

MANAGEMENT REPORT NO. 1

CONTRACT N°: NNE5-2001-00323

PROJECT N°: NNE5-2001-00323

ACRONYM: TRENDSETTER

TITLE: Setting trends for Sustainable Urban Mobility

PROJECT CO-ORDINATOR: City of Stockholm, Environment and Health Administration

PARTNERS:

1. City of Stockholm, Environment and Health Administration
2. City of Graz
3. Lille Metropole
4. City of Prague
5. Stockholm Transport
6. Swedish National Road Administration, Stockholm Region
7. Stockholm Real Estate and Traffic Administration
8. Public Transport Company of Graz
9. Taxi Group 878 Cityfunk Ltd.
10. Styrian Transport Association STVG Ltd.
11. Styrialog
12. Province of Styria
13. Austrian Mobility Research
14. Syndicat Mixte des Transports
15. City of Pécs
16. Pécs Municipal Operations and Property Management Company

REPORTING PERIOD: FROM 1st February 2002 TO 31st July 2002

PROJECT START DATE: 1st February 2002

DURATION: 48 months

Date of issue of this report: 2002-09-03

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1 Technical overview

1.1 Summary of the specific objectives for the relevant period.

Objectives

Objectives for the first reporting period was to get the consortium working both on international and national level, implement routines for technical and financial co-ordination and for information flow. Further to adjust the description of work to new circumstances, prepare for the dissemination and evaluation and also start some of the individual measures.

1.2 Overview of the technical progress

Most of the objectives have been met. However there have been delays due to delayed instructions and templates from Meteor. This has delayed the dissemination activities and the Inception Report. Depending on Meteor's further actions, the Trendsetter Evaluation Plan may also be delayed.

There has been changes in many measures and delays for some local measures. The Trendsetter consortium will catch up these delays during the next reporting period.

1.2.1 Progress in horizontal workpackages (WP 1 – 4)

Workpackage 1

Task 1.1 Technical and Administrative co-ordination

The co-ordination has been supervising and helping the cities during the period.

Trendsetter carried out a political Kick-off on Februari 19 and two ordinary Steering Committee meetings; in Stockholm February 20-21 and in Graz June 25-26. Next meeting will be in Lille October 28-30

The Consortium agreement was signed according to time plan and a formal ceremony, signing the Trendsetter resolution, was held at the Kick-off meeting.

The Inception Report was delayed, due to late template from Meteor and to a misunderstanding.

One new partner, *Syndicat Mixte des Transports* in Lille, has joined the project and one partner, *Stockholm Machinery and Vehicle*, has left Trendsetter.

Task 1.2 Financial co-ordination

The co-ordination has calculated and distributed the initial advance, 3.150.000 € to the partners. A system for managing the financial accounts has been developed.

Task 1.3 Quality assessment

At the Steering Committee meeting in Graz, it was decided that a single Scientific Advisory Committee could not meet the demands of all the various projects in Trendsetter. Instead the scientific assessment will be carried out by specialists in each field of work. Most project already use specialists to elaborate their evaluation plans.

Task 1.4 Internal project communication

In order facilitate and secure the information flow, the consortium has implemented a system of monthly electronic letters that summarize all important issues and dates that are foreseen during the next period. In addition there are lot of informal contacts between partners. When the project Web site is running (December) this will serve as the main mean for information exchange.

The co-ordination has co-operated regularly with Meteor and also attended a meeting with the Commission and Meteor on March 21-22, together with the other Civitas demonstration projects. Meteor is delayed in its work with The Memorandum of Understanding. The co-ordination has co-operated with the other Civitas projects in the Evaluation Liason Group.

The draft Inception Report was submitted, however delayed due to a misunderstanding. The Final Inception Report will be submitted by the end of October, in accordance with the Commission's new time table.

Workpackage 2

Stockholm:

Task 2.1 Local Technical and Administrative co-ordination

The local co-ordination has focused on getting all projects started and make TRENDSETTER known to all involved. Work has also consisted of procurement for subcontracting and several local dissemination activities. A lot of work has also consisted of rewriting project descriptions for the TRENDSETTER Inception report and find suitable people to serve as wp-leaders for wp 5, 6, 9, and 11. Four different applications for state funding has been completed.

Task 2.2 Local Financial co-ordination

Routines for financial reporting, handling of invoices and time reporting have been established.

Task 2.3 Integration

No work has been done in this field yet.

Task 2.4 Local project internal communication

The local management group for TRENDSETTER in Stockholm has had four meetings during the first six-month period. One was a big Kick-off event with participants from outside the group. The political reference board has also met four times during the reporting period. A co-operation agreement among the participating organisations in TRENDSETTER Stockholm has been signed.

Key outputs: 4 + 4 meetings (see above), The TRENDSETTER Inception report. Co-operation agreement.

Problems/delays: non

Changes to be expected: non

Future plans: Continue the work in accordance to the TRENDSETTER Inception report.

Graz:

Task 2.1 Local Technical and Administrative co-ordination

Installation of local coordination. Participation in first steering committee meeting in Stockholm. Separate meetings with all local partners and departments for all workpackages and subtasks: inquiry on state of things, changes, responsible persons, necessary political decisions, financial technicalities, communication channels etc. Setup of organisational tools. Organisations of second meeting, excursion and workshops in Graz. Work on Inception report.

Task 2.2 Local Financial co-ordination

Exact listing of changes. Setup of administrative system. Explanation of EC-rules and contractual rules to all partners. Setup of standardised reporting.

Task 2.3 Integration

See above (2.1): meetings with all partners – in all over 20 separate meetings.

Task 2.4 Local project internal communication

Setup of database with all addresses. Communication of addresses, phone numbers etc.

Key outputs: Inception report, address list, successful meeting, excursion, workshop, local organisational system.

Problems/delays: As indicated in the Inception Report, there were problems with some subtasks, for which extra meetings had to be held.

Changes to be expected: No changes expected.

Future plans: Continuation and continuous improvement of the organisational and administrative process.

Lille:

Task 2.1 Local Technical and Administrative co-ordination

The local co-ordination has focused on getting all projects started and make TRENDSETTER known to all involved. Work has also consisted of procurement for subcontracting and several local dissemination activities. A lot of work has also consisted of rewriting project descriptions for the TRENDSETTER Inception report.

At LMCU, a call for tender was launched for the selection of an external consultant supporting the local consortium in terms of independent monitoring and evaluation of the project (this was budgeted as subcontracting in the technical annex and in the CPFs). The selection was completed end of July.

The operational managers of Measures 5.3, 6.2, 7.2, 7.3, 7.6, 8.2, 10.9, 12.2, 12.5 have been identified and installed under the control of LMCU and-or the Syndicat Mixte des Transports (SMT, Local Transport Authority).

A number of meetings have been arranged to install the project and the operational responsibilities and activities.

Task 2.2 Local Financial co-ordination

Routines for financial reporting, handling of invoices and time reporting have been established.

Task 2.3 Integration

No work has been done in this field yet.

Task 2.4 Local project internal communication

A 1st local consortium meeting was held on 28th February 2002 and allowed to make a complete presentation of the project to all involved parties, also defining the various individual and collective responsibilities.

The 2nd local consortium meeting, held on 13th June 2002 led to the definition of a set of evaluating indicators for the local achievements..

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Quelle date ?

A number of meetings were arranged among these operational managers:

Date	Topic	Outcome
04/03/02	Fare integration/ intermodality	Scenario
19/03/02	Biogas production	scenario
20/03/02	Exchange poles	Work follow-up
17/04/02	High level service bus lanes	Work follow-up
02/05/02	Clean municipal fleet	Follow-up and perspectives
16/05/02	Gas Buses	Follow-up and perspectives
06/06/02	Public transports evaluation	Evaluation indicators

These allowed to control the work progress vs. the technical annex (and to bring a number of minor amendments to the Inception Report).

Key outputs: 2 + 7 meetings (see above), The TRENDSETTER Inception report. Co-operation agreement.

Problems / delays: non

Changes to be expected: non

Future plans: Continue the work in accordance to the TRENDSETTER Inception report.

Prag:

Task 2.1 Local Technical and Administrative co-ordination

The local co-ordination has ensured the start of all three subprojects solved by City of Prague. We have also started local dissemination activities. All necessary changes of the Inception Report were handed over to the Co-ordinator.

Task 2.2 Local Financial co-ordination

The form of all invoices and the form of reporting of manmonths were handed over to individual subcontractors

Task 2.3 Integration

No work has been done in this field yet

Task 2.4 Local project internal communication

The local Prague's managements group has had six meetings during reporting period. In addition, the Vice Mayor has established a special group consisted of general directors of subcontracting organisations. This group has had two meetings. Project Trendsetter is a permanent item on weekly Vice Mayor meetings.

Key outputs: 4 + 2 meetings, local co-operation

Problems/ delays: non

Changes to be expected: non

Future plan: Follow the time – schedule

Pécs:

Task 2.1 Local Technical and Administrative co-ordination

Pécs and the Pécs Prop. Co. decided on the staff participating in the implementation of the project. Numerous tasks have already been implemented of WP 6.5 Its administrative and technical verification has started.

Task 2.2 Local Financial co-ordination

The financial co-ordinator of Pécs has prepared all invoices and costs statements for the period. These invoices are ready to be posted to the co-ordination.

Task 2.3 Integration

No work has been done in this field yet

Task 2.4 Local project internal communication

The Mayor and the Vice-Mayor of Pécs have agreed on the implementation of Trendsetter with the director of the Municipal Operations and Property Management Company of Pécs. Both parties agreed that the successful participation of Pécs in the project is of vital importance for the future of our city, therefore they will do everything for the success of the project.

Key outputs: The Mayor and the Vice-Mayor of Pécs have agreed on the implementation of Trendsetter with the director of the Municipal Operations and Property Management Company of Pécs. Both parties agreed that the successful participation of Pécs in the project is of vital importance for the future of our city, therefore they will do everything for the success of the project.

Problems/delays: The major and most serious problem originates from early implementation: 80% of 6.5 costs occurred before February 2002. The details are explained in a separate letter to the Commission, discussion with the EC has started.

Changes to be expected: No changes to the Inception Report are expected, provided, that we cannot find a way to procure "green-buses". This would result significant contribution to the CIVITAS objectives, such changes would add value to the project.

Future plans: Implementation of 5.7, mostly regulatory changes by the Municipality, testing the system introduced in the framework of 6.5.

Workpackage 3 (max ¼ page per site)

Work undertaken:

Task 3.1 Dissemination co-ordination (only co-ordination)

A Dissemination Plan is drawn up. A Trendsetter logotype has been elaborated.

In each city there have been press conferences, information campaigns and other information to the public and policy makers. The Co-ordination has presented the Trendsetter project and Civitas at BESTUFS conference in Paris, June 28th.

In order to facilitate presentations at conferences etc. a brochure and a slide presentation will be produced during next reporting period. The web site will be launched in December and will then serve as the main platform for presentation to the public, local decision makers and other target groups.

Task 3.2 Technological Implementation Plan (not relevant yet)

Task 3.3 Local dissemination and exploitation

Stockholm:

Stockholm has had many dissemination activities during the last six-month period. Stockholm has also put some work in compiling a local dissemination plan and procurement for help with certain dissemination activities. The Stockholm team has also applied for state funding for additional local dissemination activities.

7.1) A big information campaign regarding the extended "Travel Guarantee".

9.1) Seminar on the results of the study of how the Logistic Centre is operating. The half-day seminar had 38 participants and was much appreciated.

10.3) A brochure presenting the web site has been produced. Information has also been spread through several seminars arranged by others but with speakers from the TRENDSETTER Stockholm project.

10.8) A leaflet presenting the test fleet have been printed and distributed among 1 000 businesses in the Stockholm area. The test fleet has also been presented in the clean vehicle newsletter. Four seminars for Volvo dealers in the Stockholm area have educated 60 car dealers in the benefits of biogas vehicles.

12.4) Two issues of the newsletter on clean vehicles have been published. Two seminars with test-driving have been arranged and information has also been spread on seminars arranged by others. Two big events have also been arranged. A world record attempt and a clean car parade with a one week long exhibition in city shopping mall. These events include all projects 6.3, 10.8, 12.4, 12.6, 12.10-12.13.

12.11) 15 seminars in the south part of Sweden have informed on the common procurement process and the possibility to participate.

Key outputs: One big information campaign, 21 seminars, 2 brochures, 2 newsletters, a world record attempt, a clean car parade and one exhibition. An application for state funding for additional local dissemination activities.

Problems/delays: non

Changes to be expected: non

Future plans: more seminars, brochures and newsletters. The TRENDSETTER Stockholm team will also attend conferences and seminars arranged by others, in order to present the work carried out in the Stockholm project.

Graz:

Key outputs: Local folder, video for videowalls, several press conferences, city-internal marketing, explanation of dissemination necessities to all partners and city departments. Specification of dissemination responsibilities. Preparation of dissemination process together with public relations department of the city.

Problems/delays: Delays due to unclarity on corporate design and dissemination plans from EC and METEOR.

Changes to be expected: Delay by approximately 3 months.

Future plans: Implementation of original dissemination plans, regular features in local city paper (goes for free to every household about every 2 months).

Lille:

The local dissemination activities of Lille have been prepared by a major event on 4th of June 2001, at the occasion of the start of operation of 40 biogas powered buses. The event gathered a large attendance, including the Stockholm partner and a number of local and national organisations from the public transport sector, and led to a large mediatic coverage at local as well as national levels.

The LMCU internal communication department has been motivated to support the project and to ensure permanent proactive actions at each possible occasion (intercity national and international exchange events, local, national and international press announcements at the occasion of specific events such as the international conference of Johannesburg, ...)

A number of press articles related to environment and transport issues tackled by Lille in TRENDSETTER have been published in European, National and regional papers and magazines.

The members of the local consortium have been motivated to advertise and promote the project as much as possible and in every possible occasion.

5.3, 7.3, 7.6, 12.5, 12.9 : no specific actions have been initiated at this stage

6.2 : A number of contacts have been held since January 2002 with local regional (Région Nord Pas de Calais) towards fare integration. A common presentation between LMCU and the Region has been made at a GART (association of French transport authorities) meeting on 28 June in Paris.

7.2 : Information was relayed by the local press and media on the achievements performed in the frame of the Contrat Local de Sécurité (CLS : Local security contract)

The most important of these presentations was held on June 4th, 2002 as an operation of communication of press launched in the presence of Mr MAUROY, President of LMCU, and Mr QUIQUET, Vice-Président in charge of Transport and President of the SMT, Mr PERCHERON, President of the Nord/Pas-de-Calais Area, Mr DEROSIER, President of the Department of North. This meeting was organized to launch the strengthening of the CLS through the recruitment of 376 additional people to inform, reassure and make the users feel safer

8.2 : The company mobility plan (PDE) of LMCU was officially launched in January 2002 : as a preparation action, a large communication campaign towards the personnel was organized. An investigation into the modes of transport used by the personnel is being analysed.

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Signification ?

Kommentar [JVS3]: Page : 4
Date exacte – attention, c'est mieux si c'est après le 1er février

10.9 : a large information campaign (mainly posters) was launched on all the metropolitan area relating to the advantages of using alternative transport modes to the personal car.

12.2 : A national event was organised at the occasion of the start of operation of 40 biogas powered buses.

Key outputs: One major open information and communication campaign, important press coverage and active internal communication initiatives.

Problems / delays: non

Changes to be expected: non

Future plans: Further seminars, brochures and communication actions. The TRENDSETTER LMCU team will also attend conferences and seminars arranged by others, in order to present the work carried out in the local Lille project.

Prag:

Prague has had several dissemination activities during reporting period. Just after kick-off our Vice Mayor had a press conference where he launched general information concerning to Civitas and especially Trendsetter project. During May 2002 a more detailed information was provided to Czech biggest press agency (ČTK). In June 2002 very detailed information was edited in a special monthly magazine concerning to public transport and traffic. Now, we are preparing to put all latest informations to web site of City Hall of Prague, web site of Public transport company and web site of Institute of transportation engineering.

Key outputs: above mentioned dissemination activities

Problems/delays: non

Changes to be expected: non

Future plans: other dissemination activities according to project time-schedule

Pécs:

Both the Municipality and Pécs Prop. have organised press conferences during the preparatory and inception phase (June 2001-June 2002). The project has been communicated to the inhabitants via local TV, newspapers, etc.

Key outputs: no real outputs

Problems/delays: no problems

Changes to be expected: No expected changes in WP 3

Future plans: continue to inform

Workpackage 4

Work undertaken:

Task 4.1 Overall co-ordination and management

The co-ordination has co-operated regularly with Meteor and the other Civitas projects as described above.

On June 24 all local project leaders met in a workshop in Graz to discuss evaluation on Work Package level and synergy effects of projects in different cities. This resulted in valuable input to the WP Evaluation Plans.

The Evaluation Plan will be submitted in January.

Stockholm:

Task 4.2 Local co-ordination and management

Work has been done trying to understand the ITEMS model and figure out where in Stockholm the answers to the ITEMS questionnaire can be found. Work has also been done in identifying base line indicators and carry out some before studies.

Task 4.3 Work package co-ordination and management

The work has been concentrated on developing the draft evaluation plans for wp 5, 6, 9 and 11 and prepare for the work package workshops in Graz on June 24.

Key outputs: Draft work package evaluation plans for wp 5, 6, 9 and 11.

Problems/delays: non

Changes to be expected: non

Future plans: Work package evaluation plans ready month 8.

Graz:

Task 4.2 Local co-ordination and management

Discussed evaluation on a preliminary basis in all meetings with local partners and city departments (see Task 2.1.)

Task 4.3 Work package co-ordination and management

Evaluation plans made for WP8 and WP10, comments to evaluation plans for other WPs. Making secure that data, that can already be measured without much extra effort (e.g. counts made on a regular basis) can be used if necessary for Trendsetter.

Research into the availability of materials needed for ITEMS.

Lille:

Task 4.2 Local co-ordination and management

Identification of indicators for the evaluation of local achievements

Proposal of indicators to project partners for the evaluation of the 2 workpackages managed by LMCU(7 et 12), and initial elaboration of the evaluation plans.

Task 4.3 Work package co-ordination and management

Selection of an external consultant who will take the responsibility of the evaluation of the local achievements and of the WPs 7 & 12. Work to start in the next reference period.

Key outputs: Draft work package evaluation plans for wp 7 & 12.

Problems / delays: non

Changes to be expected: non

Future plans: Work package evaluation plans ready month 8.

Prag:

Task 4.2 Local co-ordination and management

City of Prague handed over to WP leaders all missing materials concerning to evaluation activities.

Task 4.3 Work package co-ordination and management

All local WP leaders took part on discussion concerning to evaluation plan on workshop in Graz. (WP5, WP7). The results from Graz workshop were discussed on a special meeting of local manager group in Prague.

Key outputs: Data for work package evaluation plans for wp5 and wp7.

Problems/delays: non

Changes to be expected: non

Pécs:

Task 4.2 Local co-ordination and management

Project team has been set up, local financial co-ordinator and legal advisor (regulatory changes concerning WP 5.7) has been chosen as well as the METEOR contact person on behalf of the City of Pécs.

Task 4.3 Work package co-ordination and management

Attending the WP-evaluation workshop.

Key outputs: **Data for work package evaluation plans**

Problems/delays: none

Changes to be expected: none

Task 4.4 Evaluation of measures

Not relevant yet

1.2.2 Progress by demonstration site

Stockholm:

5.1) Physical installation of roadside equipment finalised in 5 intersections. Additional 6 intersection is now being rebuilt for vehicle detection and bus priority. Preliminary technical tests have been undertaken, both regarding adaptive signal control and bus location system.

5.4) The work has focused on studying how to increase the obedience in the environmental zone. Two studies on environmental zones in other European cities has been carried out.

6.1) Procurement activities for a supplier of the smart card system started last year and the call for tender was closed at the end of October 2001. The evaluation process has been going on since then and a supplier will be chosen this fall.

6.3) Free parking for electric vehicles has been introduced. A definition of clean vehicles has been proposed and presented for the politicians.

7.1) A study regarding the information system to passengers about disruption in traffic has been carried out. The extended "Travel Guarantee" has been introduced. One opinion poll regarding what the customers think of the public transport has been completed. The evaluation process of the incentives for the entrepreneurs has started.

9.1) The Logistic Centre (LC) is in operation. All truckloads under four loading pallets leave their goods at the LC for co-ordinated transport within the construction site. During one week in February all transportation to and from the LC was registered for statistic data collection.

10.2) Intense work to gather background information and compile already existing material has been carried out.

10.3) The web site has got a completely new layout, which is easier to use. The different services has been further developed and presented. A lot of progress has been done on milestone M.10.3.1.

10.4) An agreement for a co-operation with Gothenburg and Malmö (the second and third largest city in Sweden) has been prepared. A procurement activity for a web-master has started.

10.8) A market study on clean vehicles has been completed as well as a study on marketing activities that may be good to use. The test fleet of clean vehicles for the business sector has been established with four vehicles. Deliverable D.10.8.1 and milestone M.10.8.1 have been completed.

11.2) The work has focused on installation and calibration of the system.

11.4) Project definition, work plan and time plan have been established. Several contacts have been made with organisations responsible for the data sources that the project would like to make accessible. Co-operation with other projects with close links to the public traffic database have also been discussed and started. Discussions with future users, service providers, have also started. The Royal Institute of Technology, in Stockholm, has been contacted for help in order to establish methods of evaluating the effects and benefits of the project.

12.4) A common procurement activity has started. Milestone M.12.4.2 completed.

12.6) A tender for new waste collecting entrepreneurs has been launched.

12.10) Three market studies have been completed – Remote reading of biogas pressure, Mobile module built fuelling stations, infrastructure in the region close to Stockholm.

12.11) A market study to find interested buyers has been completed. The common procurement process has started.

12.12) A market study to find interested buyers has been completed. The common procurement process has started.

12.13) 6 heavy biogas delivery trucks have been ordered.

Key outputs:

5.1) First part of the test area is now running with both adaptive SPOT control and traditional fixed time control.

5.4) Deliverables D.5.4.1 and D.5.4.2.

7.1) A report regarding the customers opinions toward the existing public transport services. A report on the number of public transport travellers in 2001 (base line study).

9.1) A recent completed study show that one co-ordinated transport replaces four trucks that, without the LC, would deliver directly. I average 30 trucks deliver goods to the LC every day and 7 co-ordinated truckloads leave the LC for distribution within the construction site.

10.3) The services have developed and are now easier to use. Traffic information, road and maintenance work, aid and traffic disturbance for both road traffic and rail (subway) is existing.

10.8) The vehicles in the test fleet have been in operation a few months and the service is very popular among the businesses. The vehicles have been on the road most of the time. Milestones M.8.1 and M.8.3. Deliverables D 10.8.1 and D.10.8.3.

11.3) A supply of real time information from the Traffic Co-ordination Centre has been established.

12.4) 17 new clean municipal vehicles have been put in operation. Milestones M.12.4.1 and M.12.4.2.

12.10) Milestones M.12.10.2, M.12.10.3 and M.12.10.4.

12.11) 2 biogas vehicles have been put in operation.

12.12) 1 electric hybrid car has been put in operation.

12.13) 1 heavy biogas delivery truck has been put in operation. The truck is distributing food in the city area for a large grocery store company.

Problems/delays:

5.1) Regarding stage 1, installation of other necessary technical equipment, the bus location system is not working satisfactory. The mass transit operator has been working on this problem during the spring of 2002. Some communication problems in the traffic control system have been solved.

6.1) As part of the introduction of the smart card system, there has been a three months delay in the evaluation process of the procurement. This will, however, not affect the overall time plan for the smart card project.

6.3) The final political decision on the clean vehicle definition will not come until after the election in September 2002. This is about three months later than expected.

9.1) The web site and supervision system has not been working properly due to computer problems. The problems have been now been solved.

12.4) 17 clean cars less than expected. There is a lack of clean vehicles on the Swedish market due to: delay for Volvos new biogas cars and Renault Kangoo biogas and electric hybrid vehicles, problems with certification for the Swedish market for Opel Zafira and VW Golf. Since the city sold its car leasing company a procurement process has to be started for each vehicles purchase. In order to speed up this process and help city administrations and companies a common procurement process has started which will be completed in November 2002.

Future plans:

5.1) Finalising the implementation of adaptive control in the whole network. Make traffic measurement to estimate the impact on delays, stops, queues and pedestrians. A preliminary report on the system performance will be produced.

5.4) Take actions with input from the two completed studies with the goal to improve the obedience to the environmental zone.

6.1) Finalise an agreement and sign a contract with the winning supplier. Decide upon the layout of the smart card.

6.3) Free or reduced parking for all clean vehicles. Reduced parking in one city parking garage and one P&R facility – test period of one year. Information campaign.

7.1) The information system to passengers about disruption in traffic will be tested in six areas. If the results are satisfactory the system will be applied in the whole Stockholm region. A second opinion poll regarding what the customers think of the public transport will be made. The evaluation process of the incentives for the entrepreneurs will be completed.

9.1) Information activities to get the construction companies to use the web-calendar more regular. Initiate a new study, which will focus on the hidden costs that occur without the LC (i.e. thefts, damaged materials).

10.2) Complete the background study, milestone M.10.2.1.

10.3) Finish the development of all the services, milestone M.10.3.1.

10.4) Involve other cities in Sweden, national administrations and private companies interested in clean vehicles. Finish the procurement process for a web-master. Launch of web-site in month 10.

10.8) Two more vehicles in the test fleet for the business sector. Send out 1 000 more leaflets presenting the test fleet to businesses in Stockholm. Seminars for other car dealers with clean cars for sale in Stockholm.

11.2) The installation and the calibration of the system are to be completed, M11.2.1.

11.4) An intense co-operation with the service providers will start in order to make sure that the database will provide the right information for the future users. It is very important the database will give the service providers the right output. The data catalogue, M 11.4.1, will be completed.

12.4) Finalise the procurement process.

12.6) Order of 8-10 biogas refuse trucks.

12.10) Implementation of remote reading system. Negotiations with fuel companies regarding location and building.

12.11) Finalise the procurement.

12.12) Finalise the procurement.

12.13) Put at least 5 more heavy biogas delivery truck in operation this year.

Action undertaken to reduce identified risks:

5.1) Address the mass transit operators about the problems in the bus location system.

