PODCAR CITY: STOCKHOLM

presenting Tomorrow's Lifestyle Today!

Safe, Sound & Sustainable

September 6-8, 2011

podcarcity.org/stockholm

NEWSLETTER #2 AUGUST '11

TOP STORY: VECTUS GROUNDBREAKING @ SUNCHEON CITY

The groundbreaking ceremony for the Suncheon PRT Project to be implemented near Suncheon Bay (South Korea) was successfully held on **June 24, 2011** under the presence of the Mayor of Suncheon City, President of POSCO, CEO of POSCO ICT, relevant organizations, etc.

The feature of this Project is to restrict the access of fossil fuel transportation means – such as automobile or bus to the Suncheon bay, which is one of the world famous international Ramsar wetland by introducing eco-friendly PRT system to Suncheon and to establish the commercial operation of the state-of-art transportation system developed through various testing and verification activities.

This Suncheon PRT Project provides 4.5 km of guide-way with 40 vehicles connecting 2 stations (S1 and S2), each with 4 berths. S1 is located at the northern end of the track close to the International Wetland Centre and the International Garden EXPO area; S2 is located at the southern end of the track close to the Suncheon Literature Centre and the gateway to Suncheon Bay.

For this Project, Vectus Ltd. is responsible for supplying the PRT vehicles, System and System Engineering: Daewoo Engineering is responsible for the design and construction of infrastructure.

Photographs provided by Vectus, Ltd.

IN THIS ISSUE:

LETTER FROM CHRISTER — *For our children - today we are all Norwegian.*

As I write this I have just been informed about the shocking tragedy in Norway. While planning to draft an article about the importance of promoting transformation through innovation rather than throwing good resources after poor planning and insufficient technology (a scenario that plagues most cities), I am now focused on why it is essential for our children, and their future, that we employ well-formed holistic strategies that aim to develop a more sustainable and caring world – it's not just about improving our physical and economic realities, per se, but also about improving the quality of life for all.

The young people attending the summer camp in Norway talked about their future, hopes and concerns for what the world would be like for them. The subjects they had picked to talk about on this wonderful little island were focused on topics dominated by sustainability, peace, international understanding, cultural exchange and much more. It was about how to be inclusive, open and considerate.

Now, their world has shattered by an individual driven by the opposite ideas - to be exclusive, closed and insensitive - to dictate and dominate. For me, the coming Podcar City Conference will be an opportunity to fully acknowledge why transportation is about so much more than moving people and goods ~ it is also about the remarkable opportunity for future generations to travel without boundary or restriction, to share their ideas and their culture, to explore, learn and meet other from all over the world. And it is the job of us responsible elders to make sure they can do it safely and efficiently.

In fact, I view Sustainable Transportation as a peace project and will dedicate as much energy that is possible to the young people who never got the chance to become what they could have been. In addition, I call on all of you coming to the conference in Stockholm to devote positive energy to them and their families, as well as to those not yet born who are in need of good things to happen on this planet we all call home.

/ Christer

BREAKING NEWS – NEW FUNDING SOURCES COMING FORTH (EEUU)

For those researching PRT/ATN, a new range of funding sources are emerging. The largest ever research program for transportation from the EU was recently launched with a vast range of possibilities. The EU is very clear in that projects including a mix of SMEs (Smalll & Medium Enterprise), sustainable energy sources, several EU and adjacent countries with innovative ideas in many transportation areas are very welcome to come with program ideas.

In the meeting in Brussels in July a small delegation from Sweden from the Swedish DOT, IST, Uppsala and Rejlers were present. We could see that there was a strong interest in various topics and the resources for making new constellations are improved.

