Contents

1. CERN Hotel
2. Mobility
3. Storage
4. Hazardous waste
5. Green spaces
6. AOB
**CERN Hotel**

**2011-2013 program of work**

**B. 38**
1. Consolidation and refurbishment of the whole building forecast closure Nov. 2012 - May 2013;
2. Replacement of old furniture in the rooms:
   - Office chairs and desks Dec/Jan.2012;
   - Bedside lamps (Done);
   - Telephones (Done);

**B. 39**
1. Renovation of the rooms: replacement of old furniture (chairs, bedding (Dec/Jan.2012); office lamps (Done), telephones);
2. Creation of 5 additional hotel rooms (2012);
3. Replacement of the wall to wall carpeting in the corridors and the lounges (2013);

**B. 41**
1. Painting in the rooms (December 2011)
2. Coat racks (December 2011)

**APARTMENTS**
1. Renewal of furniture (2013)
CERN Hotel
On-going improvements

A. Computing related enhancements
1. Long Term waiting list [expected **Feb. 2012**];
2. Booking modifications to be checked by Fidelio

B. On-going deals with external hotels - Other enhancements
1. On-going collaboration with the “Foyer de Saint Genis”: 70 additional rooms (**June 2012**);
2. On going negotiations with hotels in the centre of Geneva (Manotel Hotels); Price enquiry to be launched with hotels in the local areas including shuttle service to/from CERN

C. NEW services
- **laundry service for CERN hotel residents** - **Done**
- **Washing powder provided with laundry cards** - **Done**
- **Short term waiting list (via email to avoid queuing at the reception desk)** - **Done**
- **Prepaid telephone cards available at CERN Hotel reception** (Jan. 2012)

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### Number of nights

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2011</th>
<th>Evolution</th>
</tr>
</thead>
<tbody>
<tr>
<td>External hotels</td>
<td>26'872</td>
<td>27'780 (as of 31.12.2011)</td>
<td>+ 13% (estimated)</td>
</tr>
<tr>
<td>CERN Hotel 21.11.2011</td>
<td>130'039</td>
<td>128'278</td>
<td>-1.5%</td>
</tr>
<tr>
<td>St Genis at 21.11.2011</td>
<td>21’293</td>
<td>21’659</td>
<td>+ 1.7%</td>
</tr>
</tbody>
</table>

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Saint Genis Foyer: price increase under negotiation - No price revision until end of 2014 requested.
Mobility strategy

CERN CAR SHARING LAUNCH:
1st December 2011!

1. OPENED to the entire CERN community with 3 specific conditions:
   1. a CERN valid contract
   2. a CERN email address
   3. a CERN vehicle driving license (V) (EDH document);

2. Conditions governing the use of CERN car sharing: Operational Circular no. 4;

3. CARDS available at GS car pool (B.130);

4. Easy BOOKING via web application.

CERN BIKE SHARING since MAY 2011
ONE STATION Building 33 - 20 bikes

370 bike sharing users!
27'845 hours of usage
3002 bookings since May
Average use: 9h15

Future stations coming!
Shuttle service

a. Persons transported in 2011

b. Groups transported in 2011

<table>
<thead>
<tr>
<th>Number of groups (Visits and VIP) transported in 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>1’741</td>
</tr>
</tbody>
</table>

c. Since October 2011, optimization of CERN shuttle routes

**IMPROVED MOBILITY, INCREASED FREQUENCY**

d. For on demand transportation:

please contact CERN service desk: 77777

If CERN shuttle availability: CERN shuttle (budget code)

If no CERN shuttle available: 2 options:
- External transportation contract (Helvetie)
- Credit voucher for a single journey taxi: ask your departmental/group secretariat

Telephone number Taxi Phone 022 33 141 33

 adapté 

Price enquiry for taxi service to be launched
Residents of France generally have **a car available** on a daily basis for their trips to/from CERN, regardless of the distance between CERN and their home.

- 30% of both CERN Hostel residents and those living in Switzerland have **no car available** on a daily basis. Swiss residents for distances up to 10km use equally both private and public transport.
Greek Mobility Survey

- Majority of TRIPS: within Zone D, then between Zone C and Zone D, and between Zone D and the Restaurant;
- 50% of respondents conduct 2 to 4 trips per day within CERN;
- 60% of the trips inside CERN are being conducted on foot;
- Morning peak: 09:45 to 10:00, midday peak from 12:45 to 13:00 and night peak from 00:00-00:15.
Mobility Survey

Figure 26: Satisfaction with CERN Cars only from regular CERN Car Users

Figure 29: Satisfaction with Shuttle Bus Timetables from Regular Shuttle Bus Users

I would be willing to cycle....