10.4) Contract preparations with Gothenburg and Malmö.

12.4) A common procurement has started.

12.10) A market study on the infrastructure in the region close to Stockholm has been completed.

Action undertaken to achieve a real integrated urban transport strategy:

5.1) The central control system now includes the software for Area control, e.g. enables the system to protect links from heavy traffic and congestion. The Public Transport Locator software has been installed to enable weighted priority.

Graz:

5.6) Working meeting concerning the specification of the strolling zones with the new responsible department (Department of Economy and Tourism). Start of planning of the conversion of Karmeliterplatz from car parking into a strolling zone. General marketing concept for strolling zones.

6.4) The city of Graz founded a new company for parking management. This company will be responsible for the parking system in Graz. It will be also the task of the new company to carry out the work for TRENDSETTER in this field. Currently the feasibility of a differentiated pricing system is analysed.

7.4) Optimisation of the connection between tram and bus at the terminal tram station in Andritz. Realisation is finished. Some details still have to be completed. The implementation of the Maria Trost P&R (tram line 1) is currently carried out. Extension of tram line 4 (Liebenau) and optimisation of interchange Puntigam is in planning condition.

7.5) 12 pt stops already have been modified for the demand of disabled persons. 10 more pt stops are planned to be modified in 2003.

8.1) In context with this measure the alternative night bus was presented in the political discussion. Feasibility studies concerning this alternative were carried out. Decisions on implementation will not be possible before the local elections in the end of January 2003. Concerning the connection with the hinterland a realisation of the new bus connection to Stattegg (line 53 - North) and Thal (line 48 - Northwest) have been realised. The extension of busline 75 to Aual (Southeast) will be implemented next year. The extension to Seiersberg (Southwest) is in planning stage.

8.3) Planning activities concerning the HOV-lane have started.

8.4) Conceptual work for the mobility management concerning the new town hall is commissioned. Mobility management for schools will start with the new school year (Sept 2002)

9.2) The first step will be a logistics system for health institutions. Therefore the contact to all 14 hospitals has been established. In a second step the contact to business men within the strolling zones will be established.

10.1) Work on bike route map (first phase) is done. Bicycle Training for pupils will start in the last quarter of 2002. Quality management will be set up after the elections with the responsible politician and will last until the TRENDSETTER project. Planning process for the underpath of Mitterstrasse is commissioned.

10.5) A quality assurance system was set up. The company who do the operational work is already active. A database with all relevant leisure time sites in the surroundings of Graz was set up and is available on the website of the Styrian PT association. First meetings for conception of the PT route planner have taken place.

10.6) Awareness actions concerning speed reduction have taken place.(10years tempo30 speed limit in Graz including prize games, media campaigns). Activities for the car free day

2002 are in the preparation stage. A bicycle safety campaign including bicycle checks, indication of dangerous spots and transport safety tips has been carried out.

10.7) The training programme for taxidriviers is developed. The action will start in September 2002.

11.1) Following worksteps are carried out: Contractors selected by competitive tendering; Refinement of specification sheet Invitation to tender; Negotiation with tenderers Comissioning of operational control system and dynamic passenger information system

11.3) Summarising the goals and means of Integrated Transport Management Systems applicable in Graz. Presenting the concept to players (road association, land Steiermark, garage operators...). Set up of the structure of the project (definition of subprojects and overall architecture). Establishing contacts between the leaders of the sub-projects. preparation of street data base. Start of implementation of internet presentation for GIS data. Implementation database with construction works - mangagement of construction works

12.3) In the moment 35% of the bus fleet operated with biodiesel. For the taxi fleet there is the problem that the quality certificate that Mercedes needs is not the same that was provided by the bio fuel refinery. In February 2003 twenty new buses will be leased with highest quality standards.

12.7) The bio diesel station and the emergency backup generator is already in service.

12.8) The concept for the action is designed. The collection system in households will be implemented in 2003/2004. The collection service in restaurants has been optimised and is currently in implementation stage.

Key outputs:

7.4. Interchange Andritz is in operation

7.5. 12 pt stops already modified.

8.1. 2 new pt connections / extensions already implemented.

10.1. First version of bicycle routes map is online.

10.5. Quality assurance system is set up and in operation.

10.6. Speed reduction actions and campaigns have been carried out.

11.3 paper summarising the goals and means of Integrated Transport Management Systems applicable in Graz. Organisational concept incl. overall architecture

12.3. 60 buses usin bio fuel

12.7. The bio diesel station and the emergency backup generator is in service.

12.8. Collection system for edible frying oil in restaurants is in operation.

Problems/delays:

5.6. Due to change of responsible department a delay of about 5 month is expected.

6.4. Parking space management will be delayed till elections are ready in January 2003.

7.5. The design of the pt surrounding area maps is delayed due to a crash down of the city-own computer system with all GIS data.

8.1. The pt night services will be delayed till elections are ready in January 2003.

8.4. Mobility management for companies is postponed (2003/2004) because of budgetary shortage 2002.

11.3 is depending partly on investments. In case they exceed normal amount, some of them will be delayed. The data from flowing traffic will have to be available but the availability of data from parking has to be secured

12.3. Due to a difference between the certification of the biodiesel fuel (not fully accordance between the demand of Mercedes and the supply of the biodiesel provider) the implementation of biodiesel use is delayed.

12.8. Implementation of the household collection of edible oil will be postponed into 2003 / 2004 because of budget reasons.

Future plans:

No changes of the contents to the plans which are described in the proposal are expected. But some topics depend on political decision (see above).

Action undertaken to reduce identified risks:

In general a anticipatory awareness campaign for all actual and future decision makers are already ongoing to keep the TRENDSETTER project on track and to avoid any new discussion on main contents of the project.

11.3 the investment plan is modified. Alternative data sources are investigated

12.3. In the moment the discussion on harmonisation of demand and supply concerning biodiesel fuel is going on. The team of Mercedes will specify their demands and the chemical engineers of the biodiesel provider will work on it.

Lille:

5.3 : Studies for the definition and the realization of several high levels service lines are ongoing. Many meetings with the mayors and the partners concerned (roadway system, urban development.) were organized

6.2 : Working meetings were organized with the management of transports of the Nord/Pas-de-Calais Area to define the basis of fare integration.

A preliminary diagnostic to the installation ticketing system on the network of the Lille region was carried out by LMCU.

A telephone conference was organized on July 4, 2002 between Stockholm and Lille.

7.2 : Reinforcement as from June 2002 of the human presence on the network of public transport.

The work envisaged within the framework of the local contract of safety, in particular for the radiolocation of the buses, the vehicles of police force and the Transpole emergency vehicles, is under control.

7.3 : A procedure for the project management for the realization of the interchange knot of Don Sainghin (Southeast of Lille) is under control.

7.6 : Sites to create or enlarge intermediate parking space have been identified.

8.2 : Since January 2002, within the framework of its PDE, LMCU copes with 50% of the season ticket costs home to work to incentive the agents to use Public Transport..

10.9 : cf. 1.2.1 task 3.3

12.2 : 88 gas powered buses are in circulation, which is 46 of more than in the beginning of the project. 19 new buses, of which 13 articulated, are ordered and will be delivered before the end of the year.

12.5 : The internal fleet of LMCU currently counts 173 clean vehicles including 125 natural gas vehicles, 34 electric cars, 4 electric scooters, 10 bicycles. A call for tender for natural gas powered vehicles is ongoing : cars and light vans.

12.9 the call for tender for the building of a centre of organic valorisation with biogas production was launched on 19 June 2002. The tenders will be analysed from October 2002.

Key outputs: preparatory and initial actions for demonstration

Problems / delays: None

Future plans: as plan according to the inception report

Action undertaken to reduce identified risks: none

Action undertaken to achieve a real integrated urban transport strategy: none at this stage

Prag:

5.2 More adaptive signal control in a bus priority system

Two cross – roads have been chosen for installation of public buses priority system. One of them single one, the second one rather complicated crossing. There will be 11 buses equipped with bus priority system in two lines. Now, the technical project and project of transport solution are prepared. Suitable strategy has been worked out – milestone M 5.2.1 During next reporting period Prague will elaborate the detailed project of the priority system

5.5 Widening of the environmental zone for vehicles over 3,5 tons

In Prague there is the restricted zone for vehicles over 3,5 tons. The work has been focused on a new borders of this zone according to new research. After this research a new project of transport solution will be prepared. The information campaign was launched – milestone M 5:5:1 1 During next reporting period Prague will draft changes of borders of access restriction zones – M 5.5.2

7.7 Linking of different ways of public transport

In Prague there is no City bus line yet. One line has been chosen from six possibilities. For this line the detailed project of transport signing has been worked out. This study must be approved by police and local authorities. Now, the public competition of tenders is prepared. Detailed project for citybuses linking is ready. Milestone M 7:7:1. 1 During next reporting period Prague will purchase needed transportation vehicles – M 7.7.2

Key outputs:

WP 5.2 Suitable strategy has been worked out – milestone M 5.2.1

WP 5.5 The information campaign was launched – milestone M 5:5:1

WP 7.7 Detailed project for citybuses linking is ready. Milestone M 7:7:1.

Problems/delays: non

Future plans:

WP 5.2 Elaborate the detailed project of the priority systém (for two crossings and for individual buses).

WP 5.5 Drafting of changes of borders of access restriction zones – M 5.5.2

WP 7.7 Purchase of needed transportation vehicles – M 7.7.2

Pécs:

During the inception phase of the project the Municipality of Pécs has started the preparation of 5.7 and the actual implementation of 6.5. Due to political reasons the implementation of the parking-system of 6.5 started in October/November 2001 and will be fully completed during the summer of 2002. This means that the zone-model parking system was introduced in the inner-city, 112 ticket machines were installed. The regulatory changes needed for the implementation of the project have also been passed by the Assembly of the City. Considering 5.7 the planning of the environmental zone “car-free zone” has been completed, the regulatory modifications needed for its implementation will be debated by the city assembly in November 2002.

Different kinds of modifications have been introduced in the Pécs WP's, based on technical and financial reasons. Major changes in 6.5: introduction of a green-parking zone in 2002 and 2003 (cost-free parking facilities outside the sensitive central areas) has been included in the project, the city municipality intends to establish information tables about the parking and access facilities and possibilities of the city centre at the points where roads of the Hungarian main-road network enter the city. Considering 5.7 major changes were introduced based on the initiatives of the project partners: introduction of a 30 km/h speed limit in the heritage zone and in the puffer-zone (restricted access zone), prohibition of access for heavy freighters in the above zone (over 3.5 tons), and prohibition of 'large' bus access as well.

During the next reporting period the parking-system will be wholly introduced and the evaluation of the results will be started paving the way for the planned modifications (limitation of time and further price distinction between the zones). As 5.7 needs significant preparatory and regulatory work (and the local elections will be in October 2002) we plan to prepare the proposal to be debated by the new city assembly in November. It is foreseen, that the actual implementation cannot be started earlier than Spring 2003.

Pécs has developed its urban transport strategy during the 1990's and the measures of Trendsetter fit the long-term strategy. Public-space management, i.e. the implementation of the parking concept is the first milestone of the process, which is followed by the establishment of the green/no-access/heritage zone, the puffer/restricted access zone and the modification of PT is also significant element of the strategy. The modernisation of the bus fleet (aiming to reduce the average age of PT busses from 16 years to 6-8 years in 4-5 years), as well as stating that the newly procured busses must meet the Euro III standard show the determination of the leadership of the city towards sustainability. Considering the procurement of clean vehicles, our technical and financial situation prevents us from the implementing this measure, but as a pilot activity we still hope to be able to test, or buy 1-2 busses of this kind during the next years.

At this stage there is no political risk in the implementation of the project, as the remained components are fully supported by the parties of the city assembly and by the leadership of the municipal and private companies affected by the project.

Key outputs: implementation of the parking system

Problems / delays: early implementation, mentioned above

Future plans: as plan according to the inception report

Action undertaken to reduce identified risks: none

Action undertaken to achieve a real integrated urban transport strategy: none at this stage

1.3 Formal comparison of planned activities and actual work accomplished during the reporting period

	Planned activities within reporting period	Major deviations from planned work	Corrective actions taken or planned
Horizontal Workpackages			
WP 1 Over-all Co-ordination	<p>Memorandum of Understanding</p> <p>Final Inception Report</p> <p>Meeting with the Scientific Advisory Committee (SAC)</p> <p>Administrative work</p>	<p>Delayed</p> <p>Delayed. Contains no Risk Analysis due to Meteors delay</p> <p>SAC will not be established</p> <p>Subcontracted, i.e. less MM and more subcontracting required this period</p>	<p>Trendsetter will sign when other parts are ready</p> <p>The Commission's new time plan will be met. Risk Analysis will be submitted when Meteor provide a template</p> <p>Assessment will be carried out by assigned specialists</p> <p>Ass. co-ordinator employed</p>
WP 2 Integration and Technical Management			
WP 3 Dissemination, Awareness & Exploitation	<p>TRENDSSETTER-brochure</p> <p>Project Web site</p> <p>Newsletter</p>	<p>Delayed</p> <p>Delayed</p> <p>Semiannual edition is too often</p>	<p>Will be issued in November</p> <p>Will be launched in December</p> <p>4 – 8 newsletter will be issued during the project period</p>
WP 4 Verification & Evaluation co-ordination	Evaluation Plan	Evaluation manager subcontracted	Change MM to subcontracting, indicated in Inception report

Stockholm			
WP 2 Integration and Technical Management	2.1 Inception report, find wp-leaders, procurement for subcontracting. 2.2 Routines for financial reporting 2.3 Non 2.4 Kick-off event. Co-operation agreement	2.1 - 2.4 no deviations	
WP 3 Dissemination, Awareness & Exploitation	3.3 Seminars, newsletters, brochures, world record attempt, clean car parade, exhibition.	3.3 non	
WP 4 Verification & Evaluation co-ordination	4.2 Preparations for before studies 4.3 Draft evaluation plan wp 5, 6, 9 and 11	4.2 - 4-3 no deviations	
WP 5 Access Restrictions	5.1 Installation of road side equipment 5.4 Two internal deliverables.	5.1 Six additional intersections will be equipped during the summer. 5.4 non	5.1 Delay the measurement with one month' 5.4 non
WP 6 Integrated Pricing Strategies	6.1 Evaluation of tenders 6.3 Free parking for electric vehicles. Definition of clean vehicles proposed.	6.1 Delay of three months 6.3 Delay in the final decision of definition of clean vehicles due to the elections in September.	6.1 No corrective actions needed 6.3 No corrective actions can be taken
WP 7 Public Passenger	7.1 Study of the information system to passengers about disruption in traffic. Introduction	7.1 non	

Transport	of the extended "Travel Guarantee". Opinion poll.		
WP 9 New Concepts for the Distribution of Goods	9.1) The Logistic Centre is in operation. Statistic data collection.	9.1) Technical problems with the web calendar	9.1) The technical problems have been solved
WP 10 Innovative Soft Measures	10.2) Gather background information. 10.3) New layout for the web site and the services have been further developed. 10.4) Agreement with Gothenburg and Malmö. Procurement activities for a web-master.	10.2) non 10.3) non 10.4) non	
WP 11 Integration of Transport Management Systems	11.2) Preparation for installation and calibration of the system. 11.4) Contacts for data source collection. Discussions with service providers.	11.2) non 11.4) non	
WP 12 Clean Public and Private fleets	12.4) 17 out of planed 50 vehicles have been put in operation 12.6) A tender for new entrepreneurs 12.10) Three market studies completed. 12.11 and 12.12) Market study and starting of common	12.4) Fewer vehicles purchased than expected 12.6 – 12.13 non	12.4) A common procurement activity has started

	procurement 12.13) 6 trucks ordered.		
Graz			
WP 2 Integration and Technical Management	Setup administrative system	So far, none, but major extra effort needed as especially financial administration complicated within city	Extra internal meetings where necessary
WP 3 Dissemination, Awareness & Exploitation	Setup evaluation system	Some delay due to METEOR	None
WP 4 Verification & Evaluation co-ordination	Setup dissemination system	Some delay due to METEOR	None
WP 5 Access Restrictions	Planning	Change of responsible department	Change of responsible department
WP 6 Integrated Pricing Strategies	Planning	City government decided on foundation of a new parking management company	As soon as company is established, plans will be renegotiated.
WP 7 Public Passenger Transport	Planning, some construction	None	None
WP 8 New Forms of Vehicle Use	8.1 Planning	Discussion on night-bus system	Wait and see until elections.
	8.3 Planning	None	Some extra discussions on details
	8.4 Planning	Budget cuts	New negotiations
WP 9 New Concepts for the Distribution of	Planning	Delays due to changed planning	Postponement of actions

Goods			
WP 10 Innovative Soft Measures	10.1 Planning, first round of bicycle training, digital bicycle 10.5 Planning, work on routing system, work on quality management system 10.6 Planning 10.7 Preparation of courses	Installation of new bicycle coordinator (since June) None Budget cuts None	Some extra discussion on details None New negotiations None
WP 11 Integration of Transport Management Systems	11.1 Call for tender, planning 11.3 Planning, some implementation	None Major budget cuts, city government decided on foundation of a new parking management company – but in sum no major changes	None Renegotiation, rescheduling of actions, redefinition of actions.
WP 12 Clean Public and Private fleets	12.3 Acquisition of new busses, running of new busses 12.7 Installation of Biofuel filling station 12.8 Preparation of courses, preparation of collection scheme	None None Some delays	None None None
Lille			
WP 2 Integration and Technical Management	2.1 Inception report, find wp-leaders, procurement for subcontracting. 2.2 Routines for financial reporting 2.3 Non	2.1 - 2.4 no deviations	

	2.4 Kick-off event. Co-operation agreement		
WP 3 Dissemination, Awareness & Exploitation	3.3 Seminars, newsletters, brochures, world record attempt, clean car parade, exhibition.	3.3 no deviations	
WP 4 Verification & Evaluation co- ordination	4.2 Preparations for studies 4.3 Draft evaluation plan wp 7, 12	4.2 – 4.3 no deviations	
WP 5 Access Restrictions	5.3 High Level Service routes: no actions at this stage	5.1 no deviations	
WP 6 Integrated Pricing Strategies	6.2: smart card systems and integrated ticketing – initial work	6.2 no deviations	
WP 7 Public Passenger Transport	7.2 Public Transport Safety: initial communication and incentive actions 7.3 Intermodal interchanges: no actions at this stage 7.6 Park & Ride facilities: no actions at this stage	7.2, 7.3, 7.6: no deviations	
WP 8 New Forms of Vehicle Use	8.2: Company mobility plan: incentivation	No deviations	
WP 10 Innovative Soft Measures	10.9 Urban Mobility Plan initial communication measures	No deviations	

WP 12 Clean Public and Private fleets	Co-ordination 12.2 Biogas bus fleets: initial fleet installed and initial communication made 12.5: clean municipal fleet: call for tender to improve the fleet 12.9: clean public and private fleets: call for tender for building a valorisation centre	12.2, 12.5, 12.9: no deviations	
Prag			
WP 2 Integration and Technical Management	2.1 Local technical and administrative co-ordination 2.2 Routines for financial reporting 2.4 Local communication	2.1; 2.2; 2.4 no deviations	
WP 3 Dissemination, Awareness & Exploitation	3.3 Press conference, newsletters, magazines	3.3 non	
WP 4 Verification & Evaluation co-ordination	4:2 4.3 Data for evaluation plans wp 5 and wp7	4.2; 4.3 no deviations	
WP 5 Access Restrictions	5.2 more adaptive signal control in a bus priority systém 5.5 widening of the enviromental zone for vehicles over 3,5 tons	5.2; 5.5 no deviations	

WP 7 Public Passenger Transport	7.7 city bus line in Prague centre	7.7 no deviations	
Pécs			
WP 2 Integration and Technical Management	2.1 Local technical and administrative co-ordination 2.2 Routines for financial reporting 2.4 Local communication	2.1; 2.2; 2.4 no deviations	
WP 5 Access Restrictions	5.7Preparation of the regulatory changes required	Elimination of PT in the city-centre	
WP 6 Integrated Pricing Strategies	Implementation of the measures of 6.5	Early implementation, but no changes considering the content	Negotiations with the EC to justify the early implementation.

2 Annexes

Annex 1: Project effort per partner and per workpackage

An analysis of person months per partner and per workpackage (reporting period) is given in the following table.

Effort for the reporting period (person months)																											
No	Project partner	WP 01		WP 02		WP 03		WP 04		WP 05		WP 06		WP 07		WP 08		WP 09		WP 10		WP 11		WP 12		Total	
		P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A
1	MF	2,0	2,7	3,0	3,7	0,5	0,8	0,2				0,2	0,2							1,5	1,7			2,5	4,0	9,9	13,1
2	GRAZ	0,1	0,2	3,0	6,7	1,0	0,6	1,0	0,3	1,5	1,7	1,9	0,2	5,5	4,1	2,7	1,4	0,4	0,4	3,3	1,6	9,7	7,6	4,1	3,6	34,1	28,4
3	LMCU	0,5	0,5	1,0	1,5		0,5		1,0	3,0	3,0	1,0	1,0	4,5	4,5	3,0	3,0			2,0	2,0			5,5	5,5	20,5	22,5
4	Prague	0,2	0,2	3,0	2,8	3,0	2,7	4,0	4,0	5,0	5,1			2,0	1,8											17,2	16,6
5	SL												0,5	0,5	8,5	5,0										9,0	5,5
6	SNRA																			9,5	8	3,5	8			13	16
7	GFK									1,5	1,4							2	2			3	3			6,5	6,4
8,0	GVB			0,2		0,1								0,4								3,9	3,4	1,9	1,9	6,5	5,3
9,0	TAXI 878			0,1	0,6		0,1													0,3	0,2				0,5	0,4	1,4
##	STVG			0,1													0,4			4,5	5,7					5,0	5,7
##	STYRIALOG			0,1														1,9	0,6							2,0	0,6
##	LAND			0,1																		0,8	1,4			0,9	1,4
##	FGM-AMOR			3,0	3,0	0,7	0,2	1,0	1,4								1,9	2,0			0,7	0,2				7,3	6,8
14	Syndicate Mixte																										
15	Pécs	0,2	0,2	2,0	2,0	2,0	1,5	2,0	0,5	3,0	2,5	4,0	3,0													13,2	9,7
16	Pécs prop									2,0	1,0	14,0	12,0													16,0	13,0
	TOTAL	3,0	3,8	15,7	20,2	7,3	6,3	8,2	7,3	16,0	14,7	21,6	16,9	21,0	15,4	7,9	6,4	4,2	3,0	21,8	19,4	20,9	23,4	14,0	15,6	161,6	152,4

P = Person Months planned for the Reporting Period

A = Person Months used for the Reporting Period

MANAGEMENT REPORT NO. 2

CONTRACT N° : NNE5-2001-00323

PROJECT N° : NNE5-2001-00323

ACRONYM : TRENDSETTER

TITLE :Setting trends for Sustainable Urban Mobility

PROJECT CO-ORDINATOR :City of Stockholm, Environment and Health Administration

PARTNERS :

1. City of Stockholm, Environment and Health Administration
2. City of Graz
3. Lille Metropole
4. City of Prague
5. Stockholm Transport
6. Swedish National Road Administration, Stockholm Region
7. Stockholm Real Estate and Traffic Administration
8. Public Transport Company of Graz
9. Taxi Group 878 Cityfunk Ltd.
10. Styrian Transport Association STVG Ltd.
11. Styrialog
12. Province of Styria
13. Austrian Mobility Research
14. Syndicat Mixte des Transports
15. City of Pecs
16. Pecs Municipal Operations and Property Management Company

REPORTING PERIOD : FROM 1st of February 2003 TO 31st of July 2003

PROJECT START DATE : 1st February 2002

DURATION : 48 months

Date of issue of this report :

Project co-funded by the European Commission under the Key Actions Sustainable Mobility and Intermodality and Economic and Efficient Energy of the Fifth RTD Framework Programme (1998-2002)

1. Technical overview

1.1 Summary of the specific objectives for the relevant period.

The objectives of the horizontal WPs in all Trendsetter cities during this period have been to finalise the implementation and development of all measures, to prepare for the evaluation activities, and to prepare for and/or launch dissemination activities.

1.2 Overview of the technical progress

Most of the objectives for the reporting period have been met. However, a few measures are delayed, due to political obstacles or difficult negotiations. The lack of suitable clean vehicles on the market is a problem that the cities have in common. The cooperation between the cities and the outcome of the Civitas Forum may help to encourage vehicle manufacturers to offer a wider variety of suitable vehicles. In connection with the mid-term assessment Trendsetter will decide how to handle the measures with significant delays.

Trendsetter is beginning to be known and the management team has been contacted by many cities. Presentations about different measures within Trendsetter as well as the whole project have been held at several conferences. The Trendsetter web site was launched, with presentations of the local projects, goals and objectives, news and other information. It has been well received. The web site also has an internal part – TSNet – which makes it easier for the project managers in the cities to communicate.

The first results and reports are beginning to show. In Stockholm the first evaluation has started. The results of the Material Logistic Centre are being evaluated. The supplier of the smart card readers to the public transport system has been chosen. The latest poll among the passengers shows that share of travellers have increased with two percentages to 63 %. SL has successfully tested biogas-buses and will order 20 buses. The SPOT-project to provide more adaptive signal control in the bus priority system has been installed with positive effects on the traffic flow. The Visitor Web is continuously developed and the number of users continues to increase. The number of clean vehicles in Stockholm grows, although not as fast as planned, due to a lack of vehicles on the market. An intensive dialogue with the vehicle manufacturers is beginning to give results in this area.

In Graz, negotiations have started to add a new partner to Measure 9.2. The plan is to enlarge the measure with a logistic centre for a warehouse. Several new P&R and B&R facilities have been constructed to facilitate a modal shift to public transport. The PT route planner is in operation on the Internet. The real time information system offering passengers information about the arrival of buses and trams has been implemented. Mobility management is used in four schools and several companies are now interested in the concept. The bio diesel used by an increased number of vehicles. New buses have been ordered and more taxis are converting to the clean fuel.