Links for those of you who want to know more:

http://cordis.europa.eu/fetch?CALLER=EN_NEWS&ACTION=D&RCN=33649
http://cordis.europa.eu/eu-funding-guide/home_en.html

SEVENTH FRAMEWORK PROGRAMME

GET TO KNOW: Jan-Erik Nowacki

Podcar developers and thinkers in Sweden are familiar with the work of Jan-Erik Nowacki, formerly with SwedeTrack and one of the co-founders of the GTS Foundation. But many do not know that Nowacki has long been working on heat pumps. Those who do often count him as a major force in the recent significant switch from oil-heating to heat pumps. In Sweden one millions houses out of 1.8 million are in some way heated by heat pumps. Around 400,000 collect heat from the ground (geothermal). The amount of heat taken from air and ground sources is the equivalent of three nuclear reactors! The Swedish heat pump market now runs without government subsidies.

When Nowacki began making the business case for geothermal and other heat pumps back in 1975, he was met with sharp rejections. "You're an idiot," was the blunt reaction of several officials, who also had problems pronouncing his name no-VAT-ski as imported from Poland by his father, who landed in Sweden during the traumas of World War II. With his keen scientific mind and calm manners of persuasion, he persisted. A major breakthrough came in 1980, when Vattenfall and ABB (then ASEA) decided to start building large heat pumps for Swedish cities. That gave credibility to their use for houses and villas – a market with an annual turnover of about a billion US dollars.

"Although podcars can run on electricity from any source," believed Nowacki, ***"there is a special appeal to using sustainable energy like solar, wind, and tidal. In the US I see great potential for geo-thermal electricity to run PRT."*** Many of the battles are the same for podcars and heat pumps: patience and neat presentation are logical terms that have the power to convince. Arguing that urban mobility by superior new technology is all the more powerful when paired with clean energy.

INDUSTRY PROFILE – DUBAI

PODCARS IN THE MIDDLE WORLD

- LARRY FABIAN

Dubai – little more than a fishing village along the southern coast of the Persian Gulf some fifty years ago – is today a booming city of 1.5 million residents with a driverless metro that is shaping its future in a more sustainable way. The nearby capital of the United Arab Emirates is Abu Dhabi, where a modest podcar system runs. Both advanced transit projects are drawing the attention of officials from throughout a region known for a deep urban history and modern energy wealth.

An 11-kilometer, $223 million APM recently opened at a university campus in Riyadh with impressive speed by Ansaldo. A smart (4km) circulator is underway by Bombardier for $241 million within a new financial district. A new monorail serving Muslim pilgrim visiting Makah and Medina should soon start driverless operation with Thales controls. A $96-million APM contract was recently awarded to Bombardier for a 1.5-kilometer APM at Jeddah Airport. Transit has come to the Arabian peninsula, and it is increasingly automated.

Oil-Financed Podcars? While India and China look west to this region rich with oil and natural gas, Europe looks to the east and calls it the Middle East. Those who have shed Eurocentric views prefer the term Middle World – for it was in the Nile Valley and Mesopotamia that the earliest towns and cities emerged.

(*Continued on Page 3*)

In many countries of this complex and sophisticated part of the world, energy wealth has generated high standards of living and consumption. This all too often means massive street and highway congestion and sprawled cities that in the long run are simply not sustainable.

It was these problems that led Dubai to switch to a transit-oriented development strategy about a decade ago, and the results are impressive. Contracts were signed in 2005 and the first section of its driverless metro opened in 2009. A very international team of French planners and engineers, Japanese manufacturers, and British operators have moved the ambitious project forward in steps that are bold and inspiring. The share of travel by transit has already risen from about 2% to 6%, today with a goal of 34% 2020.

A more ambitious vision to move away from auto addiction motivated the design of the Masdar district in Abu Dhabi. With guidance from Britain's Norman Foster, planners are systematically trying to recapture the traditional desert patterns of dense, pedestrian-oriented, low-rise cities. For this district destined to house 50,000 jobs and 40,000 residents, cars are intercepted at several parking garages. Circulation within Masdar is by foot, tram and podcars in the basement level of a comprehensively planned district.

The Future is in Decisions of Today

Many around the globe are watching these bold projects unfold, but especially those from the Middle World. Cairo, Istanbul and Tehran began their metros in the 1980s. Ankara followed in the 1990s. Algiers started in 2005. Baghdad, Damascus, Isfahan, Jeddah, Kuwait, Mashhad, Riyadh and many others have rail transit plans. Qatar, the UAE and other small countries that make up the Gulf Cooperation Council alone represent a rail market of over $100 billion.