Figure 17: Car Users willingness to cycle

Attitudes towards Walking

Figure 18: Car Users Attitudes towards Walking
## Mobility Survey – Possible strategic measures

<table>
<thead>
<tr>
<th>Policy Axis</th>
<th>Policy</th>
<th>Measures</th>
<th>Category</th>
</tr>
</thead>
</table>
| P.1.1       | Encourage trips conducted by tram, car-sharing, bicycles, electric bicycles and/or on foot in order to reduce traffic congestion and improve the environmental conditions | • Construction of cycle paths which will end up to multiple locations inside CERN. These stations will have the appropriate infrastructure for bicycles safety.  
• Establishment of pedestrian roads.  
• Carpool and Car-share exclusive parking lots.  
• Purchase of electric bikes. | Management / Infrastructure |
| P.1.2       | Optimize parking usage | • Develop a parking operations authority  
• Creation of short-term and long-term parking facilities | Management / Infrastructure |
| P.1.3       | Optimize the shuttle bus service frequency, where appropriate, in order the level-of-service to be improved | • Enhance shuttle bus schedules in/within zones where satisfaction is low | Management |
| P.1.4       | Provide traffic information, so that the travellers be able to receive dynamic and reliable information concerning the traffic conditions on the transport network | • Create a traffic information center for traffic information diffusion  
• Provide real time information to driver’s, through Variable Message Signs (VMS), regarding the traffic conditions in major arteries outside CERN to Geneva. | Management / Infrastructure |
| P.1.5       | Provide information for the future tram line and current shuttle bus | • Create a traffic information center  
• Installation of a real-time information system concerning the itineraries and the traffic condition of the shuttle bus and tram line | Management / Infrastructure |
| P.1.6       | Optimize current fleet usage | • Create a fleet operations centre  
• Develop specific guidelines regarding fleet usage (check vehicle condition prior and after usage; specify penalties to the users in case of accidents or car damages, etc.) | Management |
| P.1.7       | Implementation of a long-term traffic design procedure | • Regular updating of the study area’s transport model | Management |
## Mobility Survey - Possible strategic measures

<table>
<thead>
<tr>
<th>CERN's Physical Environment</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>P. 2.1 Use of electric/hybrid power vehicles, where appropriate</td>
<td>• Purchase of electric/hybrid power vehicles</td>
<td>Infrastructure</td>
</tr>
<tr>
<td>P. 2.2 Ensure the appropriate physical and town planning</td>
<td>• Construction of feeding stations and depots for the electric power vehicles</td>
<td></td>
</tr>
<tr>
<td>P.2.3 Promotion of instructions concerning the optimum driving in order to have efficient fuel consumption</td>
<td>• Up to date information on the land use change and the facilities’ operation which are judged that are attracting an important trip number.</td>
<td>Management</td>
</tr>
<tr>
<td>P.2.4 Implication of a program concerning the regular maintenance of the infrastructure and of the vehicle fleet</td>
<td>• Provision of seminars and drivers’ training</td>
<td>Management</td>
</tr>
<tr>
<td>P.2.5 Implementation of a program concerning the management/ maintenance of the stops/stations</td>
<td>• Adoption of a strict vehicles’ and infrastructures’ maintenance procedure</td>
<td>Management</td>
</tr>
<tr>
<td>P.2.6 Promotion of the social and environmental benefits resulting from the private car’s limited use</td>
<td>• Adoption of a strict maintenance procedure of the stops and of the stations</td>
<td>Management</td>
</tr>
<tr>
<td>P.2.7 Replace internal combustion cars</td>
<td>• Annual certification according to the EN 13816 and publication of the results</td>
<td>Management</td>
</tr>
<tr>
<td></td>
<td>• Purchase of electric/hybrid power vehicles</td>
<td>Infrastructure</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trip Security and Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P 3.1 Promotion of instructions concerning the optimum driving in order to have more secure trips</td>
<td>• Seminars and drivers’ training</td>
<td>Management</td>
</tr>
<tr>
<td>P 3.2 Creation of a safer road environment which will minimize the accidents’ consequences</td>
<td>• Enforcement of new Speed limits</td>
<td></td>
</tr>
<tr>
<td>P 3.3 Develop cycle paths, which will be separated from the other vehicles, in order to avoid accidents between motorized vehicles and bicycles.</td>
<td>• Adoption of stricter standards related to the pavements’, stops’ study and construction</td>
<td>Infrastructure</td>
</tr>
<tr>
<td></td>
<td>• Construction of cycle paths which will end up to multiple sites inside CERN. These sites will have the appropriate infrastructure for bicycles safety.</td>
<td>Infrastructure</td>
</tr>
</tbody>
</table>
Storage Areas Management

HELP US with cleaning up of storage areas
Contact: Marc Chataigneau 73865
Hazardous waste

- Elimination of 15 PCB polluted transformers by a specialized company;
- The quality of the sorting of special waste by CERN has been heralded by the recycling company CTDS SA;
- Elimination of 200 containers with radioactive water/hydrocarbon from building 954;
- Elimination of NAK.

Development of specific projects and strategies for the sorting and elimination of various types of waste on CERN sites in conformity with the professional study of BIRD SA realized together with GS-IS and based on official rules and regulations concerning waste management and traceability.
**CERN forests Management**

- Convention CERN /ONF
- Works for safety and embellishment of CERN French Forests (56.43 ha)
Improving the gardens in and around the Main Building
Many thanks for your attention

Q&A and Discussion