In Lille, public transport security has been improved; there are more security agents in the PT network and better technical equipment for surveillance and localisation of trams and buses. Decisions on P&R facilities for up to 1400 parking spaces have been taken. A micro urban mobility plans (PDU) has been realised for one project and four more are in preparation. 21 biogas buses have been purchased and the bus depot “Faidherbe” has been enlarged to

accommodate the new buses. 20 light gas vehicles have been bought, fewer than planned due to a lack of vehicles on the market. A new procurement process will now be begun.

In Prague an agreement as to the widening of the environmental zone has been reached between the department of transport in Prague and the surrounding local authorities. The new citybus line is operational and has been well received by the citizens in Prague. The new more adaptive signal control system has been put into operation, tested and evaluated with very good test results.

City of Pécs earlier had problems due to a unexpected loss of one partner. Pécs has now redesigned their package of measures and started the implementation. Pécs has taken a decision on a car-free zone in the inner city. The zone-model parking system has been implemented in the city, and the cost-free zone outside the city-centre is being built.

1.2.1 Progress in horizontal workpackages

Workpackage 1

Task 1.1 Technical and Administrative co-ordination

The co-ordination team has been supervising and helping the cities throughout this period. A Steering Committee meeting was held in Prague, May 14-15 (M1.2d). The next meeting will be in Pécs, October 13-14. The meetings cover administrative agenda items but are also an opportunity for internal workshops on Civitas-themes and a place to discuss common issues.

The internal 6-months-reporting has been simplified and improved using new forms and tables elaborated by the co-ordination team.

The Draft Inception Report was delayed, due to a late template from Meteor. This has meant a delay for The Inception Report, which was submitted in March (D 1.4). The inception report received a general approval, though it still needs some refinement. The improved version will be submitted in November, together with the new CPFs and amendments.

The Progress Report was submitted in May, it received a general approval, but some additional information had to be submitted (D1.6 a)

Politicians from Prague, Stockholm and Graz are active within the Civitas Political Advisory Committee. Trendsetter took part at the initial meeting in Brussels, June 25 and will be active during the Civitas Forum in Graz, October 20-21.

During the period there have been many contacts with Meteor, mostly regarding evaluation, reporting and the PAC. Trendsetter has been very active in the discussions on how to simplify the reporting and information exchange and also attended a meeting with the Commission and Meteor 1 July on this issue.

Trendsetter has been active in providing input on local experience to the Commission's work with Clean vehicles and has also produced reports on biogas use and on the status of clean vehicles in Europe. Trendsetter has also launched the idea of a possible European Clean Vehicles group.

The four Civitas projects have had several informal contacts to share information.

Task 1.2 Financial co-ordination

There have not been any financial transactions at project level during the period. However the new CPFs have been elaborated during this period. These will be submitted in October.

Task 1.3 Quality assessment

The demonstration measures are assessed individually and city-wise. However no measures are yet in a phase where external assessment is relevant.

Task 1.4 Internal project communication

In May, the internet working room – TSNet – was launched. This will be the major forum for internal information exchange. However the previous system wherein the coordination sent partners monthly electronic letters summarising important issues and dates, will continue for some time.

In addition there are continuous informal contacts among partners by telephone and e-mail to share information and to address minor issues. These routines have worked well for issues related to Trendsetter and also for gathering information about unanticipated issues from the cities.

In April, the co-ordination team, together with the local management team in Prague, met with the new politician responsible for traffic in Prague and presented Trendsetter and Civitas.

On June 26, Trendsetter politicians and high civil servants held a public round table discussion on traffic and Trendsetter at the French National sustainable conference in Lille (*Durable et Desirable*).

Workpackage 2

Work undertaken:

Stockholm

Task 2.1 Local Technical and Administrative co-ordination

- Three meetings with the project management group
- Separate meetings with different members in the project management group, different partners and local administrations
- Participation in the steering committee meeting in Prague
- Discussions about how to better integrate work within the project management group
- Work with the Progress Report
- Writing drafts to present Trendsetter at various seminars/conferences

- Meeting with the Swedish Vice minister of Finance to discuss legislation affecting clean vehicles.
- Meeting with Marcel Rommerts, European Commission, in Stockholm to discuss Trendsetter Stockholm and demonstrate a biogas refilling station.

Task 2.2 Local Financial co-ordination

- Working with financial reporting, handling of invoices and time reporting
- Helping and organising the cost statement

Task 2.3 Integration

- Numerous contacts between the project management team and partner organisations
- Separate meetings to address special topics

Task 2.4 Local project internal communication

- Three meetings with the project management group
- Three meetings with the political steering board for clean vehicles
- Production of two Newsletters about Clean Vehicles
- Presentations about Trendsetter Stockholm at several seminars
- Presentation of the Trendsetter Stockholm brochure to the politicians in the Stockholm City Council
- Presenting Trendsetter Stockholm to the City of Stockholm Environment and Health Committee

Key outputs: See above

Problems / delays: None

Changes to be expected: None

Future plans: Participating in steering committee meeting in Pecs, organising a seminar about Mobility Management in Stockholm with Trendsetter partner in Graz and others, organising a seminar in Stockholm about biogas for our partner in Lille, presenting Trendsetter to the Swedish Ministry of Environment

Graz

Task 2.1 Local Technical and Administrative co-ordination

- Work on Progress report.
- Regular weekly project management working meetings
- Separate meetings with all local partners and departments for all work packages to discuss financial details, changes and necessary political decisions
- Participation in the fourth steering committee meeting in Prague
- Reporting to political committees in order to ensure continuity of work
- Helping the new partner (ITG) by filling in the CPF

Task 2.2 Local Financial co-ordination

The cost statements of the local partners were organised and supervised

Task 2.3 Integration

Regular weekly project management working meeting, where local partners were invited. There has also been separate meetings to discuss special topics.

Task 2.4 Local project internal communications

The production of an internal newsletter has continued. Regular weekly meetings with local partners were held. A presentation of the Graz Trendsetter-project was held at the fourth steering committee meeting in Prague to ensure information flow.

Key outputs: See above.

Problems / delays: None.

Changes to be expected: None.

Future plans: Participating in the Pecs meeting. Hosting a workshop about transport management systems in Graz.

Lille

Task 2.1 Local Technical and Administrative co-ordination

Lille participated in the Steering Committee Meeting in Prague in May 2003. Lille contributed to the Progress Report covering the reporting period of 01 February 2002 to 31 January 2003.

Task 2.2 Local Financial co-ordinations

Lille completed the financial report required by the project in March 2003.

Task 2.3 Integration

Lille team is mainly composed of LMCU departments working at the same site so the meetings are easily organised and the individuals involved are well acquainted. The external members of the team (those who are not LMCU employees) meet regularly in the course of the Lille's work beyond the Trendsetter project.

Task 2.4 Local project internal communication

Lille made a local consortium meeting in February 2003.

Key outputs: A team with responsibility for producing the Lille measures has been formed and works together through its regular technical meetings.

Problems / delays: No problems to report. The work is progressing according to plans.

Changes to be expected: Mr JL Sellier responsible for the PDU (Urban Mobility Plan, measure 8.5) was replaced in February 2003 by Mr Pierre Lebrun (tel : +33 3 20 21 66 50, plebrun@cucl-lille.fr <<mailto:plebrun@cucl-lille.fr>>). Mr S Mullier will be in October 2003 replaced temporarily by Mrs Nathalie Elie (tel +33 3 20 21 28 68, nelie@cucl-lille.fr).

Future plans: Continue the work in respect to the Inception Report and with the coordination team. Continuous improvement as to internal communication and cooperation. Participation in the coming period: meetings at the Trendsetter level and maybe at WorkPackage level if agreed upon with the co-ordinator and/or Stockholm, Graz and Prague partners.

Prague

Task 2.1 Local Technical and Administrative co-ordination

Prague's data for Progress Report No. 1 has been delivered to the coordination team.

Task 2.2 Local Financial co-ordination

Prague's data for Cost Statement has been delivered to the coordination team..

Task 2.3 Integration

No work in this field as of yet

Task 2.4 Local project internal communication

Prague's local management group (consisting of local WP leaders and experts from relevant organizations) has held regular monthly meetings. In addition, several bilateral meetings during preparation and realization of new bus line and bus priority system.

Key outputs: 6 regular local group meetings, local co-ordination

Problems / delays: No delay

Changes to be expected: None

Future plans: Follow the project management system set up.

Pecs

Task 2.1 Local Technical and Administrative co-ordination

As previously indicated to the EC the local co-ordination has started negotiations about the eligible new measures. The CIVITAS Initiative and the Trendsetter Project has been presented to the city assembly and the local media.

Task 2.2 Local Financial co-ordination

Pecs Municipality and Pecs Property have agreed on the financial aspects of the implementation of the project. The new measures description and financial estimation are still under negotiation, as the 2004 annual budget for Pecs Municipality and Pecs Property is under preparation.

Task 2.3 Integration

Integration is carried out by the project co-ordinator, who manages negotiations between Pecs Property and Pecs Municipality.

Task 2.4 Local project internal communication

After the elections of October 2002 the new vice-mayor responsible for city development has held three meetings where the representatives of Pecs Municipality and Pecs Property discussed the implementation and the proposed modifications (negotiations with the EC). Meetings have been organised every month among experts and officials responsible for implementation.

Key outputs: 3 political meetings, 6 work meetings

Problems / delays: The problem of "early implementation" (actions before 01.02.2002) has been reported to the EC. The new measures and actions have not been officially agreed between Pecs and the EC yet. The zone-model parking system has been implemented the planning and the establishment of the "World Heritage Zone", i.e. the car-free zone in the city centre has been started. There is no delay in our work compared to the original project description, but the changes in the WP's have not been officially finalised yet, which results in some delay in new areas. The major problem in Pecs is to find eligible actions for the remaining period of the project, as the projects characterised as "early implementation" are not eligible for EC funding.

Changes to be expected: The ongoing negotiations may result in some changes the final version of the tasks to be performed in/by Pecs.

Future plans: Continuation of the implementation, participation in the Prague meeting and preparation of the meeting in Pecs. Regular meetings following the time-schedule.

Workpackage 3

Work undertaken:

Task 3.1 Dissemination co-ordination

During the period, the Trendsetter Web site www.trendsetter-europe.org has been launched. This web site is now the main way to distribute information on the project to the public and to other cities (M3.1, D3.2).

The Trendsetter Presentation Brochure was printed in 4 languages in April. The first issue of *Trendsetter News* was released in June.

At May 15 the first Trendsetter Workshop was held in Prague on the themes *Access restriction and Traffic Management*, with the participation of the sister projects Miracles, Tellus and Vivaldi, local technicians and politicians and experts from throughout Europe, both as speakers and participants. The programme and proceedings may be found at www.trendsetter-europe.org.

Trendsetter also participates in the Civitas Dissemination liaison group and has been very active in the work with preparation of the Civitas marketing strategy and the Civitas Forum in Graz.

During the period Trendsetter has presented itself at several conferences, newspapers and TV-spots.

Task 3.2 Implementation Report

Trendsetter has been very active in discussions with Meteor on the objectives and design of the Implementation Report. The work with this Report will start during the next reporting period.

Stockholm

Task 3.3 Local dissemination and exploitation

The Trendsetter Stockholm brochure has been disseminated through events, seminars and political or administrative board meetings. The members of the project management group have presented Trendsetter and their own measures at several different events. They have also produced a brochure about their measures and numerous articles have been written about their measures. There have also been presentations to international contacts about Trendsetter. In addition, the dissemination activities have mapped relevant media and relevant targets groups in order to better target the dissemination of information about Trendsetter. Information about Trendsetter Stockholm has appeared on the national television, national radio and several times in major newspapers (at least 15 articles that we know of).

Key outputs: se above

Problems / delays: None

Changes to be expected: None

Future plans: A commercial campaign about incentives for clean vehicles will be produced. More articles will be written and participation in additional seminars and conferences is planned. The local team will also organise a seminar about Mobility Management in Stockholm (with our partner in Graz among others) and a seminar in Stockholm about biogas (together with our partner in Lille) and present Trendsetter to the Swedish Ministry of Environment.

Graz

Task 3.3 Local dissemination and exploitation

Dissemination activities in Graz have included the launch of the German Trendsetter- Graz web site, where a description of the project, a list of all local partners, all measures and local weekly updated news about Trendsetter are presented. The city public relations department has announced several Trendsetter activities on the Graz city website.

Presentations, several press conferences and announcements in daily newspapers were produced. During construction of the strolling zones, the Trendsetter logo was displayed on the building signs. Articles about Trendsetter have continued in the local city paper, which is distributed to every household. A local newsletter was produced to inform all local partners about the latest news and planned future activities. Conferences include a presentation at the round table on sustainable transport in Lille, June 26. A Trendsetter study tour for a group of 18 people from Lund (Sweden) was organised to present the different measures of Trendsetter in Graz.

Key outputs: See above.

Problems / delays: None.

Changes to be expected: None.

Future plans: A workshop about transport management systems will be held this Autumn. In October the Civitas Forum will take place in Graz, this will be used to inform the participants about local Trendsetter activities. The local Trendsetter web site will be promoted more intensively, to inform more people about Trendsetter activities.

Lille

Task 3.3 Local dissemination and exploitation

Lille contributed to the Trendsetter web site, including translation of information into French, the French part of the web site, additional information concerning the local consortium, and news articles on biogas buses. Lille also contributed to the French version of the brochure. The brochure has been distributed to the representatives and to local partners.

Lille organised a round-table in June 2003 where the Trendsetter partners have been invited to speak and share their experience with the participants of the seminar. Lille participated in a meeting organised by the National Contact Point for surface transportation in July 2003. Lille informed the other Trendsetter partners.

Key outputs: More visibility of the Trendsetter project.

Problems / delays: Difficulties setting up the local web site. During the next period, a solution shall be found either independently or jointly with the official Trendsetter site.

Changes to be expected: No expected changes.

Future plans: More copies of the brochure shall be printed in order to diffuse the information of the Trendsetter project to a broader audience. The external communication of Lille will communicate the results of the June round-table and the Trendsetter project in the paper called "Métropolis" which is sent to all the inhabitants of the metropolis.

A more detailed communication plan shall be issued. News articles about security and PDU shall be provided to the project (web site or newsletter).

Prague

Task 3.3 Local dissemination and exploitation

There have been several dissemination activities during the reporting period. Before and during an official lunch of a new city bus line number 291 (WP 7.7) we have produced Czech and English versions of the information leaflets which are distributed on a new bus line. After an official lunch of the new city bus line on April 18, 2003 there was a press conference joined by the councillor responsible for transport Mr. Radovan Steiner and the president of Prague Public Transport Co. Inc Mr. Milan Houfek.

We have actively contributed to and worked on the Trendsetter project information brochure and created the project web site in Czech versions. Trendsetter was well promoted during Accessible Cities workshop on May 16, 2003 in Prague.

Key outputs: Information leaflets on new bus line were distributed in Prague Public Transport Co. Inc information centres, on buses, in hospitals and nearby public buildings, and in the City of Prague's Information centre —over 9000 copies.

A local webmaster responsible for Trendsetter web site was appointed trained during the Steering Committee Meeting in Prague (May 13-15, 2003). The webmaster is responsible for maintaining the Czech version of the web site (in operation). Information about Trendsetter is also now included on the Prague Public Transport Co. Inc. website.

The Trendsetter project information brochure was translated into Czech and distributed in Prague Public Transport Co. Inc information centres, the Transport Engineering Institute of Prague, the

Regional Organizer of Prague's Integrated Transport and in the City of Prague's Information Centre.

More detailed information on Trendsetter was published in the Institute of Transportation Engineering of the City of Prague's yearbook for 2002.

Problems / delays: Planned milestone M 5.2.1 – Launch of information campaign within the City was partly carried out through a general media coverage in the beginning of the project (media cover - Czech press agency, monthly magazine of Prague Public Transport Co. Inc, press conferences after City of Prague's Council meetings) but the broader launch will be realized later than planned.

Changes to be expected: In July 2003 (month 18 of the project), the City of Prague's Council approved the launch of an information campaign covering solely measure 5.2 after the negotiations with all involved City districts are finished, by the end of 2003.

Future plans: Launch of information campaign of WP 5.2 (M 5.2.1) in next planning period. Continue work presenting the achievements in WPs 7.7 and 11.6.

Pecs

Task 3.3 Local dissemination and exploitation

The Trendsetter Brochure was officially presented to the City Assembly and the media. Local dissemination in Pecs includes participation in city development seminars by the technical manager. The activities of Trendsetter-Pecs can be found on the EU website of Pecs (www.eu.pecs.hu) in Hungarian. Trendsetter was discussed during the meetings of the EU Integration Committee of Pecs.

Key outputs: Presentation of the project on the website, and articles in the local cost free media.

Problems / delays: None

Changes to be expected: None

Future plans: The information campaign on the zone-model parking space management in Pecs is implemented constantly as the media discusses it regularly. The Transportation and Communal Affairs Committee of the Municipality of Pecs will decide the car-free zone in September 2003 and the city assembly will discuss the implementation of Trendsetter in Pecs on 25 September 2003. It will be communicated in the local press.

Workpackage 4

Work undertaken:

Task 4.1 Overall co-ordination and management

The Evaluation Report was submitted in January. The assessment showed that it needed further elaboration. In the first week of October, the WP-leaders are meeting to elaborate this and to agree on the exact methodology, measuring intervals, units for measurement etc.

The co-ordination has co-operated with the other Civitas projects and Meteor to get input and to try to harmonise methods used in all Civitas projects. The next meeting of the Evaluation liaison group will be in October.

Stockholm

Task 4.2 Local co-ordination and management

A seminar about ITEMS has been held with the project management group in Stockholm.

Task 4.3 Work package co-ordination and management

The WP leaders have been in contact with the project managers in the different measures to ensure that the Trendsetter indicators are integrated in the planning from the beginning of the projects. The WP leader of work package 9 have had a dialog with the evaluators of 9.1.

Task 4.4 Evaluation of measures

Starting the evaluation of measure 9.1 (The Logistic Centre)

Key outputs: Se above.

Problems / delays: Evaluation of 10.2 and 12.14 are delayed with 1-5 month.

Changes to be expected: None

Future plans: Finish the evaluation with 9.1 (The Logistic Centre) and starting the evaluation of 12.13 (the PR-campaign). Organise a seminar with the project management group about evaluation.

Graz

Task 4.2 Local co-ordination and management

Graz discussed evaluation in all meetings with local partners and city departments. Data collection on several Work packages has already started. Separate meetings with local partners have been held to discuss questions concerning evaluation activities.

Task 4.3 Work package co-ordination and management

Graz has submitted available data to ITEMS, who drafted a first report on the general transport situation in Graz. Focus has still been on ensuring that data is provided using existing reporting and collection protocols. Evaluation activities have been discussed with other cities within Trendsetter.

Task 4.4 Evaluation of measures (not relevant yet)

Key outputs: See above.

Problems / delays: None.

Changes to be expected: None.

Future plans: Continuation of the collection of relevant data for ensuring the evaluation activities.

Lille

Task 4.2 Local co-ordination and management

Meetings with each team dedicated to a specific measure. Meetings with the project manager in Lille.

Task 4.3 Work package co-ordination and management

Lille co-ordinates the work within WP 7 and 12 and has been responsible for the input from these WPs to the Evaluation Report.

Task 4.4 Evaluation of measures

A meeting about Evaluation has been organised at the Lille local consortium level. Each partner has been informed about the published Trendsetter Evaluation plan released in March 2003. The partners are currently identifying the needs to collect the indicators measurement and/or calculation.

The collection of data to measure the indicators set by Lille will start end of the year 2003.

Key outputs: Nothing relevant to be reported.

Problems / delays: The relations with measure leaders in other cities are difficult. The web site will help facilitate contact within Trendsetter and more direct contacts will also be established.

Changes to be expected: None.

Future plans: The non-public part of the Trendsetter web site will facilitate the contact between the different sites. The plans for evaluation will be discussed at the September 2003 meeting in Stockholm. This meeting is dedicated to the Evaluation and Roles as well as the duties of the WP leaders. A local consortium meeting is planned for October 2003.

Prague

Task 4.2 Local co-ordination and management

Approved the system of evaluation between individual local WP leaders using expertise from Prague's Institute of Transportation Engineering.

Task 4.3 Work package co-ordination and management

Start of measurement for evaluation in WP 7.7 and 11.6.

Key outputs: The system of evaluation has been prepared.

Problems / delays: None

Changes to be expected: None

Future plans: Continue the evaluation process in accordance with the Evaluation plan.

Pecs

Task 4.2 Local co-ordination and management

The Vice-mayor accepted the implementation schedule of the project (Municipal regulation modification in September 2003). The local team assessed all possible actions / tasks to be identified in Trendsetter and negotiated their approval at the local level.

Task 4.3 Work package co-ordination and management

Pecs participated in the meeting in Graz and Lille and presented the actual implementation status. The three demonstration WP's that involve Pecs are under implementation.

Task 4.4 Evaluation of measures (not relevant yet)

Key outputs: None

Problems / delays: None

Changes to be expected: None

Future plans: Starting the evaluation processes after the implementation the Pecs measures in September/October 2003.

1.2.2 Progress by demonstration site

Work undertaken:

Stockholm

5.1 Widening of the Environmental Zone: A proposal to "tighten up" the rules for the environmental zones has been developed. This is being done in cooperation with Göteborg, Malmö and Lund, the other three cities in Sweden with environmental zones.

6.1 Smart card systems and integrated ticketing: A contract with ERG Limited was signed in March. Workshops about system specifications are ongoing. The first delivery of card readers will be in May 2004.

6.3 Reduced parking fees to promote clean vehicles: A meeting with the Vice-minister of Finance was held (this meeting also involves projects 12.1, 12.4, 12.6 and 12.10-14.) to show him the problems with the legislation to offer free parking in general. A letter with the same content has been sent to the Minister of Industry. No progress within the measure to be reported (see problems and delays).

7.1 Increasing public transport passengers: The opinion polling is an ongoing process and an analysis of the poll results is delivered regularly. The two reports on quality and quantity have been completed. That shows that the share of satisfied travellers has increased by two percent, to 63% The "Travel Guarantee" is popular and working well. The incentives has been developed and modified based on new experiences. New residents in two residential areas have been contacted and have received a letter, maps, timetables, information about the website as well as a VIP phone number to SL's customer service. They have also been interviewed about their travel habits and their attitude towards SL.

9.1 Material logistic centre - to optimise freight deliveries at construction site: The Logistic Centre (LC) is in operation. Truckloads under four loading pallets leave their goods at the LC for co-ordinated transport within the construction site. Evaluation of the indicators has started.

10.2 Make bicycling attractive (B&R information on the Internet): Continued work to gather background information and compiling of already existing material has been carried out. Two seminars about the project have been held and the project has also been presented at a conference.

10.3 Creation of a visitor web for optimal trip planning: The upgraded web site has more extensive information and a concept for the future web site has been produced. The information is gathered in the visitor web/data base. A WAP/GPRS telephone service has been launched where different problems in the transportation systems (road network and public transport network) can be reported in.

11.2 Traffic monitoring and supervision: The MATRIX model is installed and the work is focused on calibration of the system. There has been one seminar about the project and it has been presented at one larger conference.

11.4 Accessible road network (street) data: Data to be tested for use in the local road database have been identified. Two types of data have been chosen: digital speed limits and cycle roads. The development of the local road database continues.

11.5 More adaptive signal control in a bus priority system (SPOT-project): Physical installation of roadside equipment has been finalised at all 11 intersections. The system has been validated from technical point of view and measurements of the performance of the system were successfully completed in May, including impact on traffic.

12.1 Clean and efficient heavy vehicles: Two heavy vehicles have been delivered. Seven heavy vehicles have been ordered and will be delivered during the autumn from September to January 2004. In addition is SL completing a procurement of 10 biogas buses for delivery in January 2004.

12.4 Clean municipal fleets: A survey of the second hand market for clean vehicles is complete and a report has been produced. (D12.4.2) In addition to this, meetings have been held with local departments within the city to inform them about costs and possibilities regarding clean vehicles (5 meetings). A survey about the vehicles currently used by the local departments has been carried out. The results of the survey were published at the end of Month 18. The subsidies, 25 during this period, have been given to the different authorities within the city. This means that 25 vehicles have been purchased utilising this initiative.

12.6 Waste collection with biogas-vehicles: Two more biogas powered refuse collection trucks are in operation. There are now a total of five new trucks in operation. Two more trucks have been ordered and will be in operations during the autumn, a total of nine collection trucks.

12.10 Improved biogas refuelling infrastructure: Negotiations with the potential fuel companies regarding location and building of the stations are underway. Three companies are interested in building four stations.

12.11 Common procurement of biogas vehicles: Private companies have bought about 20 biogas vehicles.

12.12 Co-ordinated procurement of electric and electric-hybrid vehicles: Private companies have bought about 10 electric and electric-hybrid vehicles.

12.13 Increasing clean vehicle use in private company fleets: Private companies have bought around 30 clean vehicles. The PR-campaign has been commissioned, planned and started. Both car dealers and fuel companies participate in the campaign as sponsors.

12.14 Web-portal for drivers of clean vehicles: Negotiations for co-operation with Gothenburg and Malmö (the second and third largest cities in Sweden) have continued. A contract has been drafted.

Key outputs:

5.1) A draft of new regulations for the Environmental zone.

6.3) A meeting with the Vice minister of Finance, a letter to the Minister of Industry.

7.1) Report on quantity of public travelling, D 7.1.1, and Report on quality of public transport, D 7.1.2, are complete.

9.1) The Logistic Centre was running as planned.

11.5) Report on the SPOT/UTOPIA system, D 11.5.1, is completed.

11.2) The calibration of the MATRIX model has continued.

12.1) SL has tested a biogas bus in regular traffic for one week. The test was successful. In addition to the 10 biogas buses within Trendsetter SL will purchase another 10 biogas buses (not funded by Trendsetter). There will be a total of 20 biogas buses running in downtown Stockholm by the end of Trendsetter.

12.4) A seminar about clean vehicles for politicians, managers and directors within the city was held in February. Information was provided about the results of the procurement, and participants discussed questions regarding the infrastructure for clean vehicles. Participants were also given information about available local grants and national incentives. A report on strategy for second hand market for clean vehicles, D 12.4.2 is complete.

12.13) The first year of the test fleet has been evaluated. The questionnaire shows a 98% satisfaction among the private companies with the functionality of the clean vehicles.

12.14) A draft contract.