How much of this rail with be smart (automated) and smarter (networked, express-service PRT) remains to be seen. As planners monitor projects in the UAE and Saudi Arabia, those who attend PCC5 in Stockholm this September will no doubt be inspired to move this momentum to a more intelligent level.

2getthere Pods await riders in a Masdar City Transit Station

SPEAKER PROFILE – 5 Questions for **Ewa Konradsson**

***Ms. Konradsson is a** Member of City Council of Sodertalje, Green Party and Vice president of KOMPASS*

1. When did you begin to have interests of Podcars?

Four years ago I first heard about Podcars. To begin with, I was very, very skeptic. But the more I learned about the concepts the more convinced I am to see Podcars as the future of public transports.

2. What are the benefits of Podcars, as you see it?

Podcars have service around the clock without any time tables. The guide-way goes normally elevated and separated from other traffic. This means that it's safe and also gives more room to pedestrians and bicycles on street level. Further, as most public transit users are women, Podcars offer women and children a safer, quicker and more comfort way of travel.

3. What is the role of the elected officials?

To introduce new technology, you have to have courage and modern way of thinking. The politicians have to take the lead for a safe, sound and sustainable future public transport. It is a big challenge, however a very interesting task.

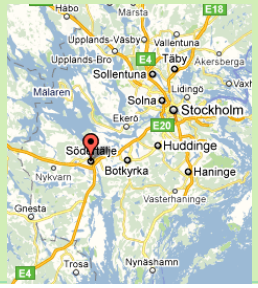
(Continued on Page 4)

4. What are the interests of Podcars in Sodertalje?

In Sodertalje municipality we have done feasibility studies of how Podcars can be an integrated part of the whole city planning. Sodertalje is a mid-sized town with four train stations and is divided by a water-channel. The interconnections between stations and different city parts have to be better and a Podcar system can make the connections together with new bio-gas buses from Scania – our local bus industry.

5. What next?

I strongly hope the Swedish government takes actions to realize a first pilot track of Podcars somewhere in Sweden. Sodertalje will welcome a pilot track here. The development of Podcars/PRT has gone fast forward the last years. It's not a future project anymore – we can build a first pilot track today.



{The Municipality of Södertälje is situated in the southern part of the Stockholm region in Sweden. Södertälje is an important transport node for central Sweden where major highways and railways meet and the Södertälje channel is an important link between the Baltic Sea and the expanding Mälarregion.}

INDUSTRY SPOTLIGHT— Personal Rapid Transit (PRT) | DEFINED

*This updated 2011 industry description has been prepared by the **Advanced Transit Association Industry Group***

*PRT is an energy-efficient, electric, (typically) elevated transit system with many four-person vehicles. Working as circulator transit for job centers, airports, and universities, PRT has a higher average speed than a car. In these applications, PRT makes carpooling, light rail, commuter rail, and bus more effective, by solving the **"last mile problem."***

atra Advanced Transit Association

www.advancedtransit.org

The three established PRT manufacturers (with customers) are 2getthere, ULTra PRT, and Vectus. 2getthere has a system at Masdar City in Abu Dhabi featuring 1.1 miles of guide-way, five stations, and 13 vehicles. ULTra PRT's system at London Heathrow Airport has 2.4 miles of guide-way, three stations, and 21 vehicles. 2getthere and ULTra PRT began passenger operation in late 2010. Vectus is implementing a system at Suncheon Bay, South Korea. This system is expected to open in 2013 with six miles of guide-way and 40 vehicles. 2getthere and Vectus also offer automated transit with larger vehicles. Additionally, there are several startups working on promising PRT concepts.

