for Transport Innovation," the Ministry of Transport Baden-Württemberg has consistently demonstrated its commitment to sustainable mobility and innovative transportation solutions. This year, Baden-Württemberg is hosting the Annual POLIS Conference with the City of Karlsruhe. Notably, it marks the first time that a region, rather than a single city, serves as the host. By showcasing regional transportation innovations, such as climate mobility plans and lively and traffic-calmed "Ortsmitten" [town centres], the Ministry aims to inspire both local and international participants. As chair of a POLIS working group focused on regions, the Ministry addresses the vital role of regional leadership for the transport transformation, particularly in rural areas and in relations between cities and their surrounding areas."

### **City of Karlsruhe**

Mobility has always played an important role in the history of the city of Karlsruhe. The inventors of the bicycle and the automobile, Karl Drais and Carl Benz, were born here. Founded in 1715 as a Baroque planned city, the capital of Baden also became an important transportation hub with rail and road connections in all directions. At the beginning of the 20th century, Karlsruhe was also connected to the European waterway network via the Rhine port. As an important university location with currently more than 40,000 students - almost 14 percent of the total population -





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Karlsruhe makes an important contribution to the development of new mobility systems. The Karlsruhe Institute of Technology (KIT), which emerged from one of the first polytechnical schools in Europe and will celebrate its 200th anniversary in 2025, is one of eleven German universities of excellence and combines research and teaching in an exemplary manner. The University of Applied Sciences (Hochschule Karlsruhe) also focuses on important areas in the field of mobility. For example, it is home to one of only eight professorships for cycling in Germany. At the same time, Karlsruhe is an important business and residential location as the main center of the Karlsruhe Technology Region (TRK). For its future-oriented further development, the aspects of sustainable mobility, climate protection, settlement development and upgrading of the city center are given special consideration in the spatial model and integrated urban development concept.

## **Regionalverband Mittlerer Oberrhein**

The Regionalverband Mittlerer Oberrhein (RVMO) is a public corporation and performs central tasks in regional development and planning for the Middle Upper Rhine region, which includes the city of Karlsruhe, the district of Karlsruhe, the district of Rastatt and the city district of Baden-Baden. The aim is to ensure quality of life and promote sustainable development. The association's tasks include drafting and updating the regional plan, coordinating infrastructure projects, supporting local authorities in spatial planning and proactively developing the region through regional development projects.

In the area of mobility, the RVMO works to promote a sustainable and climate-friendly transport system. Its tasks include the development of regional mobility concepts, the integration of transport infrastructure into regional planning and the promotion of local public transport and alternative forms of mobility such as cycling and electromobility. The association coordinates transport projects between local authorities, campaigns for sustainable transport routes and supports transport planning to reduce carbon emissions.

## **Messe Karlsruhe**

Karlsruher Messe- und Kongress GmbH, or Messe Karlsruhe for short, is a subsidiary of the City of Karlsruhe. Around 300 events, including more than 40 trade fairs with almost 8,000 exhibitors, attract up to 800,000 visitors every year to the nine halls at the two locations in the city centre and on the exhibition grounds. Whether for art lovers, digital enthusiasts, industrial vehicle fans or companies from the recycling industry - Messe Karlsruhe offers its guests from the Karlsruhe TechnologyRegion, Germany and the world a diverse programme. Messe Karlsruhe has since developed an extensive area of expertise in the field of mobility. Through events such as IT-TRANS - exhibition and congress for digitalisation in public transport - or the industrial vehicle trade fair NUFAM, which is aimed at the logistics sector, and as a partner of the Karlsruhe Mobility Lab, which brings together local and regional expertise in the mobility of the future.

## **Karlsruhe Transport Association KVV**

Two-thirds of journeys in Karlsruhe are already made using a combination of walking, cycling and public transport. One reason for this is the 'Karlsruhe model', an innovative public transport solution that connects the city and the region. It enables trams to use the inner-city rail



infrastructure and the regional railway network at the same time. As a result, journeys from the city centre to the surrounding area are possible without changing trains. Another example of what an attractive, sustainable and closely connected mobility service can look like is the regiomove flagship project, which the new POLIS members KVV, RVMO and the City of Karlsruhe have developed together with a regional consortium in recent years. The regiomove app and the mobility stations of the same name, known as regiomove ports, are designed to facilitate intermodal mobility, for example switching from the city railway to a rental bike when commuting and vice versa. The fact that Karlsruhe has been one of the leaders in car sharing and bicycle transport nationwide for years is an ideal environment for the success of regiomove and also a good example for the POLIS network. In addition, KVV is a driving force for sustainable mobility because it is constantly working on new mobility solutions and developing and promoting projects such as KVV.regiomove, KVV.MyShuttle and regioKArgo. With its innovative mobility ideas, KVV is creating an environmentally friendly transport system that relieves the burden on private and delivery traffic and ensures urban and regional networking.