Problems / delays:

6.1) Ten months delay because the evaluation of the procurement and drawn-out negotiations. This is not expected to delay the project.

6.3) Decision and implementation of reduced parking fees for clean vehicles in Stockholm, M.6.3.1, and the information campaign, M.6.3.2, have been delayed due to a change of political majority following elections in September 2002. Additional discussions were necessary to anchor Trendsetter initiatives with the new administration. The new majority are in favour of the reduced parking fees and both milestones will be reached M23 according to the new timetable.

7.1) The entrepreneurs that cooperate with SL have a lack of personell. This can lead to delays and higher costs.

9.1) Due to the recession the pressure on the Logistic Centre is lower. However, no delays are expected due to this situation.

11.2) No problems reported.

11.4) The data catalogue (M.11.4.1) is delayed because the inventory of the different kinds of data takes longer time than expected. Implementation of road network model will be complete around month 24. (M.11.4.2) Open interface to the database published to external users (M.11.4.2) will be complete around month 29. The reason for the delay is a too optimistic timetable.

12.1) The delivery of five of the seven heavy vehicles are delayed. The reason is that the supplier has problems with the technology, i.e. quality problems and a lack of components. According to the supplier the problems are now solved.

12.4) Due to changes in the city's department for procurement (which was sold) there has been a delay of one year in the procurement of clean vehicles. There have also been some problems finding suitable clean vehicles for the different parts of the city administration.

12.6) Due to longer delivery times than first expected all nine biogas refuse trucks will not be delivered on time. Four of the trucks will be delivered during the autumn.

12.10) It is harder to get the fuelling companies interested in building the biogas fuelling stations than first expected. There is a fear of lack of profit and one of the reasons for this is the low demand (too few biogas vehicles).

12.11) There is still a lack of suitable vehicles and a sufficient infrastructure.

12.12) One problem is that there is only one model of electric-hybrid car (Toyota Prius) and no electric car models at all on the Swedish market at the moment.

12.13) The PR-campaign is delayed but underway and proceeds as planned.

12.14) Due to ongoing negotiations and contract drafting the development paused. M.12.14.1 is not complete. The new site will probably be launched 6 month after the signing of the contract. That means probably March 2004 (M25).

Future plans:

5.1) Take action with input from the two completed studies (D 5.1.1 and D 5.1.2) with the goal of improving the rate of compliance with the environmental zone regulations. Continue to track compliance levels in cooperation with the police. Produce a folder on the new regulation for the zone and spread to the transport companies concerned.

6.1) Continue the workshops and also work with the design of the system.

6.3) Free or reduced parking for all clean vehicles will be introduced during the Autumn. Reduced parking will be offered in one city parking garage and one P&R facility –during a test period of one year. An information campaign will be produced, in approximately month 23.

7.1) During the Autumn a report about the results from the interviews and direct marketing will be published. The fifth and a sixth opinion poll of customer opinion of public transport services will be produced. To solve the problems with the lack personnel SL have started a project with the entrepreneurs to coordinate resources for recruiting.

9.1) The Logistic Centre will close down at the end of November. The report on indicators will

be presented.

11.2) The calibration of the model will continue during the year. Some calibration has been done but it is an extensive process that will be continued. Also preliminary results (travel times) will be installed.

11.4) Some delays due to the connection to other projects with delays (the national database for roads for example). But generally the project is following the timetable.

11.5) Parallel to evaluation activities and preparation of measurements, work has been done to proceed with the next phase of the project. Subcontractors have been assigned to the project and the work for the rest of 2003 is outlined.

12.4) Contact has been taken with the car manufacturers and car dealers to make them introduce additional clean vehicles to the Swedish market. Today there are several suitable models to choose among available in other countries that could be introduced in Sweden. The information campaign that will be carried out within 12.13 will also be directed towards city administrations. In addition to that there will be several smaller information seminars for city administrations.

12.6) In order to minimize the delay there have been contact with other suppliers of vehicles.

12.10) There have been several actions taken to improve the market for biogas. With more biogas vehicles running the market situation will be better (12.1, 12.4, 12.6 and 12.11). There is also a need to lower the price of the biogas fuel. A discussion is on going within the city concerning the price of biogas and priority of using biogas instead of petrol and diesel.

12.11) Continue the discussion with car dealers in order to get more suitable vehicles available on the Swedish market and with the fuel companies in order to improve the biogas infrastructure.

12.12) We are discussing with Renault in order to get them to offer the Renault Kangoo Range Extender on the Swedish market. This is necessary if the target with 180 vehicles is to be reached. Renault has indicated that the vehicle may be available by the end of this year.

12.13) Produce the PR-campaign from May to November including seminars, PR-work and direct measures towards companies. Also continue the discussion with car dealers in order to get more suitable vehicles available on the Swedish market and with the fuel companies in order to improve the biogas infrastructure.

12.14) A contract expected to be signed at the end of August. M.12.14.1 is not complete. The new site is expected to be launched 6 month after signing the contract, currently estimated launch date is now March 2004.

Action undertaken to reduce identified risks: The progress and the problems in the measures are continuously discussed in the Trendsetter Stockholm working group. If problems are foreseen they are discussed in the political reference group that meets once a month. The politicians can then take necessary contacts in order to solve the problems. When other actors than the city are “owners” of the problems, initiatives are taken to have meetings with these actors.

Action undertaken to achieve a real integrated urban transport strategy: Trendsetter has lead to an improved cooperation between the departments within the city. Seminars on sustainable transport issues as mobility management, clean vehicles and other themes have led to an increased knowledge on sustainable transport within the city administrations.

Graz

Work undertaken

5.3 Implementation of “strolling zones”: Start of work on the conversion of Karmeliterplatz from car parking into a strolling zone. Planning of Bürgergasse is finished. Construction activities around the new Kunsthau have started.

6.4 Integrated pricing strategy for parking zones: There have been preliminary decisions by the council on the technology and the threshold values for environmental parking. The introduction of a so-called "Umweltjeton" is prepared; introduction is planned for the whole city in January 2004. Final decision on this is expected in September 2003.

7.4 Seamless linking of modes: Optimisation of the connection between tram and bus at the terminal tram station in Andritz and Mariatrost is complete. The P&R parking space at the terminal tram station in Mariatrost was created. Optimisation of interchanges Puntigam and Liebenau is foreseen, but depends on the extension of tram line 4 (Liebenau) and tram line 5 (Puntigam).

8.1 New services & services for special customer groups: The study and evaluation including a comparison between the night bus service and already existing on demand services has been conducted. Based on this evaluation it was decided to extend the night bus service for the next 6 months. At the end of 2003 the night bus service will be evaluated again. The whole bus lines in the south of Graz will be restructured. A bus line between Puntigam and Seiersberg was implemented.

8.3 Increasing car occupancy: Planning is nearly finished. The owner of the road, which will be converted to a HOV-Lane, wants an exorbitant compensation payment; this has led to a deadlock in the negotiations. This problem will be solved by the end of 2003.

8.4 Site level Mobility Management: The working group for mobility management concerning the new town hall had their first meeting, regular meetings are planned. Mobility management for schools has started in four schools, spread over the whole city. Mobility management for companies has started with a quick scan at five different companies.

9.2 Distribution of goods – green city logistics: ITG, which will be the new partner in Trendsetter, will establish a city logistics system.

10.1 Innovation in bicycle transport: A digital bike route map is online and will be updated continuously. Bicycle training for school pupils was held. A bicycle-training brochure was developed. Quality management is continuing in the Bybad process. Within the framework of the quality management a bicycle forum was established. For Keplerbrücke the planning process is proceeding. The bike underpass at Mitterstrasse is under construction. B&R parking spaces were implemented at the terminal tram stations in Mariatrost, Wetzelsdorf, Andritz and the main railway station.

10.4 Taxi drivers as information multipliers for clean urban transport: The training program for taxi drivers has started successfully. The taxi drivers are getting information in the field of clean urban transport, efficiency in energy use in private transport and a short description of what Trendsetter is about. A quality check was made after the implementation of the training program.

10.5 Marketing and quality management: The work for the PT route planner is in operation and is

available on the website of the Styrian PT association. A promotion campaign for the online PT route planner was conducted. The quality assurance system is extended continuously. A database for pupils will be set up. Currently the individuals in charge of collecting the data about the pupils are being trained as to how to enter the data appropriately. The door-to-door information system for customers is already in the test phase. A promotion campaign for special tickets (called leisure time tickets) was set up.

10.6 Awareness of the benefits of speed reduction and promotion of less car use: The mobile automatic speed displays were circulated within the districts of Graz. The districts are very ambitious to circulate the mobile automatic speed displays very often, to keep the drivers aware of their driven speed and to promote speed reduction. Planning for the car free day is underway.

11.1 Technical basis for an efficient customer focussed operation and information: A second parallel data radio system was installed to increase the coverage of the whole transport management system. About 70 real time information steles were constructed to inform passengers with real time information. The trams and busses were equipped with on board computers. The control centre is already in operation. Currently the system is in the test phase.

11.3 Dynamic traffic management system: Work on GIS-Data and other data is still ongoing. The concept was presented to the city councillor who is in charge for transport in Graz. Establishing the structure of the whole project (defining subprojects and defining the overall structure) was carried out. The city of Graz and Land Steiermark are negotiating about the budget.

12.3 Clean and user-friendly bio diesel bus fleet: 24 new bio diesel buses will be ordered by February 2004. The first 5 buses will arrive in August 2003. The preparation for the bio diesel adaptation of existing buses is progressing.

12.7 Bio diesel taxi fleet and bio diesel service station: The taxi fleet is already changing from fossil fuel to bio diesel. A letter to inform other taxi companies of the advantages of bio diesel is in preparation. Other awareness activities that inform about the advantages of bio diesel are continuing.

12.8 Optimisation of the bio diesel collection system: The collection system in households and the collection system in restaurants are ongoing.

Key output:

5.3) Karmeliterplatz and surrounding Kunsthau are under construction.

7.4) Interchanges Andritz and Mariatrost are in operation.

7.5) 70 real time information points have been installed at bus and tram stops all over the city.

8.1) Night bus system will be operational until end of 2003. The evaluation including a comparison between the night bus services and already existing “on demand” services has been finished.

8.3) No output to report during the reporting period.

8.4) Mobility management for schools has started. Mobility management for companies has started. Mobility management for events is ongoing. M 8.4.1 is completed.

9.2) M 9.2.1, Going public with the general service offer (start of logistic services), is completed.

10.1) A bicycle training brochure was developed. The bike underpass at Mitterstrasse is under

construction (but delayed, see problems and delays).

10.4) The training program for Taxi drivers has started.

10.5) Work for the PT route planner is in operation. The quality assurance system is extended continuously. The door-to-door information system for customers is already in the test phase.

10.6) The automatic speed displays have been circulated and the message of speed reduction has reached a great number drivers in Graz.

11.1) Trams and busses were equipped with on board computers. The control centre is already in operation. The whole system is in the test phase.

11.3) The project was divided into subprojects, which were worked out. Negotiations between city of Graz and Land Steiermark will take place in autumn 2003. M 11.3.2 is completed.

12.3) The preparation for the bio diesel adaptation of existing busses is progressing.

12.7) Awareness activities that inform about the advantages of bio diesel are continuing.

12.8) Collection system for used edible frying oil in restaurants and households is in operation.

Problems and delays:

5.3) The city of Graz is the cultural capital of Europe 2003. In order to minimise disruption during this period the city council has decided to delay the construction work of Bürgergasse in 2004.

6.4) Slight delay but no problems reported.

7.4) Optimisation of interchanges Puntigam and Liebenau are depending on the extension of the tram lines 4 and 5 in 2004.

7.5) No problems reported.

8.1) A decision concerning harmonisation and improvement of all on demand taxi systems will be made soon.

8.3) A resolution is expected by the end of 2003. As it does not make sense to start with activities concerning a car pool matching service before an HOV-lane is complete, the car pool matching service will be postponed.

8.4) No problems reported.

9.2) The logistic system for health institutions (M 9.2.2) is delayed, a start is planned to M 30.

10.1) The bike underpass at Mitterstrasse is delayed due to a changed construction time table, which was caused by the railway company.

10.4) Courses are on much smaller scale than planned. Most of the man hours are not eligible for Trendsetter support.

10.5) The door to door information system is already in the test phase. Due to the complexity of the system it is delayed.

10.6) No problems reported.

11.1) No problems reported.

11.3) A final decision between the city of Graz and the Land Steiermark concerning the budget is still pending. Nevertheless the decision is expected in autumn 2003.

12.3) No problems reported.

12.7) The conversion of the emergency back up generator to bio diesel use is delayed. Start is expected this autumn. Information about biodiesel for other taxi companies in Graz is delayed. There are still some minor technical problems with the bio diesel to be solved before the conversion to bio diesel can reach 60 % of the taxi fleet.

12.8) No problems reported.

Future plans:

5.3) Planning of Neutorgasse will start at the end of 2003.

6.4) Except for the work on the introduction of the "Umweltjeton" (conversion of programming of parking automates, preparation of adequate communication) the feasibility of introducing payment by mobile phone is also being scrutinized.

7.4) Optimisation of interchanges Puntigam and Liebenau.

7.5) No future plans reported.

8.1) Night bus system will be in operation at least end of 2003.

8.3) Negotiations finished by the end of 2003.

8.4) Mobility management for companies will be extended beyond the quick scan.

9.2) The logistics system of the logistics company ITG might be extended to other businesses within the pedestrian zones.

10.1) Bicycle training for pupils will continue in spring 2004.

10.4) More marketing of courses is planned.

10.5) The door to door information system will be implemented.

10.6) The car free day 2003 will include an awareness programme for less car use. A bicycle safety campaign including bicycle checks, indication of dangerous spots and transport safety tips will start in autumn.

11.1) Continue the test phase before starting the evaluation in month 24.

11.3) Parts of the traffic management system will be implemented.

12.3) The first 5 bio diesel buses will arrive in August 2003.

12.8) Implementation of the new, more intensive household collection campaign of edible oil will start in autumn 2003. The consulting bus will start also in autumn 2003.

Action undertaken to reduce identified risks:

To avoid risks regular weekly meetings are held. One or two local partners are always invited to these meetings. Whenever it is necessary to handle risks, separate meetings are carried out to keep the measure on track. Special workshops for the politicians were organised to keep them up to date on the Trendsetter project. Awareness campaigns for all present and future decision

makers are ongoing.

Action undertaken to achieve a real integrated urban transport strategy

Regular project management working meetings, regular internal meetings, producing an internal newsletter, the publishing of important news on the local Trendsetter web site and that important facts of the project are regularly announced in the local city paper together contributes to the integration of sustainable transport issues in the region. The city traffic committee is informed on a regular basis. In several WP:s interdepartmental working groups are organised. Trendsetter activities are reported to several different transport related projects.

Lille

6.2 Smart card systems and integrated ticketing: Meetings with representatives of the Lille Metropolis, meetings with the technical groups with the objective of new integrated ticketing for January 2004. Pricing scheme: meetings planned for April 2003 and June 2003. Ticketing: the team is defining needs as part of the pre-definition of the system's functionalities.

7.2 Public transport security: The PT security measures have been operational since the beginning of 2003: there are more agents in the PT-network and better technical equipment for surveillance. A new radio contact system (M.7.2.1) is operational so that Transpole (transport operator) and the Police have complete telephone lines to be reached at their Central Headquarters at Lille Gare. The new "localisation service" (M.7.2.2) for buses and police vehicles is also operational.

7.3 Intermodal local/regional transport interchanges: Feasibility studies are complete for the interchange areas in Don Sainghin and Armentières (parts of the Trendsetter project) and other studies also have been launched and finished: Lille Gare, Pont de Bois, Seclin Gare, La Bassée. Within two projects (Don Sainghin and Armentières) impact studies and public enquiries have started during the reporting period.

7.6 Park and Ride facilities: The plans are defined and at Armentières a new parking lot with 3 levels will be set up with 500 places. At Don Sainghin, a surface parking lot will contain 350-400 places together with a bicycles garage. These parking places are at the interchanges area and are linked in the timing of their construction. In addition, two other parking lots will be part of Trendsetter: St Philibert, which will be enlarged by 250 new places and the CHRB parking lot with 150 new places. Meetings and decisions are ongoing regarding plans to forbid public parking at JB Lebas where today 1000 cars are parking for free. Set up of a new line "Citadine Navette" linking 3 parking lots (see next planned actions section).

8.2 Company mobility plan for LMCU's employees: Communication campaigns are the main activities of the PDE (company mobility plan). The campaigns are partly internal at LMCU and partly outside to encourage other entities to do the same. This measure is a long-term measure as it follows the redesign of the city public transport. More interest from the companies located in the Lille Metropolis is expected in the course of the Trendsetter project.

8.5 Urban mobility plan: During the last reporting period, the Micro PDU for Comines city have been realised and voted by the city council of Comines (which was not reported in the progress report). One PDU committee meeting was held on 5th May 2003 and another on 20 June 2003.

Micro PDU have also been conducted, namely the "Vauban area", "Intermodal axe: train, boat, car along the Deule river", "The Weppes territory", and a final one still in its preliminary phase (contacts established) for the "CHRU" (hospital).

11.7 High level service bus routes: implementation studies have been produced for four lines: "Ronchin-Lille", "Lille-Loos-Wattignies", "Roubaix-Waterloo", Lille-La Madeleine-Marcq". is the study of "Lille-Loos-Wattignies" is not yet complete. A significant part of line "Obourdin-rue d'Isly" has been realised.

12.2 Biogas bus fleets: 21 buses of the 23 bus announced (M.12.2.2) have been purchased. Previous purchased buses have been put in operation. Adaptation of the bus depot "Faidherbe" to increase from 107 to 128 bus places. The building of a new bus depot at Sequedin is progressing: architect plans, call for tenders launched. The work follows the plans.

12.5 Clean municipal fleets: Since the beginning of Trendsetter 20 new clean vehicles (gas) have been purchased of the 120 vehicles to be purchased for the entire duration of the project.

12.9 Analysis of biogas experience: Call for tenders to make the CVO plant have been done and the company for the design of the plant has been chosen. The Lille Community Council shall approve the plant construction budget.

Key output

7.2) Radio contact system operational. The localisation system is operational ahead of schedule because they were due in August 2003 (project's Month 18). M 7.2.1, M 7.2.2 complete.

7.3) The impact studies and public enquiries are launched and are ongoing.

7.6) New parking places open, new parking places under construction (nearly finished), new agents team in place to guard the parking lots, plans for the two interchanges areas parking. The Park and Ride facilities accompanies the redesign of the city, complementing existing infrastructures or creating new space. Concerning the bicycles garages, the process goes progressively to create a demand and follow the expression of interest from the population (LMCU is in relation with a strong bicycles users association in Lille).

8.2) No major output, except that new entities (mainly administrations) are showing interest in these initiatives and ask for more details. More details shall be available in the next Progress Report.

8.5) Meetings of the PDU committee, 4 ongoing micro PDU, new interest shown by Halluin city at the municipality level and inter-municipality level, Houplin Ancoisne city is also interested by a micro PDU encompassing the south part of Lille.

11.7) Implementation studies conducted and negotiation with the mayors to agree on the exact features to be selected for each line conducted beside technical studies.

12.2) New buses purchased during the last reporting period are operational. New clean buses have been purchased ahead of the schedule (initially due in February 2004).

12.5) New clean vehicles are purchased and operational. A follow-up of the UGAP consultation (call for tenders) has been done. Relations with cars manufactures are maintained.

12.9) Company in charge of the design (conception) of the CVO plant has been chosen.

Problems and delays

6.2) No problem reported, difficulties might be foreseen when more actors will be involved in the process but so far everything is following the plans.

7.2) No problem, no delay, everything has been performed according to plans in the initially allocated budget.

7.3) Delay of 6 months, because prior to the impact studies and the public enquiries, the scope of the two interchanges area has been enlarged. The ambition is higher therefore the budget was increased and more negotiations were required to set up the projects.

7.6) As these infrastructures are linked to the interchanges area (measure 7.3) delays are foreseen for the two parking lots projects at Don Sainghin and Armentières but they are planned and their construction is assured.

8.2) People inside LMCU are all aware of the incentives to take the public transport but as Lille transport network is also evolving, more people might be attracted when a better PT offer is available to them. This is a long-term initiative that shall to change attitudes and behaviour. The process is by definition slow.

8.5) No problem to report concerning the objectives of micro PDU.

11.7) The start of operation on the lines (M11.7.1) is delayed but this will not have an impact on the implementation studies (D11.7.1) which will be delivered by the end of the next reporting period. The negotiations with the mayors take time as the lines cross several municipalities. Significant parts of high service lines will be ready for evaluation.

12.2) No problem reported. The two "missing" buses have not been purchased because of budget allocation decisions by the Lille Community Council. The incoming new buses will have to wait until the new bus depot is constructed. They will then be made operational.

12.5) No real problem, except that it has been difficult to purchase light gas vehicles because either the cars manufacturers have not responded to procurement requests or they have proposed transformed vehicles at a too high a price. Only gas vehicles will be purchased, because electric vehicles have been deemed unsuitable for the geographical area of the Metropolis. The M 12.5.2 (due February 2004) Decisions regarding the "Procurement of a new compression unit" will be taken on time but its realisation (operational phase) is foreseen the second half of 2004.

12.9) Slight delay, which not will have a negative effect on the project, and the planning of the plant construction must be validated —The delay is not expected to create problems.

Future Plans

6.2) Integrated ticketing: meeting with the technical team (LMCU, Transpole, SNCF) and meeting with the representatives of the Departement and the Region. Pricing scheme: September meeting with representatives with a general presentation to launch the debate. Ticketing: preliminary study requirements to be set and by the end of the year the Lille Community Council shall approve the budget.

7.2) Data for the security indicators will be collected and the indicators will then be followed-up. Security Committee meets 4 times per year and a trimestrial document is established with all the statistics related to security. The "Security Barometer" will continue (twice a year, survey of the population). Statistics from the newly operational system will provide new information which

will be carefully studied and give answers to security problems.

7.3) The impact studies and the public enquiries that will be included in the building process of the two projects shall be finished in November 2003. The process of implementing these two projects is long (large budgets, many actors involved) and all the efforts are being made to avoid delays, but constraints appear at each new stage of the projects and the output of the impact studies and the public enquiries will have to be taken into account in the final project schemes.

7.6) A St Philibert project meeting will be held in August; initially the construction should start in September 2003 but the schedule might be revised at the August meeting. The CHRB work to enlarge the parking lot will start this autumn. The SNCF will be consulted regarding the bicycles garages when the parking is in the train area. On 22 September 2003 (National Day Without Cars), a new bus line "Citadine Navette" will be operational to link 3 parking lots (dedicated line): "Champs de Mars" (1500 places with a newly agents team to guard the parking), "Nord Expo" (400 places in construction but nearly finished), "Porte de Valenciennes" (300 places nearly finished). Call for tenders concerning the Access Control to the parking lots shall be launched in September 2003.

8.2) The internal study on the evaluation of the company mobility plan (D8.2.1 due in project's month 24, February 2004) will be completed. Residents will be informed about the new PT offer (high services bus lines, interchanges, integrated ticketing) which facilitates and accelerates the shift from private cars to PT use. A Website and service connection will be maintained for the car-pooling initiative at LMCU.

8.5) The main trends of the LMCU's PDU continue (eg: intermodal stops, high level services bus lanes etc). New micro PDUs will be launched (Halluin, Houplin Ancoisne). Efforts to get the CHRU micro PDU started (today, the identification of the various actors is ongoing). PDU committee planned in September 2003 (frequency of the meetings is 4 per year). Establish cooperation with two new candidates for micro PDU (not to be cited today because it is too early).

11.7) Complete the study for the line "Lille-Loos-Wattignies" and compile all the information for the 4 lines in order to deliver the D11.7.1 "4 implementation studies on 1 high-level service bus route".

12.2) Arrival of the 21 new buses. A new call for tenders issued in 2003 will take effect in 2004. The two "missing" buses will then been purchased together with the other buses which are part of the renewal of the bus fleet. The adaptation of the bus depot "Faidherbe" shall be finished at the end of 2003. The start of the building of the new bus depot shall be in March 2004.

12.5) LMCU will receive 5 new light gas vehicles by the end of 2003. The process guiding the UGAP call for tenders will be followed. LMCU will go through UGAP (official entities for national calls for tenders) and expects to have better conditions in term of prices and choice for its clean light vehicles. Preparation of the D12.5.1 "Internal Evaluation on the clean vehicles experience" due in Project month 24 (February 2004). The M12.5.2 "Procurement of a new compression unit" depends on the timing of new vehicles procurement and decision to launch the construction shall be taken at the very beginning of 2004, once the UGAP call for tenders is finished.

12.9) Procedures for the construction work launch: construction authorisations, exploitation authorisations (protection of environment, public enquiries) and the selection of the companies

who will undertake to work of the plant's construction.

Action undertaken to reduce identified risks:

If the measure 7.3 (intermodal exchange points) will be further delayed (not a risk at the moment), will measure 7.6 (Parking facilities), which is linked to 7.3, not be delayed. The reason is that instead of the parking lots at the intermodal interchanges other areas for parking will be chosen instead. The risks for delays are now minimised as the two themes Public Transport and Parking now have been integrated and closely linked in the newly formed DG Collective Transports and Parkings within the LMCU.

Action undertaken to achieve a real integrated urban transport strategy:

At LMCU, people meet on a regular basis; TRENDSETTER has not meant more meetings because Trendsetter is integrated in their daily working process. From time to time dedicated meetings specifically for TRENDSETTER are organised. The attempt to make a local web site which will increase the dialog even more, has failed so far, but efforts are made to contribute to the TRENDSETTER website and the national section will be used to advertise what's going on. The Lille team will also use the TRENDSETTER web site working area (restricted to the project people).

Prague

Work undertaken

5.2 Widening of the environmental zone for vehicles over 3.5 tons: The Prague City Council approved the widening of the zone 17.6.2003. According to this approval, Department of Transport development ensured the agreement of this project with local authorities and with public with positive results.

7.7 Linking different modes of public transport: The Citybus line No. 291 has started from 18.4.2003 (M 7.7.3). Planning for evaluation is ongoing.