After decades of inflated PRT claims and missteps, the operational PRT systems have sparked a renewed interest in PRT. The focus for new applications is no longer on the potential that the concept might have in the long run, but on the transit service it can provide now. Additional systems being procured include a two-mile, seven-station system for Amritsar's Golden Temple tourist center in North India. PRT studies are underway in locations worldwide including San Jose, Raleigh, Minneapolis, Fort Carson Army Base, 18 locations in India, and multiple locations in Sweden.

PRT combines low-cost infrastructure with compelling fare box and real-estate economics, to the point where Heathrow and Amritsar systems are financed solely by private sector sources. For PRT systems, a rule of thumb is ***"PRT infrastructure costs less than two percent of the value of land and buildings that are served."***

(Continued on Page 5)

2getthere: Masdar vehicle

Vectus: vehicle at test track in Uppsala, Sweden

ULTra PRT: Heathrow station destination selection

Summary

Personal Rapid Transit (PRT), sometimes known as "podcars", is an emerging premium transit concept for local areas. PRT employs automated, four-person vehicles traveling at a maximum speed of approximately 25-35 MPH on dedicated, narrow, one-way, elevated guide-ways that go over or under streets. PRT offers the promise of on-demand, express, nonstop, point-to-point travel. PRT excels where short walks to transit -and short waits for transit – are desirable. PRT systems can use very short stop spacing and much tighter turns than are possible with traditional rail transit, and these characteristics may allow for more stations and more transit-oriented development opportunities.

Overall

- Automated, four-person vehicles, that travel at about 25-35 MPH
- Dedicated, narrow, one-way guide-ways that go over/under streets
- On-demand, nonstop express travel between any two stations
- Provides premium circulator service for small areas Travel service
- No schedules to learn --vehicles travel nonstop directly from origin to desired station
- You don't wait for PRT, PRT waits for you
- Personal service --you only share your vehicle if you want to
- Congestion free: ride above the clogged streets below Safe, Quiet
- Vehicles are separated from pedestrians
- Lightweight vehicles are silent and vibration free

Costs and Implementation

- Infrastructure capital cost: $10-$25m per mile ("all-in:" stations, vehicles, guideway, control system, commissioning). Much less expensive than other rail transit technology, but serves a complementary purpose
- Low operating costs (no drivers)
- Rapid erection: one mile of guide-way per week Land use/development
- Guide-way provides a sense of permanence
- Stops can be as close as 250 yards apart
- Creates opportunity for "mesh" or network Transit Oriented Development (TOD)
- Guide-way can be moved and redeployed as an area evolves

Context Sensitivity

- Guide-way can be colored/textured to blend visually with ULTra PRT: London Heathrow vehicle trees, buildings, and the pedestrian streetscape
- Narrow guide-way, 7' wide
- Much smaller turn radius allows vehicles to enter areas that rail cannot
- Stops can be placed inside buildings

Environmental

- "On-demand" operation --vehicles run only to service actual demand
- Environmentally-friendly
- No point-of-use emissions

PRT :VENDOR NEUTRAL CRITERION

EYE ON STOCKHOLM - Enjoying Beautiful Metro Art

Subways need not be boring or dreary! On the contrary, many operators of metros, subways or underground railways want to attract passengers with good station design. This often means extra effort and cost for the metro operators, but it seems to pay off when a metro is more than just a means of transport but something the residents can be proud of.

Stockholm's metro system is referred to as the world's longest art gallery because works of art have been integrated in almost every station since the 1950s. SL spends 10 million SEK per year in safeguarding and developing artwork.