11.6 More adaptive signal control in a bus priority system: The active detection was put into the operation 10.12.2002. Now, the system is tested and evaluated in co-operation with supplier, ELTODO Company. The test results are very good, the reliability is 98% and time reduction is 10-40 sec at intersection Holeckova and 20-30 sec at intersection Modranska. The first part of the information campaign was launched during the reported period.

Key output

5.2) Decision by the Prague City Hall to widen the environmental zone. An agreement on the widening of the zone by the surrounding local authorities was successfully reached. That means that there are no risks in the coming work.

7.7) Start of the evaluation process. Plan of new stops according to public research. M 7.7.3, Start up of experimental demonstration of a first City-bus line, is completed.

11.6) First part of evaluation and information campaign has started.

Problems and delays

None.

Future plans

5.2) M 5.2.3 Launching of the new restriction zone regulations (month 20). D 5.2.1 Evaluation of access restriction zones over 3.5 and 6 tons (month 24)

7.7) M 7.7.4 Interim-evaluation of the City-bus system and discussion with public representatives (month 24)

11.6) M 11.6.2 Start up of experimental demonstration of bus priority system (month 19) - started early, in month 11. M 11.6.3 Information campaign for public (month 24. D 11.6.1 Evaluation of signal timing IT-system for public buses (month 24)

Action undertaken to reduce identified risks:

Regular meetings with project managers in the projects make it possible to see upcoming problems in time and handle them. The politicians are well updated on the progress in the projects in order to ensure local political support.

Action undertaken to achieve a real integrated urban transport strategy:

The Trendsetter projects have so far led to a closer cooperation between the different departments within the city of Prague. There has also started a broader co-operation/discussion on transport issues with other actors in Prague.

Pecs

Work undertaken

5.4 Establishment of a car-free zone in the inner city: the local partners have prepared the regulation of the car-free zone and it was appointed on the agenda of the assembly for September 2003. The regulation includes the establishment of traffic tables establishing the Civitas car-free zone. The preparation for "Car-Free Day 2003 (22 September)" is underway . (The whole city centre will be closed, free PT will be offered, etc.)

5.5 Preparation of a new traffic and transportation strategy: The elaboration of the 21st century model of city traffic and transportation in Pecs has been started and officially introduced to the Head of the Delegation of the European Commission to Hungary. It was approved by the city assembly in M18 and its detailed preparation has started.

6.5 Establishment of a zone-model parking system in the central city areas: The zone-model parking-system has been built, the "Green-zone", i.e. the cost-free zone outside the city-centre is under continuous building.

Key output

5.4) Implementation of the car-free zone, M 5.4.2, completed.

5.5) A presentation of the draft programme to the city assembly and the EC Delegation.

6.5) Establishment of the zone-model parking-system, cost-free parking space constructions continue.

Problems and delays

5.4) M 5.4.1, Preparation of the municipal resolution on the introduction of an access-prohibited area, is delayed to M 18. This means that the extension of the strolling zone and the building of bicycle roads have been postponed to 2004.

5.5) No problems or delays.

6.5) The zone-model has been removed from Trendsetter due to early implementation and ineligibility for Civitas funding. The negotiations with the Commission are now almost complete concerning the new measures in the Inception Report, new CPF:s and amendments will be submitted with the Inception Report.. New measures are: feasibility studies considering parking-house establishment, strolling-zone extension, GPS equipment for PT buses and bicycle lane construction.

Future plans

5.4) September 2003: Municipal resolution on the car-free zone,

22 September 2003: Car-free-day,

Establishment of the car-free zone (traffic signs, plates, tables, etc.)

5.5) Continuation of the elaboration, negotiations with the national ministries and the EC Delegation for the official acceptance of the development project in the Project Generation Fund (used for the preparation and elaboration of cohesion fund projects in accession countries)

6.5) Continuation of the extension of the zone-system, namely the cost-free parking spaces.

Action undertaken to reduce identified risks: The political risks have been reduced significantly since the election in October 2002, when the new vice-mayor declared his political commitment to the project. The leadership of the city has expressed its political support for the project several times and so far its has been functioning very well. The city assembly has also taken a decision (in September 2003) on a municipal resolution on parking and access restrictions, which shows strong support for the project.

Action undertaken to achieve a real integrated urban transport strategy: Its elaboration has been started in Spring 2003 and the conceptual frame has been settled and accepted by the city assembly in June 2003. The actual description of the programme is in progress. This has been presented to the EC Delegation and the Hungarian National Government as well. The feasibility of this programme is under investigation and the establishment of its long-term political support is negotiated.

1.3 Formal comparison of planned activities and actual work accomplished during the reporting period (*all*)

See Annexe 1 List of Deviations Trendsetter

The following table "Planning Trendsetter" gives an overview of the situation in Trendsetter:

2 Use of resources

Person months usage by workpackage and partner, see Annexe 2 Project effort Trendsetter.

The work is progressing but there are delays in some measures, for various reasons, see list of deviations. At the moment there appears to be no risk that any of the measures will not be carried out within the scope of Trendsetter. The delays can explain a majority of the under-use of person months during the reporting period.

Lille has used exactly as much time as planned, though there are delays in some of the projects. The reason for this is that the eligible person months in the project are few.

Prague has used more person months than planned during the period but is expecting the difference to level out over the year. The same is applicable for MF, Stockholm Environmental and health administration.

Workpackages with workload less than expected

WP 7 The difference in planned time and actual use of resources is mainly due to a delay in 7.4.

WP 8 The difference in planned time and actual use of resources is mainly due to a delay in 8.1 and 8.3.

WP 9 The difference in planned time and actual use of resources is mainly due to a delay in 9.2.

WP 10 The difference between planned time and actual use of resources is mainly due to a delay in 10.1, 10.4 and 10.5.

WP 11 The difference between planned time and actual use of resources is mainly due to a delay in 11.3.

WP 12 Part of the difference between planned and actual use of resources is explained by the delay in 12.7.

These delays do explain the under-use of resources at the time of the Management Report. The overall estimation of the current situation in Trendsetter, counting in the delays, is that the targets set will be reached.

3 Annexes

Annexe 1 List of Deviations Trendsetter

Annexe 2 Project effort Trendsetter.

Annexe 3 Milestones and deliverables Month 13-18 Trendsetter

MANAGEMENT REPORT NO. 3

CONTRACT N° : NNE5-2001-00323

PROJECT N° : NNE5-2001-00323

ACRONYM : TRENDSETTER

TITLE :Setting trends for Sustainable Urban Mobility

PROJECT CO-ORDINATOR :City of Stockholm, Environment and Health Administration

PARTNERS :

1. City of Stockholm, Environment and Health Administration
2. City of Graz
3. Lille Metropole
4. City of Prague
5. Stockholm Transport
6. Spedition- und Internationale Transport GmbH
7. Swedish National Road Administration, Stockholm Region
8. Stockholm Real Estate and Traffic Administration
9. Public Transport Company of Graz
10. Taxi Group 878 Cityfunk Ltd.
11. Styrian Transport Association STVG Ltd.
12. Erlach Consulting & Engineering
13. Province of Styria
14. Austrian Mobility Research
15. City of Pécs
16. Pécs Municipal Operations and Property Management Company
17. Syndicat Mixte des Transports
18. Statoil Detaljhandel AB
19. AGA Gas AB
20. Home 2 You AB

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Date of issue of this report : 041012

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1 Technical overview

1.1 Summary of the specific objectives for the relevant period

The objectives of the horizontal WPs in all Trendsetter cities during this period have been to finalise the implementation, to prepare for the evaluation activities, and to prepare for, and launch, dissemination activities. Significant efforts have also gone into sorting out changes and formally describe measures to be in line with the informal agreements with the Commission.

1.2 Overview of the technical progress

Most of the objectives for the reporting period have been met. Trendsetter has become known and the management team has been contacted by many cities. Presentations about different measures within Trendsetter as well as the whole project have been held at several conferences. The exhibition and conference Clean Vehicles & Fuels was held in Stockholm June 2-6 with 250 participants from 23 countries. The conference included more than 60 presentations, a Civitas workshop on clean vehicles and also gave input to the Dutch presidency's work on Urban environment. During the conference, the Vice-Mayor of Stockholm held an informal meeting for the Civitas Political Advisory Committee. The Trendsetter web shows presentations of the local projects, goals and objectives, news and other information. The web site also has an internal part – TSNNet – that makes it easier for the project managers in the cities to communicate.

At mid term, a few measures are delayed due to political obstacles, difficult negotiations in the cities and some technical problems. These problems means that for some measures a smaller part than originally planned of the project will be evaluated. The plan is still to finalise most of these measures within the time of the project. The Biogas plant and the intermodal links in Lille will however not be ready within the project. The Commission has decided to perform a site-audit in Lille to discuss what to do with these measures.

The first results and reports are beginning to show. In Stockholm the evaluation of many measures has started. The results of the Material Logistic Centre (LC) have been evaluated and presented at several conferences. A smaller version of the LC is still in operation to cover the last building area. The supplier of the smart card readers to the public transport system has been chosen, but the system will not be in full operation during the Trendsetter project. SL has introduced 20 biogas buses on the new line 2 and they have worked really well. SL has also continued the information and marketing campaign towards households. The households get a letter, maps, timetables, and information about SL web, VIP phone number to SL and a 7-day ticket test card. The effects of the campaign will be evaluated by telephone contact with chosen households. The smart card project has been delayed due to problems with the supplier. Analyses of the effects of the planned congestion charging have been presented, the expected results is up to 40 % decrease of traffic during peak hours and an increase of public transport passengers the same hours with 5-6 %. The dynamic bus priority system SPOT has shown very effective and will be expanded to new areas.

The number of clean vehicles in Stockholm grows; the city administrations have bought 300 clean vehicles and private companies 140 biogas and electric hybrid vehicles within Trendsetter. The campaign activities has furthermore resulted in approximately 1700 clean vehicles bought by private companies outside Trendsetter. 6 biogas waste freighters are operating in the city centre. All decisions for the new biogas fuel stations that will be built by AGA and Statoil are ready so the building phase is about to start. A new website for clean vehicles in Sweden has been launched during the period: www.miljofordon.se.

In Graz a special, lower tariff for low emission vehicles has been introduced. Low emission vehicles are

defined as vehicles that achieve Euro IV, emit less than 140 g CO₂ (petrol) and 130 g CO₂ (diesel) per kilometre. The diesel vehicles also have to have a filter for particulate matter. A campaign to promote the lower parking tariff has been conducted. Measures to facilitate for bikers in Graz has been realised, B&R parking spaces have been introduced at all terminal tram stations and two bike underpasses have been constructed. The bicycle training was extended to all elementary schools and 1700 pupils have now been given bicycle training. The digital bike route map is updated continuously. Several new P&R facilities have been constructed to facilitate a modal shift to public transport. New innovative marketing campaigns for the public transport and a new type of ticket, leisure time ticket, have been conducted during the period. Examples are radio jingles, TV-spots and a lottery. Mobility management is used by two companies where promotion campaigns for bicycling, personal mobility consulting for the employees are carried out. The awareness actions for speed reduction have continued and speed displays are spread in the city and moved regularly. The new strolling zones in the city centre are very popular among the citizens of Graz. The biodiesel is used by an increased number of vehicles. The conversion of diesel buses has started and all 39 buses are now converted. Another 9 new biodiesel buses have also been bought during the period. The conversion of the taxi fleet to biodiesel has also started but there are problems with the biodiesel and experts have been contacted in order to solve the problems.

In Lille, public transport security has been improved; there are more security agents in the PT network and better technical equipment for surveillance and localisation of trams and buses. The evaluation of the measure shows a reduction of criminal events, shorter intervention time in case of emergency, which has given better image to the public transport. The capacity of P&R facilities continue to increase and 3000 parking spaces are now available. A total of 100 biogas buses have been purchased, which exceeds the goals in Trendsetter. The problems with finding gas vehicles continue. No new vehicles will be purchased in 2004. The manufacturers have promised to solve the problem till 2005.

In Prague the new borders of the environmental zone has been implemented. A map of the new zone has been produced and distributed to transport professionals. The first evaluation is ongoing. The new citybus line is operational and a study for another line in Prague 5 has been carried out. The new more adaptive signal control system has shown very good results and it has been put in operation in another 5 intersections covering additional 50 buses. The car free zone in Pécs has been established. The evaluation of the zone-model parking system in the city has started. The new traffic and transportation strategy has been prepared and the approval discussion within the municipality has commenced.

Trendsetter is well on the way towards the objectives. For more detailed information, go to www.trendsetter-europe.org.

2 Progress in horizontal work packages

2.1 Work package 1

Task 1.1 Technical and Administrative co-ordination

The co-ordination team has been supervising and helping the cities throughout this period.

Amendment

Significant effort has been required to sort out the amendment and to fulfil all administrative requirements set by EU. Further work was created by the Commission's late reaction to Cost Statement 1 (regarding expenses 2002). The Commission's assessment of Cost Statement 1 pointed out the need for further amendments and changes that had to be incorporated in the original amendment. Much of this extra work could have been avoided with an assigned contact person at the Commission's economic cell.

In a large and complex project such as Trendsetter, changes are normal and to be expected. Therefore, the amendment procedure should be easy and short. During a prolonged procedure, new changes are likely to occur which will then have to be incorporated in the ongoing procedure, causing further delays, while even more changes are likely to occur.

At the midterm meeting, Trendsetter also highlighted the need for further amendments due to delays in some measures. The requested changes will be elaborated during the autumn.

Reporting

The simplified reporting-forms elaborated by the Co-ordination team have been much appreciated by the partners.

The mid-term report was delivered and accepted. The feedback included some aspects that Trendsetter will improve: e.g. City evaluation, stronger critical self-analysis in reports, more frequent meetings and more local material on the web.

Civitas sister projects

The four Civitas-projects have regular telephone and e-mail contacts to share information.

Together with Tellus, Trendsetter has elaborated a system to keep track of, and facilitate experience exchange on dissemination activities. Tellus and Trendsetter also work together in WP 9 Goods logistics and will present a common report on this theme.

Trendsetter will, together with Miracles and Vivaldi also participate in a workshop for the new Civitas cities, arranged by POLIS, with the aim to exchange experiences on co-ordination within Civitas.

Civitas forum

Trendsetter has co-operated closely with Meteor in preparing the Civitas forum and proposed speakers and themes for the forum.

Civitas Political Advisory Committee

Politicians from Prague and Stockholm are active within the Civitas Political Advisory Committee. The Politician responsible for traffic in Graz has announced interest in a closer participation in the PAC. A

much-appreciated informal meeting and study-tour for the PAC members and politicians from Trendsetter was carried out in conjunction with the Clean Vehicles & Fuels conference, June 1.

The co-ordination team co-operates closely with Meteor in preparing the PAC-meetings

Task 1.2 Financial co-ordination

There have been no financial transactions at project level during the period. However, there has been much work performed in amending the CPFs: both to adjust for changes in the project and change of partners (2 left and 6 joined) and to adjust for comments made in the Commission's assessment of Cost Statement 1. This caused further delay to the first payment, which is most unfortunate since many heavy investments were made in the beginning of the project and for most partners the advance payment was spent during the first year, or by the beginning of the second. This means that the project partners are now working entirely with their own money. This is especially unlucky for SMEs who do not have big margins.

Task 1.3 Quality assessment

The evaluation and assessment of the demonstration measures have been prepared during the period and the evaluation phase starts in October.

Task 1.4 Internal project communications

A Steering Committee meeting was held in Stockholm, June 1-2 (M1.2f), back-to-back with the clean Vehicles & Fuels conference and exhibition. The next meeting will be in Lille, October 20-21, back-to-back with an internal Workshop on the 18th and an external Workshop on the 19th.

The co-ordination team and the local managers maintain regular telephone and e-mail. In addition, the internal website is used for common working documents, reporting, etc., and the internal letter highlights important tasks, issues and dates.

During the period, the WP-leaders have become slightly more active, but their main tasks of leading and supervising the evaluation will start in the autumn.

The communication with measure-leaders is still mainly routed through the local manager, due to language barriers. However, the exchange on local and measure level is slowly increasing: Prague – Stockholm on Environmental zones and Signal Priority Systems, Graz – Pécs on traffic. More experience exchange meetings are planned during the next period.

The communication with the Commission and Meteor is mainly performed via the co-ordinator, which is an efficient way to keep all partners informed and also contributes to keeping the project together.

2.2 Workpackage 2

2.2.1 Stockholm

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

A lot of work has been done in order to complete the midterm report, including preparation for and participation in the midterm review meeting with the commission. Work has also been done with amendments to the contract. Thirdly, work has been performed in introducing the new local participating companies and organisations as a result of the amendments. Separate meetings have been held with different members in the project management group and different partners and local administrations. Preparation for and participation in the steering committee meeting in Stockholm in June has been done as well as writing drafts to present Trendsetter at different seminars/conferences. A special workshop with Prague on clean zones and traffic signal priority systems has been organized.

Task 2.2 Local Financial co-ordination

Work with financial reporting, handling of invoices and time reporting for midterm report has been done as well as helping and organising the cost statements. Helping the new partners to be acquainted with the financial issues and routines in Trendsetter has been done.

Task 2.3 Integration

The integration work is done by the WP-leaders and most of their work so far has concentrated on common evaluation procedures.

Task 2.4 Local project internal communication

Three meetings with the project management group and three meetings with the political steering committee. Three newsletters for clean vehicles have been produced. Presentations about Trendsetter Stockholm at different seminars. Co-operation agreements with the new partners have been signed.

Key outputs

The Trendsetter mid term report. Co-operation agreements with additional partners.

Problems / delays

None

Changes to be expected

The local project management group now have some additional members from the new partners as a result of the amendment.

Future plans

Continue according to plan

2.2.2 Graz

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Graz has participated at steering committee meeting in Stockholm and at mid term meeting with the European Commission in Brussels. Separate meetings have been held with all local partners and departments for all work packages and subtasks: discussions on local project status, changes, responsible persons, necessary political decisions, financial issues, communication channels etc. have been performed. The second cost statement and mid term report were accomplished. Several telephone conferences were conducted with the coordinator of Trendsetter (Stockholm). Measures that are still causing problems are receiving extra support by involving external experts or holding special working meetings.

Task 2.2 Local Financial co-ordination

Local partners were informed about the delay of the first cost statement. All concerned local partners were supervised about adaptations in cost statements. Personnel resources and budgets were controlled by the local Trendsetter management team for each measure separately. The new local partners (ITG and ECE) have been given support on how to fill in the CPF forms.

Task 2.3 Integration

To ensure a real integration of the Trendsetter project among all concerned partners, regularly weekly working meetings were held. Local partners of different measures were invited for an information exchange. Separate meetings have been held, when special topics were discussed. In case of critical measures, special meetings with external experts were organised to get the measure back on track.

Task 2.4 Local project internal communications

The database with all addresses of local partners is updated continuously. Regular weekly meetings (jour fixe) with all local partners were held. In Graz, a mid term meeting was carried out with all local partners. This meeting was used to talk about different measures and to outline future activities within Trendsetter.

Key outputs

Regular weekly meetings with all local partners were held. A second cost statement and mid term report was produced. A local mid term meeting was held in Graz.

Problems / delays

None

Changes to be expected

Due to a tight budget situation, delays in different projects can occur.

Future plans

Participation at a steering committee in Lille and Graz. Hosting a workshop about traffic management. Strongly support measures, which are defined as risky.

2.2.3 Lille

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Meetings with the local consortium (measure leaders) have been organised on bi or multilateral basis. All persons directly involved and responsible for the various tasks in the practical work have been identified as have roles and responsibilities been explained and discussed among members of the local consortium.

Task 2.2 Local Financial co-ordinations

Collection of information for the financial coordination is in place. Local consortium has to cope with delays in receiving funding from the EC.

Task 2.3 Integration

The Lille team is mainly composed of LMCU departments working at the same site, which makes the meetings easily organised, and the individuals involved know each other well. The external members of the team (those who are not LMCU employees) meet regularly in the course of Lille's work outside the Trendsetter project. There are continuous contacts with local and national stakeholders.

Task 2.4 Local project internal communication

The various actors on the local team meet on a regular basis in their own regularly scheduled meetings (internal or external). The variety of interests involved makes regular meetings with the entire local team difficult, and in order to make the meetings more efficient, reduced team meetings with more specific agendas are foreseen. On the whole, meetings are progressing as planned. The fact that the majority of the local team speaks only French is also a barrier to immediate action when things are requested. This has steadily improved since the beginning of the project and our expectation is that this problem, although currently perceived as a barrier, is progressively being overcome.

Key outputs

A team with the responsibility of producing Lille's measures has been formed and works together through its regular technical meetings.

Problems / delays

No problems to report. The work is progressing according to plans.

Changes to be expected

None

Future plans

Continue the work in respect to the Inception Report and with the coordination team. Continuous improvement with regards to internal communication and cooperation. Participation in the coming period: meetings at the Trendsetter level and possibly at work package level if agreed upon with the co-ordinator and/or Stockholm, Graz and Prague partners. The Commission has decided to perform a site-audit in Lille to discuss what to do with the biogas plant and the intermodal interchanges that not will be ready within Trendsetter.

2.2.4 Prague

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Continuing of the dissemination activities and evaluation activities after special workshop took place in Stockholm in May. Organizing of close cooperation with leading City of the project.

Task 2.2 Local Financial co-ordination

No work has been done in this field during the reporting period because of missed accounting

Task 2.3 Integration

No work has been done yet

Task 2.4 Local project internal communication

Continuing regular meetings with measure leaders and other bilateral meetings concerning the spreading of successful results of the project (more adaptive signal control in a bus priority system).

Key outputs

Regular local co-operation

Problems / delays

No delays

Changes to be expected

None

Future plans

Follow the project management system

2.2.5 Pécs

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Pécs participated in the Steering Committee meeting in Stockholm, June 1-2 and in the mid-term evaluation at the EU Commission, where the modifications have been presented and accepted. This has been reported to the city assembly and the local partners.

Task 2.2 Local Financial co-ordination

Continuous implementation of the project, discussions between Pecs Mun and Pecs Prop about the sharing of costs and the invoices.

Task 2.3 Integration

The local co-ordination team manages the tasks between the local participants and actors of Trendsetter.

Task 2.4 Local project internal communication

Related to the EU accession of Hungary, Trendsetter has been presented many times and in numerous places as a successful project in which Pécs participates. The vice-mayor responsible for environmental protection raised Civitas in Pécs as the local strategy of "Eco-City, Eco-Region", which is of model value in Hungary.

Key outputs

Participation on Stockholm Steering Committee meeting, 3 local work meetings.

Problems / delays

Problems indicated in the Mid-Term Report have been presented to the EU and accepted, meaning that the reduced participation of Pécs has been accepted.

Changes to be expected

No changes are expected.

Future plans

Preparation for the Lille Steering Committee meeting.

2.3 Workpackage 3

Work undertaken

Task 3.1 Dissemination co-ordination

Website

During the period, the Trendsetter website has been improved. The web work is still delayed due to Meteor's initial decision to launch a common website for the four projects and then later decided to reverse this decision. The co-ordination has been very active in co-operating with Meteor on developing the Civitas website during the period.

Newsletter

Much effort has been spent on improving the Newsletter format, which now might be adopted as a common Civitas format. Next edition is due in September.

Workshops

The exhibition and conference Clean Vehicles & Fuels was held in Stockholm June 2-6 with 250 participants from 23 countries. The conference included more than 60 presentations, a Civitas workshop on clean vehicles and also gave input to the Dutch presidency's work on Urban environment. During the conference, an informal meeting for the Civitas PAC was arranged. The event was well reflected in Swedish media, but to a lesser extent in other European countries.

Final report

The first outlines of the final reports and especially the Policy Recommendations have been drafted during the period. This will be further elaborated during the autumn.

Other

During the period Trendsetter has presented itself at several conferences, newspapers and TV-spots.

Together with Tellus, Trendsetter has developed a keyword and dissemination-reporting questionnaire in order to supply each other and Civitas with mutual exchange and overview of dissemination activities at local and project level.

Disseminating our work and results in relevant media in Europe is a key issue for the wider success of many measures. For Smart cards and ITS-solutions for example, it is important that the involved actors are aware of each other's work, both in order to avoid duplication of work and also with the aim of a final common standard. To this end, there is a need for a wider dissemination than Trendsetter and Trendsetter cities can achieve alone. You need to reach key players throughout Europe, not only connected to the Civitas cities. In most cases, national media and national newsletters are necessary channels to reach these key players. Trendsetter has started to list relevant media in the Trendsetter countries, but to reach the rest of Europe, Meteor need to take a bigger responsibility.

2.3.2 Stockholm

Work undertaken

Task 3.3 Local dissemination and exploitation

The members of the project management group have been invited to several different events to make

presentations about Trendsetter and their own measures. The seminar and exhibition - Clean Vehicles and Fuels on June 2-5 brought a lot of attention to the project and the media coverage was good. Three newsletters on clean vehicles have been produced. The old local website on clean vehicles has been radically changed and is now more attractive.

Key outputs

One big seminar and exhibition - Clean Vehicles and Fuels, 3 newsletters, 1 brochure, one updated local website and one new national website (measure 12.14). The members of the project management group have made several different presentations about Trendsetter and their own measures on different events.

Problems / delays

None

Changes to be expected

None

Future plans

More seminars, brochures and newsletters. The Trendsetter Stockholm team will continue to attend conferences and seminars arranged by others, and present the work carried out in the Stockholm project and the Civitas initiative. Frequent updating of the websites.

2.3.3 Graz

Work undertaken

Task 3.3 Local dissemination and exploitation

The Public Relations department of the city of Graz has announced several Trendsetter activities on the city website. A local Trendsetter folder, which stresses objectives of the project and different measures, was translated into German. Furthermore, a local Trendsetter folder was distributed at different events, action days and meetings. The German Trendsetter-Graz website was being updated continuously (especially sections like measure description and news). Articles about Trendsetter appeared in local newspapers and in the monthly local magazine (distributed to every household). Different measures of Trendsetter or Trendsetter itself was presented at the international European Conference of Mobility Management in Lyon, Intertraffic in Amsterdam or conferences in Groningen and La Rochelle. An internal Trendsetter-Graz newsletter was disseminated to all local partners. GVB busses are labelled with the Trendsetter logo and the address of the German Trendsetter-Graz website. Within the framework of exhibitions and action days, Trendsetter stands were installed to get general public informed about objectives of the project. Trendsetter was presented to representatives (majors, city councillors) of over 200 Austrian cities.

Key outputs

See below.

Problems / delays

None.

Changes to be expected

None.

Future plans

Local Trendsetter dissemination activities will continue.

2.3.4 Lille**Work undertaken***Task 3.3 Local dissemination and exploitation*

Several specific actions have been taken for the local dissemination:

Insertion of information in the Metropolis web site

(http://www.lillemetropole.fr/page.php?P=data/tout_sur_la_metropole/infrastructures/projet_trendsetter/)

- Diffusion to local partners (authorities, operators, etc.) of information on Trendsetter and its web, negotiation for links between their sites and Trendsetter
- In February and September 2004, presentations to the l'Ecole Nationale des Cadres Territoriaux (training of local administration managers) on project methodology based on the Trendsetter project ; A similar training day has been organised locally at LMCU with ca. 30 managers of Lille Metropolis
- Interview by a journalist of Novethic led to an article on the web:
<http://www.novethic.fr/novethic/site/univers/index.jsp?univers=74>.
- Systematic information and explanation of Trendsetter actions in local, regional and national papers detailing transport initiatives in Lille
- Preparation of the workshop on 19th October
- Insertion of Lille actions in the Trendsetter web

Key outputs

Stronger perception of the importance of the Trendsetter project, as implementations are made visible

Problems / delays

None

Changes to be expected

None

Future plans

Continue the work as planned.

2.3.5 Prague**Work undertaken***Task 3.3 Local dissemination and exploitation*

Continuing the dissemination activities by information of public in the newspaper "Metro" and on local Internet pages.

Key outputs

Information about Trendsetter project during our activities abroad at seminars held by Regional

Environmental Center for Central and Eastern Europe, REC, (which helps new EU countries with integration).

Problems / delays

None

Changes to be expected

None

Future plans

Continuing presentation of the project results.

2.3.6 Pécs

Task 3.3 Local dissemination and exploitation

The Pécs Trendsetter projects has been presented at conferences.

Key outputs

Integration of the project into the "Eco City - Eco Region" programme, resulting in direct changes in city development planning in Pécs.

Problems / delays

None

Changes to be expected

None

Future plans

Evaluation of the actions and the information campaigns.

2.4 Workpackage 4

Work undertaken

Task 4.1 Overall co-ordination and management

The work within the Evaluation Liaison group has continued. A meeting was held in Rome on May 10, 2004. Major issues were; Reporting of results, Templates for structuring/reporting data, Content of Final Evaluation Reports from Civitas and First presentation of Scaling, Transferability and Packaging.

At the Trendsetter Steering Committee in Stockholm in June 1-2, 2004 one issue was the Final reports from Trendsetter, including the Evaluation reports on WP, City and Trendsetter level. A workshop was organised sorting out the purpose and content of the different reports. The Evaluation Manager and the Work Package leader will present templates for measure leaders, data sheets for reporting results as well as the structure of the different Evaluation reports on the Steering Committee meeting in Lille in October. After the meeting, the final versions will be available at TS Net.

The Assessment of the Final Evaluation Plan, submitted in January 2004, have been approved. The assessment of the Final Evaluation Plan, as well as the assessment of the Mid-term meeting, showed that Trendsetter needs to produce Local Evaluation Plans as well. These will be submitted to the EC no later than December 1, 2004.

Meteor arranged a meeting in Brussels on June 28-29, where the Evaluation Manager from Trendsetter participated. The main topics were the future processes concerning ITEMS and Evaluation on City Level. Individual discussions between Enerdata and cities/projects were held during the two-day meeting. The Evaluation Manager and Enerdata agreed that Enerdata must contact Graz, Lille and Prague and answer questions already raised by Stockholm. The four cities must be given the opportunity to comment the D3 report. Enerdata must give some guidance on how to read it, and what is most important for them to comment/accept. The report should have been sent to the cities during the summer, but has still not arrived (September 17).

2.4.2 Stockholm

Work undertaken

Task 4.2 Local co-ordination and management

Some evaluation work has been done on the result of ITEMS. All pre-studies have been completed.

Task 4.3 Work package co-ordination and management

The WP leaders have been in contact with the project managers in the different measures to ensure that the Trendsetter indicators are integrated in the evaluation of the measures. WP9 has had a special meeting with all the involved measure leaders in Stockholm in June (in conjunction with the steering committee meeting). WP 9 is also working with the Tellus project to produce a common evaluation report. WPs 5 and 11 especially discussed common evaluation on the workshop/study visit for Prague in Stockholm in May.

Task 4.4 Evaluation of measures

The evaluation has started in almost all measures.

Key outputs

See above 4.1 - 4.3

Problems / delays

It is hard to understand why ITEMS base line results differs so much from what was expected. Stockholm does not trust the used input in the model and have doubts on the final results.

Changes to be expected

None

Future plans

WP-leaders will have to put a lot of effort into compiling the WP-reports, and a draft is expected in the winter.

2.4.3 Graz

Work undertaken*Task 4.2 Local co-ordination and management*

The coordination of local evaluation continues, progress is regularly checked against the original evaluation plans and evaluation activities are requested/triggered/asked for in order to get the required data.

Task 4.3 Work package co-ordination and management

The templates and structure for the evaluation reports have been commented upon. Graz has given feedback on the first data sheets by ITEMS, which have been set up on the basis of data provided by Graz and other national data. Graz participated at the evaluation liaison group and contributed to the discussion.

Task 4.4 Evaluation of measures

The evaluation of individual measures is ongoing, and results are gathered at a central place. Both data from separate investigations and regularly collected data is utilised for that. A big survey has been conducted to cover most of the measures and provide current and retrospective user assessments.

Key outputs

See above

Problems / delays

None

Changes to be expected

None

Future plans

Evaluation of individual measures will continue. Templates and structure of evaluation reports will be finalised.

2.4.4 Lille

Work undertaken*Task 4.2 Local co-ordination and management*

Local coordination is ongoing, and without problems

Task 4.3 Work package co-ordination and management

Lille coordinates the work within WPs 7 and 12, and has been responsible for the input from these WPs to the Evaluation Report. Coordination of WP7 and WP12 is ongoing.

Task 4.4 Evaluation of measures

The collection of data to measure the indicators set by Lille started at the end of 2003. The collection of data for evaluation of WP7 and WP12 is ongoing.

Key outputs

Ongoing collection of data for evaluation of WP7 and WP12

Problems / delays

None.

Changes to be expected

None.

Future plans

Work will continue according to plans and to co-ordination team instructions. Monitoring of the evaluation indicators is ongoing. Meetings at WP levels are organised for 18 October, in conjunction with the workshop on efficient Public Transport.

2.4.5 Prague

Work undertaken

Task 4.2 Local co-ordination and management

Coordination between individual measure leaders in the field of evaluation is co-operating with leading City of the project.

Task 4.3 Work package co-ordination and management

Measurements within individual subproject have been organized and the preparation for evaluation final report has started.

Task 4.4 Evaluation of measure

The work with evaluation will continue.

Key outputs

Continuing of evaluation

Problems / delays

None

Changes to be expected

None

Future plans

Continue the evaluation process

2.4.6 Pécs

Work undertaken

Task 4.2 Local co-ordination and management

The local management agreed on the time schedule for the evaluation of the project and the starting of the preparation of the outputs related to Pécs.

Task 4.3 Work package co-ordination and management

Co-operation with the WP-leaders.

Task 4.4 Evaluation of measures

The evaluation work will continue.

Key outputs

None

Problems / delays

None

Changes to be expected

None

Future plans

Finalisation of the evaluation of Trendsetter in Pécs, providing publicity for the results.

2.5 Workpackage 5-12

2.5.1 Stockholm

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 25-30	Key output other than M&D M 25-30
5	5.1 Widening of the Environmental Zone	The evaluation process has continued with one different compliance control during 2003. The cities Stockholm, Göteborg and Malmö believe it is important to adjust the legislation so that the vehicle classifications better correspond to European vehicle classifications and also to allow vehicles with added exhaust-cleaning equipment. A proposal for new regulations for the environmental zone has been sent out for comments to all relevant stakeholders in Sweden. 20 different organisations have sent in their comments. The proposed regulations will now be revised. The possibilities to enlarge the zone to include a new residential area have been studied. A decision about the enlargement is prepared and will be taken as soon as the building of the area is finished, which will be after the end of Trendsetter.		One more control during 2004 will be carried out.	
5	5.6 Congestion Charging in Stockholm	The evaluation plan has been developed and the objectives processed and decided. The analyses show that traffic will be reduced by up to 40 % in the morning peak hours on certain main roads in the inner city. Public transport passengers travelling into the city centre will increase by 5 to 6 % during morning peak hours.	Enabling legislation and decisions for implementation of the congestion charging system has not found a final solution yet. The time frame for the trial as well as the evaluation is very limited.	Pre evaluation studies will be completed. Start the work on D 5.6.1 and D 5.6.2. These two deliverables will be integrated to one report. Input to the WP report will be produced.	Evaluation plan, and a short summary of the evaluation plan, has been produced in English.
6	6.1 Smart card systems and integrated ticketing	The delivery of the whole system is further delayed due to supplier's inability to set up a project organisation. The consequences of the delay have been sorted out and the workshops on technical specifications and issues are ongoing. The project has very limited sources from Trendsetter.	The delivery of the whole system is further delayed. New time schedule: 2005: Tests of functionality and the installation of card readers starts. 2006: Installation of card readers completed in gate barriers. 10 000 test pilots uses the system 2007: System in full operation	Workshops about the technical specifications and design of the Smart Card system will continue with the contracted supplier, ERG Limited. The workshops will move from an overall perspective into more detail. The Evaluation within Trendsetter will be based on: Experiences of the procurement process and experiences from the used project organisation (technical, information, education and customers)	None

6	6.3 Reduced parking fees to promote clean vehicles	No progress to report. The issue is still discussed among the politicians. A political decision is needed in order to move forward in this issue.	Decision and implementation of reduced parking fees for clean vehicles in Stockholm, M.6.3.1, and the information campaign, M.6.3.2, are both delayed further due to lack of political decisions in the Real Estate and Traffic Board (GFN).	Hopefully a political decision about free parking will come before the end of November 2004. Then there is still time to perform the promised work within Trendsetter. Ongoing discussions with the commission about the delays.	None
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Stockholm

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 25-30	Key output other than M&D M 25-30
7	7.1 Increasing public transport passengers	Information and marketing towards private households have been very successful and is now a permanent marketing strategy for SL. The marketing activities (letter, maps, timetables, information about SL website, VIP phone number to SL and a 7-day ticket test card) are evaluated twice a year through telephone. The goal is to reach and contact the 180 000 people moving into or inside the Stockholm Region. Opinion polling, evaluation of incentives for entrepreneurs and traveller satisfaction are ongoing. The information on disruptions has been developed through a policy concerning the terminology used towards the customers. This living document is revised once a year. The response from the customers is positive.	No problems	Continue to educate and inform employees on the terminology as well as new techniques used for better and more efficient information on disruptions.	None
9	9.1 Material logistic centre – to optimise freight deliveries at construction sites	The residential buildings are almost all completed. The big Logistic Centre has closed and the measure is completed. However, a smaller version of the Logistic Centre (LC), with one truck and two employees will continue to operate for some time. In addition to this, the LC has been presented at two different conferences arranged by others.	No problems	The LC measure will be presented at a large conference in London. The work on the handbook has started but is not yet completed. The final results will be integrated in the WP evaluation report. This will be as a handbook in English, instead of the original planned Swedish version.	
	9.3 Logistic Centre for Old Town of Stockholm	The logistic centre has been renovated and improved. It is now possible to keep food cold with the new equipment for cooling. The new logistic centre was inaugurated on June 15, 2004 with a lot positive response in media. The biogas distribution truck has been ordered instead of the electric vehicle that was damaged in an accidental garage fire. The marketing campaign to generate more businesses is in action. A contract has been signed with two suppliers and two more will be signed shortly. Information material, logo and a web site. Two press releases have been sent out to promote the logistic centre followed by good coverage in media.	The received permit for handling of food from the Environment and Health Administration is only temporary. Some parts of the logistic centre need to be improved in order to get a permanent permit. This improvement will be more expensive than estimated, this will however not affect the overall funding nor the project..	Complete the marketing activities. The goal is that 25 restaurants in the Old Town should get their main deliveries through the logistic centre.	

Stockholm

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
10	10.2 Make bicycling attractive (B&R information on the Internet)	Several meetings with stakeholders with bicycle interests have been held in order to get the right requested information on the site. Maps of bicycle routes in neighbouring municipalities have been introduced. Links to relevant bicycle organisations have been introduced to better promote bicycling. Special information on bicycling and public transport has been made available. A lot of work has been done in order to get more financing to the project. Work has also started to make the bicycle maps digital.		Specifications on how to proceed with bicycle information in order to promote the bicycle information best on the website will be completed. Bike and ride information for public transport will be developed as well as information on safe bicycle parking. Efforts to integrate the different municipalities and different maps will begin. Information on the quality and status of the different bicycle lanes will be included.	None
10	10.3 Creation of a visitor's web for optimal trip planning	An overall strategic plan has been developed including a plan for dissemination, promotion and evaluation of the website. The work with this plan has included engagements and commitments from high to low in the participating organisations. Information on delays for ferries, trains and airplanes going to/from the Stockholm area have been included. Information about big events causing traffic problems has been introduced (The Stockholm Marathon for example). A lot of work has also been done in order to assure that the data received from other sources is accurate and of good quality.	The website is a collaborative effort among several stakeholders. The public transport operator, SL, is a very important partner. SL now gives data to the site but no additional funding. Negotiations on a new agreement are ongoing and meanwhile the development of the site is slower than planned. This will however not affect the tasks performed within Trendsetter.	Development of a trip-planner to get the actual travel time for cars and bicycles within the Stockholm region will be introduced. Work to carry out the dissemination plan will start and information material will be produced in order to promote the website on a large scale. Evaluation on the satisfaction of the site in accordance to the evaluation plan will begin.	None
11	11.2 Traffic monitoring and supervision	The work on validation and calibration of the MATRIX model is ongoing. Several seminars and workshops on the measure have been organised. Plans on how to continuously validate the MATRIX data have been established. Data for real time travel time are collected through delivery vans/trucks, taxis and such through their GPS systems. MATRIX is constantly receiving new data like this that needs to be validated. The measure provides a large input to 10.3.	Validation of the quality of the data is complicated and takes a lot of time.	Validation and calibration is ongoing. Education of operators with the responsibility to understand the system and extract information from the incoming data.	None

Stockholm

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
11	11.4 Accessible road network (street) data	<p>The development of the local road database has progressed and is continuing. The infrastructure for storage of digital speed limits has been established and will be delivered and integrated in a test version with the local road database in month 38.</p> <p>The net in the local road database has been delivered to the Swedish national road database as a first step to exchange data. Cooperation with the Swedish National Road Administration (SNRA) is established and is ongoing to ensure that correct exchange and use of digital road and speed data can be made.</p> <p>Data about pavements and other technical data have already been established in a database and connected to the net.</p> <p>Discussions have been undertaken on the format for the digital cycle road network with SNRA and the Cities of Gothenburg and Malmö. Internal work and discussions to reach consensus on what to do and how to do it has been concluded. This discussion has taken a long time but the way ahead now seems clear, meaning that the data compilation and system development phase can start.</p> <p>The environmental effects of the whole measure has been evaluated and estimated during spring 2004 and a report on this has been written (incl English summary that will be available on the trendsetter-web).</p>	<p>Implementation of road network model has been completed during the period (was planned for month 18).</p> <p>Open interface to the database published to both internal and external users. Documentation available. Completed month 30 (was planned to month 18).</p> <p>The project has been slightly delayed because the development of the local road database has taken longer than expected. However, the implementation is now ongoing and no further problems are foreseen.</p>	<p>Acceptance testing of the road network database including digital speeds during this fall (month 32-35).</p> <p>Start data compilation and system development for the digital cycle road network. Continue the ongoing discussions with users, system providers and operators on the demand picture for the cycle road network, so that the data is collected and operated in the best way possible in terms of acceptance and usage.</p> <p>Continue to spread the knowledge of the network database to internal and external users so it can be widely used for improvement of the traffic situation in Stockholm. Continue the work on implementing the use of digital road data in the visitor's web trafikenu.</p>	
11	11.5 More adaptive signal control in a bus priority system (SPOT-project)	<p>Parallel to evaluation activities and preparation of measurements, work has been done to proceed with the next phase of the project. Subcontractors have been assigned to the project. The list of necessary improvements for this application has been completed and the dynamic bus priority system has been launched. The evaluations regarding environmental effects have started and will continue.</p>	<p>One of the subcontractors Peek has been sold to another company. The consequences of this has not been finalised but it should not affect the work.</p>	<p>Continue the evaluation and prepare and complete the report D 11.5.2.</p>	none

Stockholm

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
12	12.1 Clean and efficient heavy vehicles	Twenty biogas buses have been delivered and put in operation on the new bus line no 2. The experiences so far are that the buses work very well. In this measure all 23 vehicles are in operation. The evaluation has started with a first report on the operation during 2003 together with measure 12.4, 12.6 and 12.11.	No problems	Continue to operate the 23 heavy vehicles and complete the evaluation.	Twenty biogas buses in daily public transport operation.
12	12.4 Clean municipal fleets	40 additional electric hybrid and biogas cars have been purchased and in addition to this, 40 ethanol cars. Almost 300 clean vehicles are now in operation. The evaluation of the vehicles has started together with measure 12.1, 12,6 and 12.11.	No problems	Continue the operation of the cars and complete the evaluation.	80 additional clean cars put in operation.
12	12.6 Waste collection with biogas-vehicles	The first evaluation has been completed together with 12.1, 12.4 and 12.11.	Two additional biogas trucks are on the way - procured but not delivered. This is later than expected	Start the final evaluation together with 12.1, 12.4 and 12.11. Put the two additional trucks in operation.	Evaluation report
12	12.10 Improved biogas refuelling infrastructure	Negotiations with AGA and Statoil (assistant contractors and operators of biogas fuelling stations) are completed. Locations are decided and building permits received. All equipment for the fuelling stations has been purchased.	No problems	The equipment for the fuelling stations will be delivered by the end of September 2004. All four stations will be in operation before the end of November 2004.	None
12	12.11 Making clean vehicles less expensive	A total of 140 vehicles now in operation. The first evaluation has been completed together with 12.1, 12.4 and 12.6.	The new Toyota Prius is selling very well but Toyota is not able to meet the demand.	Complete the evaluation together with measures 12.1, 12.4 and 12.6.	None
12	12.12 Co-ordinated procurement of electric and electric-hybrid vehicles	Included in 12.11			
12	12.13 Increasing clean vehicle use in private company fleets	Private companies have bought around 100 clean vehicles during the past 6-month period, mainly due to the launch of the new Toyota Prius. The PR-campaign has been evaluated and considered very successful. The test fleet is still in operation, but reduced to two different biogas vehicles. There is no longer a need to test ethanol and electric hybrid vehicles, since these technologies are more commercially successful. The longer one-week test is therefore not needed anymore. New routines for the answering of questionnaires among the test fleet driver have been established. A seminar with a large leasing company was organised with a positive response.	Hopefully the old problem with the low response rate of the test fleet questionnaires will be solved by the new routines.	Two seminars planned on clean vehicles - one for the environmental managers of private companies and the other for transport companies. Direct marketing towards taxi and transport companies with information on clean vehicles.	One seminar

Stockholm

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
12	12.14 Web-portal for drivers of clean vehicles	The website was launched in May 2004. See www.miljofordon.se . A press release was sent out to inform about the new site. Small information cards about the site have been produced and are constantly distributed.	No problems	Prepare for the start of the evaluation. Prepare a survey among the users and send it out. Frequently updating of the web site.	

2.5.2 Graz

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
5	5.3 Implementation of "strolling zones":	<p>Kunsthau: Construction activities around new Kunsthau are finished. Citizens use the strolling zone intensely.</p> <p>Karmeliterplatz: Conversion of Karmeliterplatz from car parking zone into a strolling zone is still ongoing. Construction activities for underground parking below Karmeliterplatz are finished. Redesign of surface of Karmeliterplatz is expected to be finished this autumn.</p> <p>Freihausplatz: Planning activities have started to convert parts of Freihausplatz into a strolling zone.</p> <p>Neutorgasse: During the citizen's participation process different ideas for restructuring of Neutorgasse were generated. Some of these ideas were considered by the planners and presented at a symposium recently. Start of conversion activities is planned this autumn.</p>	Construction activities for Karmeliterplatz are delayed but will be finished this autumn. Conversion of Neutorgasse is also delayed, but will start this autumn.	Construction activities for Karmeliterplatz are delayed but will be finished this autumn. Conversion of Neutorgasse is also delayed, but will start this autumn.	
6	6.4 Integrated pricing strategy for parking zones	<p>A special software was installed at all 407 parking meters, which allows distinguishing between two different parking tariffs (ordinary vehicles - low emission vehicles)</p> <p>A limit was set up for so called low emission vehicles. The Technical University of Graz and the Environmental Department defined the limits: all vehicles have to achieve the Euro IV norm, petrol powered vehicles have to emit less than 140 g CO₂ per kilometre, diesel powered vehicles have to emit less than 130 g CO₂ per kilometre and have a filter for particulate matters. It was estimated that approximately 5 percent of all registered vehicles in Graz are able to fulfil this criteria.</p> <p>Legal regulation, in particularly the local law, which defines the parking tariffs, had to be changed. A paragraph, that declares the term low emission vehicles and the special tariff applied, was added. A promotion campaign was set up to make people aware of the new parking tariff.</p> <p>Finally the new parking scheme was introduced on first of April.</p>	no problems	Ongoing promotion of new parking scheme to increase awareness of people and drivers of low emission vehicles especially.	New parking scheme was introduced on 1 of April.
7	7.4 Seamless linking of modes	Planning activities for P&R parking spaces in Andritz are finished. Construction activities for creating high quality parking spaces have already started. A digital map was set up, which includes all P&R parking spaces within the borders of Graz. A new sign posting system for P&R parking spaces is in preparation.	Evaluation of the effects from the optimisation of linkage of modes will be done for Andritz and Mariatrost. Furthermore evaluation will be done for P&R parking spaces in Andritz. Ongoing discussions with the commission about the measure after the mid term meeting.	Finalize P&R parking spaces in Andritz. Introduce new sign posting system for P&R parking spaces. Ongoing discussions with the commission about the delays.	

Graz

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
7	7.5 Customer friendly stops for bus and trams	31 high-level public transport stops are operational. They have been modified to offer better accessibility for disabled persons. Planning for additional high level public transport stops is in preparation.	Planning of public transport surrounding maps has not begun yet. The work will start later However the maps are only a small detail of the whole measure.	Further increase the amount of high quality public transport stops.	31 high-level public transport stops are operational.
8	8.1 New services & services for special customer groups	The night bus system is evaluated every 6-months. A promotion campaign for night bus service was carried out. Accessibility for disabled and handicapped people was increased after installation of a service telephone line. People who are dialling this special number receive information about when the next special equipped tram or bus arrives. A new shuttle service (line 55) connecting Jakominiplatz and an entertainment centre (WON - World Of Nightlife) has been implemented.	no problems		
8	8.3 Increasing car occupancy	A2Z is an arterial road between the outskirts of Graz and motorway A2. This arterial road will be converted into an HOV lane. City of Graz has already bought A2Z last year, but before final confirmation the Austrian state government had to change a national law. This condition was fulfilled in June. Hence construction activities for converting the road into an HOV Lane have started.	The delay in the construction of the HOV-lane has delayed the car pool matching service as well. Ongoing discussions with the commission about the delays.	Finalizing construction activities of HOV Lane in early 2005.	For conversion of A2Z into an HOV Lane, Austrian state government had to change a law. Construction activities at A2Z have started.
8	8.4 Site level Mobility Management	<p>Mobility management for schools: Different measures like car-sharing, walking buses and street painting actions were already carried out. Some additional actions are being prepared.</p> <p>Mobility management for companies: Mobility management for GKK (Styrian Health Insurance Company) and UCB (chemical industry) has started. Different measures like promotion campaigns for bicycling, personal mobility consulting for employees about the existing public transportation net between their place of residence and their place of work are carried out.</p> <p>Mobility management for events: Mobility management for visitors of the town hall will be carried out. Currently five different events (1 ball, 2 concerts and 2 exhibitions) are evaluated to get knowledge of existing traffic problems. Based on these considerations further steps for introducing mobility management will be organised.</p>	No problems expected, as city of Graz is willing to support mobility management actions in the future.		Some mobility management measures for schools were already carried out. Mobility management for GKK and UCB has started. Mobility management for the town hall is in preparation.

Graz

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
9	9.2 Distribution of goods – green city logistics	The City logistics system is continuously improved. Goods are bundled in a logistics centre outside the city. Two lorries are circulating between the logistics centre and the department store. In the department store all goods are brought into an intermediate store, from where they are distributed. Negotiations with other businesses are ongoing.	No problems. City logistics system is continuously improved. ITG is working efficient so less man months than expected were needed so far. Nevertheless an extension of logistics system to other shops will need an increase in man months.	Extension of logistics system to other businesses.	
10	10.1 Innovation in bicycle transportation	A digital bike route map is updated continuously. It is planned to visualise important locations of bicycle stands as well. Bike underpass at Mitterstraße is still under construction. Construction activities for a bike underpass at Alte Poststraße have started. B&R parking spaces were implemented at all terminal tram stations. Bicycle training for pupils was extended to all elementary schools in Graz. Hence bicycle training was carried out at 40 schools and about 1700 pupils were trained. A press conference was conducted to inform all local newspapers and magazines about the successful implementation of the project. Four self-service boxes for cyclists will be ordered. They are equipped with a compressor and tools necessary for repairing bikes. A bicycle brochure was produced to inform important decision makers about advantages of bicycling in Graz.	Bike underpass at Keplerbrücke is delayed and the connected Bike&ride will not be evaluated within Trendsetter. But two bike underpasses will be ready in time for evaluation. Ongoing discussions with the commission about the delays.	Continuously update of digital bike route map. Framework for bicycle training for pupils in 2005 has to be set up.	Digital bike route map is updated continuously. Bicycle training for pupils was extended to all elementary schools in Graz.
10	10.4 Taxi drivers as information multipliers for clean urban transport	Training program for taxi drivers is ongoing. Evaluation of training program is done every 6-months.	Courses are on much smaller scale than planned. Most of the man-hours are not eligible for Trendsetter support.		
10	10.5 Marketing and quality management	A promotion campaign for special tickets (leisure time tickets) was carried out. Promotion activities included TV spots, radio jingles and a final lottery. This year the Styrian Transport Association is celebrating its tenth anniversary. Hence several activities all over Graz were organised. A press conference was held, several presents like balloons and timetables were distributed. A small bus, which is specially decorated, is circulating between public transportation stops in Graz. All passengers picked up by this bus get a drink free of charge. Door-to-door information system for customers is still in the test phase.	no problems	Further extension of the door - to - door information system.	Quality assurance system is extended continuously. Different innovative marketing campaigns were conducted.