Continued on Page 6

Podcar City Conference : Stockholm - Partial List of Presenters and Speakers

Alex MacGregor (Secratary General)	International Society of City and Regional Planners	NLD
Alexander Kyllmann (Managing Director)	ModuTram Mexico	MEX
Bo Olsson (Director)	Swedish Rail / Trafikverket	SWE
Carl-Johan Engström	Prof. Urban Development, Royal Institute of Technology	SWE
Catharina Elmsäter-Svärd	Minister of Infrastructure, Sweden	SWE
Christer Lindstrom (Director)	GTS / IST	SWE
David A Muyres	OngoingTransportation / HuntGreen / NewNorth	USA
Debbie Cook (Board President)	Post Carbon Institute, Former Mayor Huntington Beach	USA
Ewa Konradsson	Södertälje Municipality	SWE
Fredrik Jaresved	Chief Sustainable Develpmt., Swedavia Swedish Airports	SWE
Göran Tegnér	WSP Analysis & Strategy	SWE
Hans Lindqvist	KOMPASS	SWE
Helene Ljungqvist	Rejlers Consulting	SWE
Ingmar Andreasson	Royal Institute of Technology	SWE
Jenny Kihlberg	Uppsala Municipality	SWE
Kjell Dahlstrom (former Director General)	SIKA Institute, Sweden	SWE
Lawrence Fabian (Transportation Planner)	Trans.21	USA
Magnus Hunhammar (CEO)	Institute of Sustainable Transportation (IST) / KOMPASS	SWE
Marianne Ogéus	Vectus PRT	SWE
Netanel Goldberg (Founder)	AutoMate	ISR
Peter Lovering	Composite Solutions (UK)	GBR
Peter Muller (President)	PRT Consulting, Inc.	USA
Ron Swenson (Board of Directors)	Association for Studies of Peak Oil and Gas (ASPO)	USA
Russel Johnson	former Environmental Chief IKEA Group	SWE
Tore Helmersson	MD Innovatum Technology Park, Trollhättan	SWE

ALL SPEAKERS & PRESENTERS ARE SUBJECT TO CHANGE, PLEASE TAKE TIME TO VISIT OUR WEBSITE TO KEEP UPDATED AND INFORMED. THANK YOU!

WWW.PODCARCITY.ORG/STOCKHOLM

5th Annual Podcar City Conference Program

(All scheduled times are subject to change. Registered attendees will receive updates on any changes of Venue or Speaker)

Tuesday 6 September

17:00 **Icebreaking – Opening reception**

Wednesday 7 September

8:30 Registration at Stockholm Waterfront Congress Centre, floor plan 2

9:30 *Plenum*

Welcoming remarks from

Catharina Elmsäter-Svärd, the Minister of Infrastructure, Ministry of Enterprise and Energy, Sweden
Hans Lindqvist, chairman KOMPASS, County Councilman and former member of European Parliament
NN from City of Stockholm

Moderator: Magnus Hunhammar, CEO Institute for Sustainable Transportation

10:30 *Exhibition area*

Networking break *(and Press conference in plenum)*

11.30 *Plenum*

Public transport for tomorrow's life styles

Presentations and plenary discussions by:

Ulf Ranhagen, Sweco – New cities in China
Johan Roxström, Resilience Center, Stockholm University
Charlotte Wäreborn-Schultz, CEO Swedish Public Transport
Madeleine Raukas, Managing Director of Stockholm Public Transport
Jan Åhman, new urban planning
Fredrik Jaresved, Chief Sustainable Development, Swedavia, Arlanda
Fredrik Saweståhl, KSO Tyresö (m)
Raymond Wigg (mp)

Moderator: ev Ingmar Andréasson, Prof. Royal Institute of Technology

12:30 Lunch at expo

13:30 **BREAKOUT SESSION 1**

The conference program is divided into three tracks - one for the big picture, one for city scale issues and one for more special topics. One can choose breakout sessions according to interests.

Plenum

TRACK A: Design for tomorrow's life styles today

A1 - Swedish urban plans for modern sustainable transportations

A number of Swedish towns have made feasibility studies for Podcars/PRT.

Moderator: nn

Panelists:

Tom Karlsson & Jenny Kihlberg, Uppsala Municipality
Ewa Konradsson, Södertälje Municipality
Sten Wetterblad, Regional Director, Akademiska Hus Stockholm
Fredrik Jaresved, Chief Sustainable Development, Swedavia, Arlanda

Room 24

B1 - Combination of transport modes

How can existing transport modes co-exist with new ones? How can podcars complement existing transits with metro, busses and street trams? How to make better use of both? Can we leave the car?