Graz

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
10	10.6 Awareness of the benefits of speed reduction and promotion of less car use	A bicycle safety campaign including transportation safety tips and indication of dangerous spots were conducted. An action day was carried out which aimed at less single-occupancy car use. Hence people were informed about more sustainable means of transportation. Preparation activities for the next car free days have started. The mobile automatic speed displays were circulated continuously within the districts of Graz.	no problems		
11	11.1 Technical basis for an efficient customer focused operation and information	Extension of public transport management system to the entire public transportation network. Technical adaptation activities to get from the old system to the new system. Increasing reliability of radio communication systems and software systems. Preparation of a marketing campaign to increase the citizen's knowledge of the advantages of the system.	no problems		Transport management system for public transport is already operational. Slight adaptation activities are ongoing.
11	11.3 Dynamic traffic management system	The traffic management system consists of different work packages. In order to implement all work packages as efficiently as possible, a detailed work plan (time table, financial frame) was conducted for each work package. Work for online screening of actual traffic flows has started. Hardware and software for a traffic control computer is updated continuously. Different studies (in conjunction with traffic simulating programmes) for prioritising public transportation at traffic lights were conducted. Implementation work for prioritising public transport has started at different spots all over Graz. Three different workshops will be held this autumn. Two workshops are organised as internal working meetings, which means participation is restricted to experts. The third workshop is open to the general public.	To minimise future delays, the Trendsetter program management team has supported the local manager of this work package intensely. Regularly working meetings with all concerned decision makers and all other participants (subcontractors, partners) were conducted. Now results are looking promising, which means the project is back on track but will probably not be ready within the time of Trendsetter, discussions with the commission are ongoing.	Trendsetter program management will further support local manager intensely. Implement different work packages of traffic management system step by step.	
12	12.3 Clean and user friendly bio diesel bus fleet	Adopting activities to convert existing diesel busses to bio diesel are finished. All 39 busses were converted to bio diesel. Nine additional new busses have arrived. All of them are equipped with flexible ramps for disabled, belts for baby carriages and an air conditioning system.	no problems	No plans	Adoption activities for converting busses to bio diesel are already finished. 9 new bio diesel buses have been bought.

Graz

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
12	12.7 Bio diesel taxi fleet and bio diesel service station	<p>Technical problems with bio diesel were still appearing. Hence two bio diesel experts (Department of Chemistry, at the Karl Franzens University of Graz and Institute for Internal Combustion Engines and Thermodynamics, at Technical University of Graz) were contacted to get the problems solved. Several working meetings with the two experts, the chairman of the taxi company and Trendsetter management team were carried out. Currently a test phase under supervision of the two experts is running. Bio diesel and filters for the taxi company are tested continuously to get a better awareness of existing problems. Awareness activities have started in a much smaller scale due to ongoing problems with bio diesel.</p>	<p>Problems with bio diesel are still appearing. An emergency backup generator was not purchased yet. Ongoing discussions with the commission about the delays.</p>	<p>Solving technical problems caused by the bio diesel. Ongoing discussions with the commission about the delays.</p>	
12	12.8 Optimisation of the bio diesel collection system	<p>Collection service in restaurants is ongoing. An intense household campaign was carried out. An action day in a large residential area was conducted, where interested people were informed about the advantages of collecting frying oil and conversion of frying oil to bio diesel. A consulting bus was used several times (action day Denggehofsiedlung, action day Umweltfest) to inform people.</p>	<p>no problems</p>	<p>Ongoing collection service for restaurants and households.</p>	<p>A more intensive household campaign was conducted. A consulting bus was integrated to all consulting actions concerning advertising recycling of frying oil.</p>

2.5.3 Lille

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
6	6.2 Smart card systems and integrated ticketing	<p>SMIRT (Syndicat Mixte pour l'Integration des Reseaux et des Tarifs) has been created, an essential tool to allow political and financial commitments. It has caused delays but it is now a decision making body with financial capabilities.</p> <p>In order to mobilise the various parties involved transport operators, political decision makers, public authorities. A workshop "Efficient Public Transport" has been planned and organised to take place in October 2004, with strong involvement of the SMIRT, and presenting European best practice and strategies in intermodality, fare integration and ticketing.</p>	<p>Specification of fare integration strategy (M 6.2.1 & 6.2.2) is postponed to after the workshop, i.e. Q4 2004 - Deliverable D6.2.1 is postponed M40</p>	<p>The workshop "Efficient Public Transport" is organised in Lille on 19 October 2004 (see preliminary programme attached)</p>	
7	7.2 Public transport security	<p>Implementation of expected infrastructure and measures for this activity have been done. Follow-up in ongoing as expected, showing the fulfilment of the goals:</p> <ul style="list-style-type: none"> - Reduction of criminal events in the PT transport stations/areas - Shorter intervention time in case of emergency situations - Better image of Public Transport - Contribution to LMCU objective of 30% increase in PT passenger travels in year 2004. <p>The "security barometer" is delivering a continuous monitoring of security feeling in the PT network.</p>	<p>No problem, no delay, everything has been performed according to plans in the initially allocated budget.</p>	<p>The Security Committee meets 4 times per year and every trimester a document is established with all the statistics related to security. The "Security Barometer" will continue (a twice a year survey of the population). Statistics from the newly operational system will provide new information which will be carefully studied and give answers to security problems.</p>	<p>Radio contact system operational. The localisation system is operational ahead of schedule. Evaluation of security perception by users and general improvement of security is ongoing</p>
7	7.3 Intermodal local/regional transport interchanges	<p>The work related to Armentières is progressing, and decisions are now taken for start of construction in mid 2005. Expected completion is in 2007. Construction for Don Sainghin interchange is expected to start in 2006. Three other interchanges are being studied, and the corresponding scenarios will be completed in March 2005 (La Bassée, Villeneuve d'Asq and Seclin). Lille will present this work in Deliverable D7.3.1 "Summary of Implementation studies on 2 intermodal exchange points" (subcontracting) in Month 36 (Jan 2005)</p>	<p>The studies in Trendsetter are leading to a very proactive planning of the construction of interchanges, which require broader administrative treatment and incurs delays. Construction of the two interchanges will be completed outside of Trendsetter.</p>	<p>Delivery of D7.3.1</p>	<p>Adoption of interchanges as an important tool to facilitate intermodality</p>

Lille

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
7	7.6 Park and Ride facilities	Capacity continue to increase and now exceeds 3 000 places.	None	Further bicycle parks and parking are to be implemented downtown	The Park and Ride facilities accompanies the redesign of the city, complementing existing infrastructure or creating new space. Concerning the bicycle garages, the process progressively creates a demand and follows the expression of interest from the citizens.
8	8.2 Company mobility plan for LMCU's employees	The internal mobility plan is now implemented after sufficient time to stimulate new behaviours: e.g. the use of bicycles is rising and the measure now permanently impacts ca. 15% of the workforce of LMCU. It is expected that this will continue to increase. The interest for company mobility plans is now adopted by many other organisations in the region: Regional Authority (Conseil Régional), Department Authorities (Conseil Général), private companies such as "La Mondiale" insurances, etc.	None	Continuation of the actions	New entities (mainly administrations) are showing interest in these initiatives and ask for more details.
8	8.5 Urban mobility plan	The main trends of the LMCU's PDU are ongoing (eg: intermodal stops, high level services bus lanes etc). New micro PDUs will be launched (Halluin, Houplin Ancoisne). Efforts to get the CHRU micro PDU started (today, the identification of the various actors is ongoing). Establish cooperation with two new candidates for micro PDU (not to be cited today because it is too early).			

11	11.7 High level service bus routes	<p>Implementation studies have been produced for four lines: "La Citadine" (that is to be extended towards Ronchin and Comines), "Lille-Loos-Wattignies", "Roubaix-Waterloo", "Lille-La Madeleine-Marcq". These are complete lines of large scope, all due to be implemented in full length before 2007.</p> <p>The "Citadine" is ready for evaluation.</p> <p>The central part of Lille-La Madeleine-Marq (rue des Cannoniers) is also completed and ready for evaluation.</p> <p>The central part of the Roubaix Waterloo part (Euroteleport) is also completed and ready for evaluation.</p> <p>The central part of Ronchin-Lille is due to be finished and ready for evaluation in 2005.</p> <p>Evaluations will be made on "La Citadine" and eventually on a selection of these implemented lines.</p>	No further problems or delays are expected	Delivery of D11.7.1	Studies and current implementations lead to decisions of expansion of High level service bus routes
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Lille

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
12	12.2 Biogas bus fleets	14 buses have been purchased in the reference period, exceeding the targets of Trendsetter.	None	Buses are in operation	bus fleet completed beyond targets of Trendsetter
12	12.5 Clean municipal fleets	No new vehicles could be purchased in the reference period, as the delivery situation was still blocked.	Difficulties to purchase light gas vehicles are still slowing down this measure. Discussions with other Civitas and non Civitas cities are not expected to lead to any change in the situation in the short term	It is not expected that new vehicles can be purchased in 2004. However, plans of manufacturers allow for the expected purchase of ca. 100 additional vehicles in 2005, bringing the total purchases beyond 150.	-
12	12.9 Analysis of biogas experience	The studies have been expanded with an analysis of the costs for various energy sources.	Decision and tender delayed. Plant will not be ready within Trendsetter. A site audit is planned. After that a discussion with the commission about the measure will take place.		Further analysis of waste re-use is done

2.5.4 Prague

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
5	5.2 Widening of the environmental zone for vehicles over 3.5 tons	During March and April 2004 the measurement " after" has been finished. From that time, the results of the measurement are evaluated. According to setting of the new borders of the zone, a map of this part of Prague has been edited and sent to transport professionals.	None	Continuation of evaluation activities. D5.2.2 - traffic situation after implementation - month 36	Implementation of the restricted zone in Prague 5
7	7.7 Linking different modes of public transport	In May, 2004 the new measurement approved the results from previous measurement of the number of passengers. Maximal number has slightly increased to 30 people in the morning peak. Just now a new study for another line of Citybus in Prague 5 is being worked out.	None	Preparation for a study of the new Citybus line in Prague 5	None
11	11.6 More adaptive signal control in a bus priority system	Next measurement of the active detection will be executed at the end of this year. According to the very good results of this pilot project during July 2004, a system of 5 intersections in Prague 8 (on the bus lines connecting inhabited areas with the new metro line) has been put into operation, which covers additional 50 buses. This detection is working according to timetables of those bus lines.	None	D 11.6.2 Final evaluation incl. public opinion and driver's experience (month 36)	Implementation of the system on another 5 intersections in Prague 8.

2.5.5 Pécs

WP	Measure	Work undertaken M 25-30	Problems and delays M 25-30	Future Plans M 31-36	Key output other than M&D M 25-30
5	5.4 Establishment of a car-free zone in the inner city	The car free zone was established, all related traffic actions/interventions have been implemented.	Extension of the strolling zone is approved, implementation postponed to 2005-2006. (No costs have been allocated for the strolling zone extension in Trendsetter) Implementation of Bicycle roads will be delayed; only planning will be included in Trendsetter.	Local financial negotiations for the establishment of the strolling zone.	Official finalisation and establishment of the zone-model parking system.
5	5.5 Preparation of a new traffic and transport strategy	The strategy has been prepared and municipal approval-discussion has been started.	No problems.	All modification and harmonisation has been undertaken, the concept will be ready for further political negotiations.	None
6	6.5 Establishment of a zone-model parking in the central city area	Operation of the zone, starting with the evaluation of the actions, additional measures related to reduce accessibility of the inner city by cars.	No further problems.	6.5 Continuation of the extension of the zone-system, namely the cost-free parking spaces.	Extension of the green-zone is in continuous progress, the operation of the parking-system.

2.6 Risk reduction and urban transport strategy

2.6.1 Stockholm

Action undertaken to reduce identified risks:

The progress and the problems in the measures are continuously discussed in the Trendsetter Stockholm local project group. If problems are foreseen they are discussed in the political steering group that meets once a month. The politicians can then take necessary contacts in order to solve the problems. When other actors than the city are “owners” of the measures and problems, initiatives are taken to have meetings with these actors.

Action undertaken to achieve a real integrated urban transportation strategy:

Trendsetter has led to improved cooperation between the departments within the city. Seminars on sustainable transport issues as mobility management, clean vehicles and other themes have led to increased knowledge on sustainable transport within the city administrations. Trendsetter has also improved the co-operation between the city and private companies for a better understanding of sustainable transport and working towards a common goal.

2.6.2 Graz

Action undertaken to reduce identified risks:

Regular weekly meetings are held; each time one or two local partners are invited. Whenever risks may occur, they are handled in special meetings. In the case that projects are delayed, Trendsetter management team is supporting the local project manager intensely, like organising external experts. Depending on the situation, the local Trendsetter management team works closely together with the overall coordinator of Trendsetter (Stockholm). Information campaigns for all present and future decision makers are ongoing. Special workshops and information for the politicians were organised.

Action undertaken to achieve a real integrated urban transportation strategy:

Dissemination activities such as the internal newsletter, German Trendsetter-Graz website and regular reports in local newspapers are essential for an integrated urban transport strategy. All actions undertaken within Trendsetter are coordinated with the transport department and other relevant departments of the city. In several WP's, interdepartmental working groups are organised. But in order to achieve a real integrated urban transportation strategy, it is essential to cooperate with partners like the Austrian Federal Railway Company (ÖBB) and the Department of Transport Planning of Province of Styria, because they are interfaces between the city and the outskirts of Graz.

2.6.3 Lille

Action undertaken to reduce identified risks:

Intermodal interchange implementation delays are totally uncorrelated from the other measures in WP7. The work in 7.6 is ahead of schedule and achieving results beyond expectations.

Action undertaken to achieve a real integrated urban transportation strategy:

The transport activities of LMCU are coordinated at the highest level of the local-regional authorities. As an example, the SMIRT (Syndicat mixte intermodal régional de transports) is associating all the authorities involved in the metropolis towards an efficient management of intermodal public transport. Other less visible initiatives link the authorities and the persons together.

On the operational level, at LMCU, people meet on a regular basis; Trendsetter has not meant more meetings because Trendsetter is integrated in their daily working process. From time to time, dedicated meetings are organised specifically for Trendsetter. The attempt to make a local website which will increase the dialog even more has failed so far, but efforts are made to contribute to the Trendsetter website and the national section will be used to advertise what's going on. The Lille team also uses the Trendsetter website working area (restricted to the project people). Internal co-ordination is being improved. When necessary, adequate bodies are created to ensure operational implementations."

2.6.4 Prague

Action undertaken to reduce identified risks:

Regular meetings of the group of measure leaders and participation in special workshops to evaluate the project.

Action undertaken to achieve a real integrated urban transportation strategy:

Good results of the individual measures are implemented in other transport projects, according to general strategy of the Transport development of the City of Prague.

2.6.5 Pécs

Action undertaken to reduce identified risks:

Trendsetter has no further political risks in Pecs as most of the actions have been implemented. The Eco City - Eco Region programme guarantees the political support of Trendsetter.

Action undertaken to achieve a real integrated urban transportation strategy:

The city transportation development plan has been restructured and modified to meet the requirements of the National Development Plan and Civitas. The project for the implementation of the strategy (to be financed from ERDF grant) is under preparation.

2.7 Formal comparison of planned activities and actual work accomplished during the reporting period

See Annexe 1 “Planning Trendsetter” which gives an overview of the situation in Trendsetter.

3 Use of resources

Person-months usage by work package and partner, see A Project effort Trendsetter.

Effort for the reporting period (person months)																													
No	Project partner	WP 01		WP 02		WP 03		WP 04		WP 05		WP 06		WP 07		WP 08		WP 09		WP 10		WP 11		WP 12		Total			
		P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A		
1	MF + Coordination	6,0	6,0	3,6	3,6	4,2	4,2	1,7	1,7	0,2	0,2	0,4	0,4	0,0	0,0	0,0	0,0	0,5	0,5	0,0	0,0	0,1	0,1	6,0	6,0	22,7	22,7		
2	GRAZ	0,1	0,2	2,0	3,2	2,4	2,6	1,6	1,7	3,0	2,4	3,2	6,6	8,5	3,6	7,2	3,0	0,5	0,6	12,0	12,7	24,0	10,7	3,5	3,9	67,8	51,2		
3	LMCU	0,0	0,0	1,5	1,5	1,5	1,5	1,5	1,5	0,0	0,0	1,0	1,0	3,8	3,8	3,5	3,5	0,0	0,0	0,0	0,0	2,3	2,3	5,8	5,8	20,8	20,8		
4	PRAGUE	0,0	0,0	2,0	2,0	2,0	2,0	3,0	2,0	3,0	3,0	0,0	0,0	4,0	3,0	0,0	0,0	0,0	0,0	0,0	0,0	2,0	2,0	0,0	0,0	16,0	14,0		
5	SL	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,5	0,5	4,0	4,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	4,5	4,5		
6	ITG	0,0	0,0	0,2	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	51,9	8,1	0,0	0,0	0,0	0,0	0,0	0,0	52,0	8,3
7	SNRA	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	13,0	13,0	4,5	4,5	0,0	0,0	17,5	17,5	
8	GFK	0,5	0,5	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	3,3	3,3	0,0	0,0	3,8	3,8	
9	GVB	0,0	0,0	0,1	0,1	0,7	0,2	1,5	0,4	0,0	0,0	0,0	0,0	1,9	1,3	0,0	0,0	0,0	0,0	0,0	0,0	7,4	7,6	4,8	0,8	16,2	10,3		
10	TAXI 878	0,0	0,0	0,1	0,1	0,0	0,0	0,9	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	4,8	1,0	0,0	0,0	1,3	0,1	7,0	1,3	
11	STVG	0,0	0,0	0,1	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	2,5	0,4	0,0	0,0	2,4	2,3	0,0	0,0	0,5	0,1	5,4	3,0		
12	ECE	0,0	0,0	0,1	0,0	0,0	0,0	0,5	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,5	1,4	0,0	0,0	0,0	0,0	0,0	0,0	1,1	1,4		
13	LAND	0,0	0,0	0,2	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,4	0,1	0,0	0,0	0,0	0,0	1,0	1,2	0,0	0,0	1,6	1,4		
14	FGM-AMOR	0,0	0,0	1,8	3,4	1,0	1,0	1,7	2,8	0,0	0,0	0,0	0,0	0,0	0,0	5,3	4,4	0,0	0,0	4,1	8,1	0,4	0,3	1,2	1,8	15,3	21,7		
15	PECS Municipality	0,2	0,2	2,0	2,0	5,0	3,0	1,5	1,5	9,0	9,0	2,0	2,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	19,7	17,7		
16	PECS Property	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,0	1,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,0	1,0		
17	SMT																									0,0	0,0		
18	Statoil	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	
19	AGA	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	
20	H2U	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	7,5	7,5	0,0	0,0	0,0	0,0	0,0	0,0	7,5	7,5		
	Total	6,8	6,9	13,4	16,1	16,8	14,5	13,8	11,7	16,7	16,1	10,6	14,0	18,1	11,6	18,8	11,5	60,8	18,1	36,2	37,1	44,8	31,9	22,9	18,5	279,6	208,0		

Note: The cells in the grey area are locked. In order to modify the table (e.g. adding rows) you will have to remove the lock from the worksheet (under 'extras'). There is no password required.

3.1 List of deliverables and milestones.

Table 1: List of external deliverables and milestones:

External M&D

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
D 1.6 b	Progress reports	26	Yes		
M 1.2 e	Meeting with the Steering Committee	22	Yes		
M 1.2 f	Meeting with the Steering Committee	29	Yes		
D 1.7	Mid term assessment report	25	Yes	26	
M 3.3	Demonstration Work Packages Workshops	24-40	Yes		
M 1.7	Mid term assessment meeting with Commission	26/27	Yes		

Internal deliverables and milestones

3.1.1 Stockholm

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
M 6.3.1	Decision & implementation of reduced parking fees for clean vehicles in Stockholm	10	No	32	A political decision is needed in order to continue the work. The decision is still pending.
M 6.3.2	Information campaign	10		34	Delayed due to late political decision.
D 7.1.1	Report on quantity of public travelling	29	Yes		
D 7.1.2	Report on quality of public travelling	29	Yes		
D 7.1.3	Report on the increase of the number of passengers compared to year 1998 (Stockholm)	30	Yes		
D 7.1.4	Report on effects of direct marketing	30	Yes		
D 9.1.1	Evaluation and study on the efficient organisation of good transport at urban construction sites compiled in a handbook for similar projects	30		40	Two interesting studies have been completed. The results from them together with other results will be compiled into the WP evaluation report and produced as a handbook in English. The WP evaluation report will be completed month 40. No special handbook in Swedish will be produced.
M 9.3.1	Improved Logistic centre in operation	30	Yes		
M 9.3.2	Marketing activities completed	30		33	All information material and collateral has been produced. In order to get more food suppliers to use the logistic centre the marketing activities towards them will continue for another few months. More contracts with food suppliers are needed to reach the goal of the measure.
M 11.2.2	Validation of the MATRIX model is finished	23	No	34	Delayed due to the bad quality of the incoming data. Technical work more complicated than expected.
M 11.4.2	Implemented road network model	27	yes		
M 11.4.3	Open interface to the database published to external users	30	yes		
M 11.4.4	Implemented database	30	No	32	Acceptance testing will be ready M 35
M 11.5.2	Launch of the dynamic bus priority weighting system	30	Yes		
D 12.13.4	Evaluation of the PR-campaign	26	Yes		
M 12.14.1	Web portal dedicated to clean vehicles	25	Yes		

3.1.2 Graz

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
M 5.3.5	Implementation of second strolling zone/Evaluation of first strolling zone	18-27	No	33	Karmeliterplatz, Freihausplatz and Neutorgasse are part delayed, but will be finished and ready for evaluation with Trendsetter.
M 6.4.3	Legal implementation of the system	27	Yes		
M 6.4.4	Preparation of the administrative and reorganisation finished	27	Yes		
M 6.4.5	Implementation/adaptation of technical system finished	27	Yes		
M 7.4.3	Submission of detailed planning for official approval Area 4, start of operation Area2/3	21	No	31	Area 1 and Area 2 are operational. P&R parking spaces in Andri will be operational in month 31.
D 8.1.1	Evaluation report on new services month	30	Yes		
M 8.1.2	Harmonisation and improvement of all on demand (5) taxi systems	26	Yes		
M 8.3.5	Set up of the software on site of the supplier of car pool matching service	15	No	38	Introduction of System has not started due to delay of conversion of A2Z.
M 8.3.6	Implementation of park&pool areas	12-24	No	38	Introduction of System has not started due to delay of conversion of A2Z.
M 8.3.7	Implementation of HOV lane	27	No	38	Introduction of System has not started due to delay of conversion of A2Z.
D 8.4.2	Evaluation report site level mobility management	30	Yes.		
M 9.2.2	Implementation of special transport containers	26	Yes		
M 9.2.3	Enlarge the logistics service to two additional shops	30	No	33	Negotiations with potential shop owners are delayed.
M 10.1.4	Digital bicycle map available	30	Yes		
D 10.4.1	Evaluation report on taxi drivers as information multipliers, Graz	28	No	33	Evaluation report is delayed.
D 10.6.1	Evaluation report on awareness campaigns in Graz	30	No	37	Final evaluation not ready yet
D 11.1.1	Evaluation report on an efficient customer focussed operation and information (Graz)	28	No	33	System was installed recently. Evaluation of system will be done in next future.
M 11.3.1	Construction works for the internet information	26	Yes		
M 11.3.3	Start of operation traffic management and guidance (sign posting) system month	15	No	38	

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
M 11.3.4	Interfaces ready to use and ppp-model fixed	17	No	38	
M 11.3.5	Going public of integrated dynamic information systems for traffic management	19	No	38	
M 12.7.2 b	Awareness and information activities for bio diesel use (3, 15, 27)	15	No	33	Delayed due to ongoing problems with bio diesel.
M 12.7.2 c	Awareness and information activities for bio diesel use	27	No		Delayed due to ongoing problems with bio diesel.
M 12.7.3	the emergency backup generator is converted for bio diesel use	3	No	33	Delayed due to ongoing problems with bio diesel.
M 12.7.4	60% of taxis switched over to bio-diesel fuel	18	No	33	Delayed due to ongoing problems with bio diesel.

3.1.3 Lille

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
D 6.2.1	Implementation study for a smart card system in Lille Metropole	30	No	40	Delays are due to slow implementation of the adequate regulatory authority. This is now operational and no further delays are expected.
M 6.2.1	A pricing scheme for all PT means in Lille Metropole	30	No	34	
M 6.2.2	Integrated ticketing	30	No	34	
M 8.5.1 b	Mid-term reports of the Urban Mobility Plan Committees	24	No	36	The measure is finished but the report is delayed.
D 11.7.1	4 implementation studies on bus routes in Lille (combined with 7.2, 7.3, 7.6)	24	No	36	The measure is finished but the report is delayed.
D 12.5.1	Internal Evaluation on the clean vehicles experience	24	No	36	The measure is finished but the report is delayed.

3.1.4 Prague

No M&D to report this period.