Moderator: ATRA (Ingmar Andréasson, Prof. Royal Institute of Technology)

Panelists:

N.N Jernhusen – Train station as a hub for communications
Peter Muller, CEO PRT Consultant – Airports & PRT
Ingmar Andréasson - Busses & PRT
Kjell Dahlström, former General Director SIKA

PROGRAM continued on next page

Room 26

C1 - Standards, control systems and safety regulations of Podcars

The Swedish Transport Agency is first internationally with a safety certification process for Podcars. How to deal with new technology? Are there any standards? What can be learned from other systems?

Moderator: ev Kristian Windahl, Rejlers

Panelists:

N.N Swedish Transport Agency
Ev Bo Karlsson, Bombardier Tranportation
Bo Olsson, Swedish Transport Administration - ERTMS
NN Vectus PRT
BAA agent - Heathrow

15:00 *Exhibition area*

Networking break – coffee

15:30 BREAKOUT SESSION 2

Plenum

TRACK A: Design for tomorrow's life styles today

A2: International projects of new cities and new transportation

Planning for new sustainable cities in China and India. Experience from early podcar implementations – Morgantown – and experience from new ones - Heathrow, Masdar, and Suncheon.

Moderator: n.n.

Panelists:

Ulf Ranhagen, Sweco – New cities in China
Robbert Lohman, 2GetThere – Masdar project, Abu Dhabi
Marianne Ogéus, Vectus PRT – Suncheon project, South Korea
Sonal , Capita Simons – Armitsar, India

Room 24

15:30 **B2 – Energy beyond oil**

How to act for post oil era?

Moderator: n.n.

Panelists:

Debbie Cook, Board President Post Carbon Institute, Former Mayor Huntington Beach, USA – Peak Oil
Ron Swenson, CEO Solar Quest & board member Association for Peak-Oil Studies US – Solar energy
N.N. Swedish Energy Agency – initiative for international Energy policy
N.N. - European energy situation

Room 26

15:30 **C2 – Studies and analysis**

What can we learn from academia and consultants?

Moderator: ATRA

Panelists:

Göran Tegnér, WSP
ARUP

17:00 *Break and view exhibits*

19:00 DINNER

Thursday 8 September

08:30 BREAKOUT SESSION 3

Plenum

PROGRAM continued on next page

PROGRAM Cont.

TRACK A: Challenges and possibilities in urban planning

A3 –

Moderator: Anders Bruse, IST

Panelists:

Feyzullah Gundogdu, Turkey—Kayseri Rail and Utility Company

Carl-Johan Engström, Prof. Royal Inst. of Technology - The role of the urban environment to attract creative people and companies

Nn, Olso City – Big plans for public transports

Room 24

08:30 **TRACK B: Next step for Podcars / PRT**

B3 – Workshop with commercial PRT vendors

What do the vendors of Podcars do better in order to get the market going? Open discussion where the vendors put questions.

Moderator: ATRA (IA?)

Panelists:

Robert Lohman, 2GetThere (NL)

Jörgen Gustavsson, Vectus PRT (SE/Korea)

Martin Lowson, ULTra PRT (UK)

Bengt Gustafsson, Beamways (SE)

Room 26

08:30 **C3 – Emerging PRT**

Many new concepts of Podcars and other automated electric vehicles are under development.

Moderator: nn

Panelists:

Peter Lovering, Composite Solution (UK)

Asko Kauppi, BM Design (FI)

Netanel Goldberg, AutoMate (Israel)

Jan-Erik Nowacki, SwedeTrack (SE)

Exhibition area

10:00 **Networking break** - coffee

10:30 **BREAKOUT SESSION 4**

Plenum

TRACK A: Challenges and possibilities in urban planning

A4 –

Room 24

10:30 **TRACK B: Next step for Podcars / PRT**

B4 – Financing and procurement

Moderator: Christer Lindström, Founder IST

Panelists:

David Little, Lea+Elliot

Ulf Westergård, Nordiska Investeringsbanken

Room 26

10:30 **C4 – KOMPASS Meeting**

*Moderator:*Hans Lindqvist

12:00 **LUNCH in town** (at your own preference)

Plenum

13:30 **Plenary session - Be profitable with green business**

Moderator: nn

Panelists:

Tore Helmersson, MD Innovatum Technology Park, Trollhättan

Nn SKANSKA

Department of Enterprise (SE)

Exhibition area

15:00 **Networking break** - coffee

15:30 *Plenum*

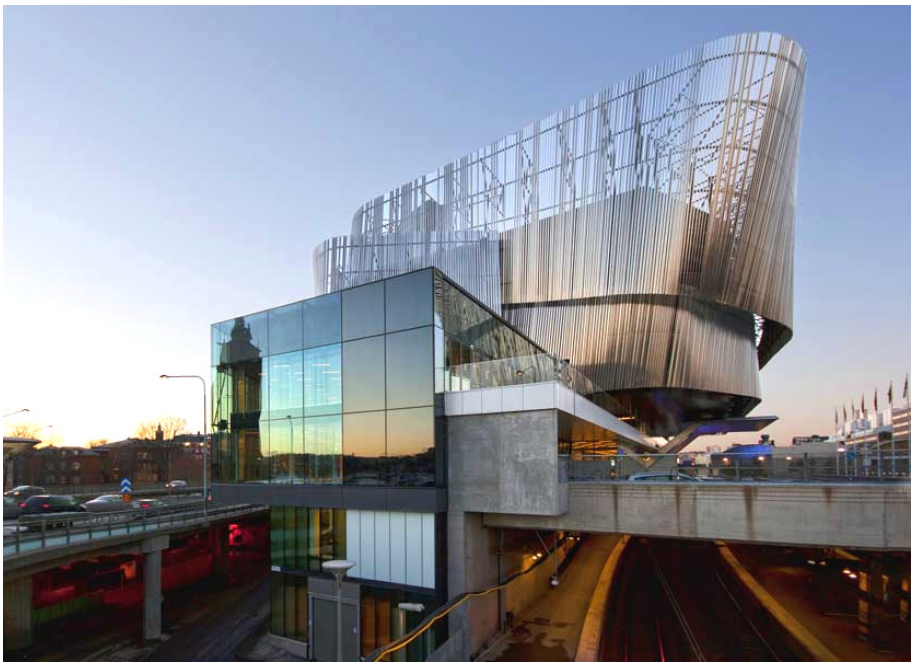
Panel discussion and closing remarks

17:00 *Official closing*

Podcar City : Stockholm 2011 - *Safe, Sound and Sustainable*

REGISTRATION INFORMATION

Stockholm Waterfront
Nils Ericsons Plan 4
Stockholm
Sweden



Phone: +46-735-459-179
Email: stockholm@podcarcity.org

Conditions

You will get an additional 10% group discount if you register more than 3 registrants

(discounts are not valid for students / general public)

Registrations for the conference are

- **690 €** *(~6,200 SEK / ~975 Dollars)* **for all professionals not included in any of the categories below**
- **490 €** *(~4,400 SEK / ~690 Dollars)* **for Kompass and ATRA members**
- **590 €** *(~5,300 SEK / ~830 Dollars)* **for City Officials, Elected Officials, University Faculty, IEE and AIA/ULI members**
- **50 €** *(~500 SEK / ~70 Dollars)* ***two days*** **for students / general public** ***(coffee / lunch optional)***
- **29 €** *(~290 SEK / ~40 Dollars)* ***one day*** **for students / general public** ***(coffee optional)***

Exhibitors:

- **1,890 €** *(~17,000 SEK / ~2,770 Dollars)* ***Exhibitor Cat. 1, double booth***
- **1,190 €** *(~10,700 SEK / ~1,740 Dollars)* ***Exhibitor Cat. 2, single booth***

10% extra group discount for groups of 3 or more attendees.

All prices are subject to Swedish VAT (25%) for participants from EU.

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September 6-8, 2011

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Network of cities with podcar interests

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