3.1.5 Pecs

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
D 5.4.1	Evaluation report of car free zone in Pecs	23	No	33	Due to the delay in the implementation, the evaluation report had to be postponed as well. The report will be officially ready for the Lille Steering Committee Meeting.
M 5.4.3	Extension of the strolling-zone, establishment of bicycle road and setting up flexible gates	24-30	yes		
M 5.5.1	Preparation of a new traffic and transportation strategy	24	No	33	The political negotiations resulted some delay in the preparation of the strategy, which will be ready by the Lille Steering Committee Meeting.
M 5.5.2	Preparation of an analysis on the location of parking houses	24	No		
D 6.5.1	Indicative analysis on environmental effects of Zone model parking system, Pecs	23	No	33	As the measure is linked closely to the car-free zone, its evaluation has been harmonised with WP 5.4. The report will be ready for the Lille Steering Committee Meeting.

4 Annexes

Annexe 1 Planning Trendsetter

Annexe 1 Planning Trendsetter

TRENDSETTER TIME SCHEDULE			Phases		Inception												Development												Implementation												Evaluation												Reporting																							
Year	##	2002	2003												2004												2005												2006																																					
Real Month	Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
WP1 Project Management																																																																												
D1.1	Consortium Agreement																																																																											
D1.2	Mott with accompanying Measure Project																																																																											
D1.3	Draft Inception Report																																																																											
D1.4	Final Inception report																																																																											
D1.5	Management reports (a-d)																																																																											
D1.6	Progress reports (a-d)																																																																											
D1.7	Mid term assessment report, incl meeting EC																																																																											
D1.8	Final Technical report																																																																											
D1.9	Final financial report																																																																											
D1.10	Implementation Report 1																																																																											
D1.11	Implementation Report 2																																																																											
M1.1	Kick-off																																																																											
M1.2	Meeting steering committee (a-h)																																																																											
M1.3	Meeting with the Scientific Experts																																																																											
M1.4	Meeting the objectives of the project																																																																											
M1.5	Delivery of final reports and project end																																																																											
M1.6	Participation in conference with METEOR																																																																											
M1.7	Mid term assessment meeting with Commission																																																																											
WP2 Integration & Financial Management																																																																												
M2.1	Initial political meeting																																																																											
M2.3	Final political meeting																																																																											
WP3 Dissemination, Awareness and Exploitation																																																																												
D3.1	TRENDSSETTER brochure																																																																											
D3.2	Demo of project website																																																																											
D3.3	Dissemination report																																																																											
D3.5	Policy recommendations																																																																											
M3.1	Launch of project web site																																																																											
M3.2	Dissemination Plan																																																																											
M3.3	Demonstration work package workshops (5)																																																																											
M3.4	TRENDSSETTER newsletters (4 - 8)																																																																											
M3.5	Final Conference																																																																											
WP4 Verification & Evaluation co-ordination																																																																												
D4.1	Evaluation plan																																																																											
D4.2	Work Package Evaluation Plan																																																																											
D4.3	WP reports of demonstration work packages																																																																											
D4.4	Local Evaluation Report																																																																											
D4.5	Draft Evaluation Report																																																																											
D4.6	Input to METEOR																																																																											
D4.7	Report on evaluation results																																																																											
M4.1	Start of monitoring activities of certain sites																																																																											
M4.2	End of monitoring																																																																											
M4.3	Joint meeting with other CIVITAS projects																																																																											
WP5 Access restrictions																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
WP6 Integrated Pricing Strategies																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
M 6.1.1	Chip cards and card readers installed ...																																																																											
M 6.3.1	Decision & impl. of reduced parking fees for clean vehicles																																																																											
M 6.3.2	Information campaign																																																																											
WP7 Public Passenger Transport																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
M 7.4.3	Submission of detailed planning for official approval...																																																																											
WP8 New forms of vehicle use and Mobility Management																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
M 8.3.5	Set up of software on site of the supplier of car pool...																																																																											
M 8.3.6	Implementation of Park & Pool areas																																																																											
M 8.3.7	Implementation of HOV lanes																																																																											
WP9 New Concepts for the Distributions of Goods																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
WP10 Innovative Soft Measures																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
M 10.1.3	Implementation of small scale BRR ...																																																																											
M 10.3.2	Launch of trip-planner on the VisFor Web																																																																											
M 10.5.5	Start of implementation of door-to-door information...																																																																											
WP11 Integration of Transport Management																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
M 11.2.2	Validation of the MATRIX model finished																																																																											
M 11.3.3	Start of operation traffic management and guidance..																																																																											
M 11.3.4	Interfaces ready to use and ppp-model fixed																																																																											
M 11.3.5	Going public with integrated dynamic information syst.																																																																											
WP12 Clean Public & Private Fleets																																																																												
Task 1: Strategy & Design																																																																												
Task 2: Construction & Implementation																																																																												
Task 3: Evaluation of the demonstration																																																																												
M 12.5.2	Procurement of new compression unit																																																																											
M 12.7.2 b	Awareness and information activities for bio diesel																																																																											
M 12.7.3	Emergency back up generator is converted for bio diesel use																																																																											
M 12.7.4	60 % of taxis switched over to bio diesel fuel																																																																											
D 12.14.1	Evaluation Report on Web Portal for Clean Drivers																																																																											
Planned date for delayed milestone																																																																												
New date for milestone																																																																												
Will be possible to evaluate even if it's delayed																																																																												
Will not be ready in time for evaluation but is a small part of the whole measure																																																																												

MANAGEMENT REPORT NO. 4

CONTRACT N° : NNE5-2001-00323

PROJECT N° : NNE5-2001-00323

ACRONYM : TRENDSETTER

TITLE :Setting trends for Sustainable Urban Mobility

PROJECT CO-ORDINATOR :City of Stockholm, Environment and Health Administration

PARTNERS :

1. City of Stockholm, Environment and Health Administration
2. City of Graz
3. Lille Metropole
4. City of Prague
5. Stockholm Transport
6. Spedition- und Internationale Transport GmbH
7. Swedish National Road Administration, Stockholm Region
8. Stockholm Real Estate and Traffic Administration
9. Public Transport Company of Graz
10. Taxi Group 878 Cityfunk Ltd.
11. Styrian Transport Association STVG Ltd.
12. Erlach Consulting & Engineering
13. Province of Styria
14. Austrian Mobility Research
15. City of Pécs
16. Pécs Municipal Operations and Property Management Company
17. Syndicat Mixte des Transports
18. Statoil Detaljhandel AB
19. AGA Gas AB
20. Home 2 You AB

REPORTING PERIOD : FROM 1st of February 2005 TO 31st of July 2005

PROJECT START DATE : 1st February 2002

DURATION : 48 months

Date of issue of this report : 051209

Project co-funded by the European Commission under the Key Actions Sustainable Mobility and Intermodality and Economic and Efficient Energy of the Fifth RTD Framework Programme (1998-2002)

1 Technical overview

1.1 Summary of the specific objectives for the relevant period

The objectives of the horizontal WPs in all Trendsetter cities during this period have been to start or finalise evaluation activities, and to prepare for, and launch, dissemination activities.

1.2 Overview of the technical progress

Most of the objectives for the reporting period have been met. Trendsetter has become known and the management team has been contacted by many cities. Presentations about different measures within Trendsetter as well as the whole project have been held at several conferences. The Trendsetter web shows presentations of the local projects, goals and objectives, news and other information. The web site also has an internal part – TSNNet – that makes it easier for the project managers in the cities to communicate.

At mid term, a few measures are delayed due to political obstacles, difficult negotiations in the cities and some technical problems. These problems means that for some measures a smaller part than originally planned of the project will be evaluated. The plan is still to finalise most of these measures within the time of the project. The Commission has performed a site-audit in Lille and discussed what to do with the delayed measures.

The first results and reports are beginning to show. In Stockholm most measures are finalised and the evaluation is almost finished. The logistic centre in the Old Town has been in frequent operation since March. One new large customer providing restaurant supplies has been contracted starting from May 1. This had increased the demand for a second truck. One additional biogas truck has been ordered. SL:s work to attract more passengers are becoming permanent: Targeting specific customer groups such as students, new habitants and car drivers via Direct Marketing is now a permanent activity. SL has also introduced incentives in each entrepreneur agreement on a permanent basis. The most successful incentives are punctuality, cleanliness, and satisfied customer index. The smart card project is still very delayed because of problems with the supplier.

The work to prepare the introduction of congestion charging in Stockholm has continued. Information campaigns on the congestion charges has started and it became possible to lend the OBU:s (on Board Units/transponder). The gateways for the charges have started to be built. A costumer service for questions from the public has also opened during the period. The dynamic bus priority system SPOT has shown very effective and will be expanded to new areas. The obedience towards the environmental zone in Stockholm is increasing. The experiences from the environmental zone was spread to planners around Europe at a conference on air quality and Euro 4&5 held in Brussels in June 2005. Free parking for clean vehicles was introduced in Stockholm on May 2, 2005. So far about 500 permits have been given out. There has been a large interest in media and the decision is well known.

The visitors web in Stockholm has been further developed and a specification of the trip-planner to get the actual travel time for cars and bicycles within the Stockholm region has been completed and will be include the public transport trip-planner.

The number of clean vehicles in Stockholm grows; the choice of available vehicles has become larger and more fuel stations has opened why it has become more interesting for the taxi companies to buy clean vehicles. 3 out of 4 biogas fuel stations are up and going and

In Graz the strolling-zones in Neutorgasse as well as on Karmeliterplatz have been finalised. An after survey has been conducted among passers-by and businessmen. The lower parking tariff for low emission vehicles has been introduced. Low emission vehicles are defined as vehicles that achieve Euro IV, emit

less than 140 g CO₂ (petrol) and 130 g CO₂ (diesel) per kilometre. The diesel vehicles also have to have a filter for particulate matter. The new parking scheme has been promoted to increase awareness of people and drivers of low emission vehicles in particular. There have also been discussions with the car sale companies - resulting in a simpler procedure to take part in the system. The development of logistic services is ongoing in Graz. Electric vehicles have been introduced in the system and during the first two months of operation the cost for electricity was only 13.6 Euro for the three vehicles. The awareness actions for speed reduction have continued and speed displays are spread in the city and moved regularly within the districts of Graz. Graz has received a prize for innovative traffic safety measures in front of schools from the national association for traffic safety. Measures to facilitate for bikers in Graz has been realised, B&R parking spaces have been introduced at all terminal tram stations. The sign posting system for P+R spaces has been finalised and the promotion for P+R spaces and practise was continued during the period. The biodiesel is used by an increased number of vehicles. 100% of bus fleet is converted to biodiesel usage. Currently, these busses are being equipped with particle catalysators.

In Lille, public transport security has been improved; there are more security agents in the PT network and better technical equipment for surveillance and localisation of trams and buses: a radio contact system is operational as well as the localisation system which is operational ahead of schedule. A "security barometer" is delivering a continuous monitoring of security feeling in the PT network. The evaluation of the measure shows a reduction of criminal events, shorter intervention time in case of emergency, which has given better image to the public transport. The capacity of P&R facilities continue to increase and over 3000 parking spaces are now available. A total of 100 biogas buses have been purchased, which exceeds the goals in Trendsetter. The problems with finding light gas vehicles continue. No more gas vehicles will be purchased within Trendsetter. The vehicle manufacturers do not want to sell any gas vehicles to the city.

In Prague the new borders of the environmental zone has been implemented. A map of the new zone has been produced and distributed to transport professionals. The first evaluation is ongoing. The new citybus line is operational and a study for another line in Prague 5 has been carried out. The new more adaptive signal control system has shown very good results and it has been put in operation in another 5 intersections covering additional 50 buses. Evaluation of all the measures in Prague is finished.

The car free zone in Pécs has been established. The evaluation of the zone-model parking system in the city has started. The new traffic and transportation strategy has been prepared and it has been approved by the municipal. The results from the Trendsetter projects (car free zone and the parking system) is integrated in the strategy and the Transport strategy will be integrated in the new city development strategy of Pécs 2007-2013 based on the new financial period of the EU.

Trendsetter is well on the way towards the objectives. For more detailed information, go to www.trendsetter-europe.org.

2 Progress in horizontal work packages

2.1 Work package 1

Task 1.1 Technical and Administrative co-ordination

The co-ordination team has been supervising and helping the cities throughout this period.

Amendment

The first amendments were accepted during the period and the first payment to the partners was distributed.

Reporting

Progress report 3 has been sent to the commission during the period. The Evaluation Report was prepared. A lot of work has been spent on the Policy Report and the recommendations from Trendsetter to other cities, based on the experiences from the different cities and measures. The recommendations have been thoroughly discussed between the partners at the steering committee meetings.

Civitas sister projects

The four Civitas-projects have regular telephone and e-mail contacts to share information. The discussions have focused on the common Final conference held in Nantes in the autumn 2005.

Civitas Political Advisory Committee

A new Political Advisory Group was formed when the cities from Civitas II started their work. Stockholm is a member of the new PAC group and representatives from Stockholm attended the first meeting for the group in Paris in April. Stockholm applied to host the Final Conference for Civitas I but it was decided to be held in Nantes.

The Trendsetter Co-ordination took part in a stakeholder meeting for Clean Car Directive. The message to the commission based on the experiences from the cities in Trendsetter was that there are clear evidences that clean vehicles are positive for the cities and that the public is positive towards measures to accelerate the introduction of clean vehicles. The projects in the Trendsetter cities have also showed that public transport with renewable fuels is positive and has contributed to an increase in the number of passengers.

The co-ordination team co-operates closely with Meteor in preparing the PAC-meetings

Task 1.2 Financial co-ordination

Payment 1 was distributed to the partners during the period. The co-ordination has also answered questions from the commission about payment 1. Cost statements have been prepared during the period.

Task 1.3 Quality assessment

The evaluation and assessment of the demonstration measures have been performed and the evaluation phase was finished during the period. Many measures have been delayed why it has been difficult to get validated data from the project so early in the evaluation phase.

Task 1.4 Internal project communications

The steering committee has met in Graz. WP leader meetings has also been organised to discuss evaluation issues. WP workshops were held in the beginning of this period (January). The WP-leaders have done a lot of work during the period when collecting data, information and preparing the Evaluation report.

The co-ordination team and the local managers maintain regular telephone and e-mail. In addition, the internal website is used for common working documents, reporting, etc., and the internal newsletter highlight important tasks, issues and dates.

The communication with the Commission and Meteor is mainly performed via the co-ordinator, which is an efficient way to keep all partners informed and also contributes to keeping the project together.

2.2 Workpackage 2

2.2.1 Stockholm

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Preparation and participation in the steering committee meeting in Graz and the special WP-leader meeting in Brussels. Most of the work during the last six months have been focused on finalising the evaluation work on City, work package and measure level. Due to the amendment process changes in legal agreements have had to be changed locally.

Task 2.2 Local Financial co-ordination

Work with financial reporting, handling of invoices and time reporting has been done as well as helping and preparing for amendments and the cost statements. Helping the new partners to be acquainted with the financial issues and the cost statement reporting routines in Trendsetter has been done.

Task 2.3 Integration

The integration work is done by the WP-leaders and most of their work so far has concentrated on common evaluation procedures. One Trendsetter Stockholm seminar to spread the experiences of the project and show the different integrated projects has been arranged with a big success.

Task 2.4 Local project internal communication

Three meetings with the project management group and four meetings with the political steering committee. Two newsletters for clean vehicles have been produced. Presentations about Trendsetter Stockholm at different seminars. One large seminar arranged by and about the Trendsetter Stockholm work.

Key outputs

A Trendsetter Stockholm Seminar.

Problems / delays

None

Changes to be expected

None

Future plans

Continue the work as planned.

2.2.2 Graz

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Graz has participated at steering committee meeting in Prague and organised the meeting in Graz. Separate meetings have been held with all local partners and departments for all work packages and subtasks: discussions on local project status, changes, responsible persons, necessary political decisions, financial issues, communication channels etc. have been performed. The third cost statement was made. Several telephone conferences were conducted with the coordinator of Trendsetter (Stockholm). Measures that are still causing problems are receiving extra support by involving external experts or holding special working meetings.

Task 2.2 Local Financial co-ordination

Local partners were informed about the delay of the first and second payments. All concerned local partners were supervised about adaptations in cost statements. Personnel resources and budgets were controlled by the local Trendsetter management team for each measure separately.

Task 2.3 Integration

To ensure a real integration of the Trendsetter project among all concerned partners, regularly weekly working meetings were held. Local partners of different measures were invited for an information exchange. Separate meetings have been held, when special topics were discussed. In case of critical measures, special meetings with external experts were organised to get the measure back on track.

Task 2.4 Local project internal communications

The database with all addresses of local partners is updated continuously. Regular weekly meetings (journal) with all local partners were held.

Key outputs

"Normal" project management routine - information, coordination, meetings and reporting

Problems / delays

None

Changes to be expected

None

Future plans

Continuation according to the plans

2.2.3 Lille

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

The local administrative coordination has been continued normally, including the preparation of specific documents for the request for amendment N°2 to be filed at the EC by the coordinator.

Technical coordination included the organisation of measure descriptions and workpackage and other reports.

Task 2.2 Local Financial co-ordinations

Collection of information for the financial coordination is in place. Local consortium has to cope with very long and unexpected delays in receiving funding from the EC.

Task 2.3 Integration

The Lille team is mainly composed of LMCU departments working at the same site, which makes the meetings easily organised, and the individuals involved know each other well. The external members of the team (those who are not LMCU employees) meet regularly in the course of Lille's work outside the Trendsetter project. There are continuous contacts with local and national stakeholders.

Task 2.4 Local project internal communication

The various actors on the local team meet on a regular basis in their own regularly scheduled meetings (internal or external). The variety of interests involved makes regular meetings with the entire local team difficult, and in order to make the meetings more efficient, reduced team meetings with more specific agendas are foreseen. On the whole, meetings are progressing as planned. The fact that the majority of the local team speaks only French is also a barrier to immediate action when things are requested. This has steadily improved since the beginning of the project and our expectation is that this problem, although currently perceived as a barrier, is progressively being overcome

Key outputs

A team with the responsibility of producing Lille's measures has been formed and works together through its regular technical meetings. This team is coping with the pressure from the project management and from the EC (audit) on reporting evaluation conclusive elements (draft form) while the project still has a half year to run and is now delivering its final outcome.

Problems / delays

None

Changes to be expected

None

Future plans

Continue the work in respect to the Inception Report and with the coordination team. Continuing improvement with regards to internal communication and cooperation. Participation in the coming period: meetings at the Trendsetter level and possibly at work package level if agreed upon with the co-ordinator and/or Stockholm, Graz and Prague partners. Major work includes the finalisation of the reporting on measure evaluation and the coordination of evaluation reports for WP7 and WP12

2.2.4 Prague

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

Elaboration of the Prague's Evaluation Report. Continuing of the dissemination.

Task 2.2 Local Financial co-ordination

Preparation of accounting to subcontractors

Task 2.3 Integration

No work has been done yet

Task 2.4 Local project internal communication

Regular meetings with measure leaders

Key outputs

Regular local co-operation

Problems / delays

No delays

Changes to be expected

None

Future plans

Follow the project management system

2.2.5 Pécs

Work undertaken

Task 2.1 Local Technical and Administrative co-ordination

The finalization of the deliverables has started and the preparation of the final reports has been started.

Task 2.2 Local Financial co-ordination

The preparation of the fourth financial report has been started, all financial tasks have been started in order to be able to close the project in January 2006.

Task 2.3 Integration

The local co-ordination team manages the tasks between the local participants and actors of Trendsetter.

Task 2.4 Local project internal communication

The city has published the new transportation strategy; both the municipal assembly and the public have been informed about the achievements. The organization of the final meeting in Pecs (January 2006) has been started.

Key outputs

The political side has accepted the new transportation strategy, which has been finalized during September

2006. The preparation of the new ERDF co-financed large-scale city transportation development project has been started based on the Civitas experiences. Both the political and technical side (experts, civil servants, institutions) have accepted and approved the tasks that have been implemented in Pecs and the final phase of Trendsetter in Pecs has been started, namely the preparation of the City Evaluation Report.

Problems / delays

No major problems are expected, due to the lack of experience the city evaluation report on behalf of Pecs is delayed about 6-8 weeks, but it will be prepared well before the end of the project.

Changes to be expected

No changes are expected.

Future plans

Participation on the Civitas I final conference in Nantes, organization of the final meeting in Pecs, and preparation of the dissemination end products.

2.3 Workpackage 3

Work undertaken

Task 3.1 Dissemination co-ordination

Newsletter

Three issues of Trendsetter Newsletter have been distributed, with focus on public transport, traffic management and finally logistics.

Workshops

A workshop with international traffic experts was held on the 13th of April in Graz. The workshop dealt with the issues of improvement of mobility and quality of life, improvement of air quality as well as the reduction of noise and traffic congestion and the participants presented a variety of measures and technical solutions for improvement of traffic flow.

A meeting with mayors from the Trendsetter cities with members of the European Parliament was organised during the period. The discussions during the meeting resulted in a report called “Trendsetter Desiderata”

Final report

The work on the final reports and policy report has continued and the Policy Recommendations have been discussed at the Steering Group meeting. The report will be finalised during the autumn 2005.

Other

During the period Trendsetter has presented itself at several conferences and in newspapers articles.

2.3.2 Stockholm

Work undertaken

Task 3.3 Local dissemination and exploitation

The members of the project management group have been invited to several different events to make presentations about Trendsetter and their own measures. Two newsletters on clean vehicles have been produced. Information on www.trendsetter-europe.org has been updated for all measures in Stockholm with information about the results and work carried out so far. One large seminar about Trendsetter Stockholm and all different measures have been arranged with a big success.

Key outputs

Two newsletters. The members of the project management group have made several different presentations about Trendsetter and their own measures on different events. Updates on each Stockholm measure for www.trendsetter-europe.org. Continually updates and news about individual measures on local Swedish web sites www.miljofordon.se , www.miljobilar.stockholm.se and www.trafiken.nu

Problems / delays

None

Changes to be expected

None

Future plans

A final conference is planned.

2.3.3 Graz

Work undertaken

Task 3.3 Local dissemination and exploitation

The Public Relations department of the city of Graz has announced several Trendsetter activities on the city website. The local Trendsetter folder has been updated. Furthermore, a local Trendsetter folder was distributed at various events, action days and meetings. The German Trendsetter-Graz website was being updated continuously (especially sections like measure description and news). Articles about Trendsetter appeared in local newspapers and in the monthly local magazine BIG (distributed to every household). Various measures of Trendsetter or the Trendsetter project itself were presented in Tallinn Riga, Krakow, Prague, Budapest and Bratislava. An internal Trendsetter-Graz newsletter was disseminated to all local partners. GVB busses are labelled with the Trendsetter logo and the address of the German Trendsetter-Graz website. Within the framework of exhibitions and action days, Trendsetter stands were installed to get general public informed about objectives of the project.

Key outputs

Reporting on city website, in local newspapers, at conferences and international meetings

Problems / delays

None.

Changes to be expected

None.

Future plans

Continue according to the plans, special dissemination effort at the end of the project

2.3.4 Lille

Work undertaken

Task 3.3 Local dissemination and exploitation

"Several specific actions are ongoing: Insertion of information in the Metropolis web site (http://www.lillemetropole.fr/page.php?P=data/tout_sur_la_metropole/infrastructures/projet_trendsetter/) Spreading of information on Trendsetter and its web to local partners (authorities, operators, etc.), negotiation for links between their sites and Trendsetter.

Systematic information and explanation of Trendsetter actions in local, regional and national papers about the transport initiatives in Lille.

Lille participated to the 11th Annual Clean Cities Conference and Exposition, Palm Springs, California, May 1 - 4, 2005 with a very successful contribution on the ""Lille biogas buses project"" attracting much interest from the participants.

Key outputs

Stronger perception of the importance of the Trendsetter project, as implementations are visible

Problems / delays

None

Changes to be expected

None

Future plans

Continue the work as planned. Use only dedicated documents for communication purposes and avoid use of project deliverables for public posting.

2.3.5 Prague

Work undertaken

Task 3.3 Local dissemination and exploitation

Measures 5.7, 7.7 and 11.6 are being evaluated and are phasing out. DP-Kontakt (monthly news paper from Prague Public Transport Co. Inc) informed in detail twice about: Stage of fulfilment of measure 7.7 and 11.6. Step-by-step information how measure 7.7 was prepared and realized (May, 2005). Yearbook 2004 of Institute of Transportation Engineering of the City of Prague gives detailed information on Trendsetter outputs and EU-support for the project. Information describes the new city-bus line; new cross roads with preference and decrease of heavy trucks trips by 11% in the new access restriction zone.

Key outputs

Trendsetter results dissemination in the Yearbook 2004 of Institute of Transportation Engineering of the City of Prague and two issues of the DP-Kontakt (monthly news paper of Prague Public Transport Co. Inc.).

Problems / delays

None

Changes to be expected

None

Future plans

Dissemination of the final evaluation outcomes to broader professional public and citizens. This to include enlightenment gained from Trendsetter. Up-date of TS web bearing in mind the final evaluation outputs.

2.3.6 Pécs

Task 3.3 Local dissemination and exploitation

Municipal and public debate on the transportation strategy.

Key outputs

Official presentation of the transportation strategy, official and civil approval of the strategy. Preparation of the City Evaluation Report.

Problems / delays

None.

Changes to be expected

None.

Future plans

Official closing of the Civitas-Trendsetter Project in Pecs in January 2006, organization of the final Trendsetter meeting in Pecs.

2.4 Workpackage 4

Work undertaken

Task 4.1 Overall co-ordination and management

The evaluation work has been in focus during the period. Trendsetter WP-workshops (WP-leaders and measure leaders) were held in Graz in January. The work within the Evaluation Liaison Group has continued and the group met in Prague in February, together with the City Evaluation managers, to discuss common issues. Evaluation has been on the agenda and discussed at the steering committee meeting in Graz in April.

A meeting with the WP-leaders within Trendsetter have been held in Brussels to discuss the evaluation and how to present the results. New versions of the WP Evaluation reports have been developed during the period. Preliminary City evaluation reports have been elaborated. Data has been collected by the Trendsetter Measure Level Templates. The work with the Evaluation Report is ongoing and will be presented M48.

2.4.2 Stockholm

Work undertaken

Task 4.2 Local co-ordination and management

The Stockholm City Evaluation Report is now available in a draft version - soon to be finalised. All measure level templates have been filled in and finalised. A lot of effort has been spent on evaluation discussions within the local Stockholm Trendsetter group. Separate meetings have been arranged, for the whole project group, as well as for individual measures, to discuss evaluation and how to interpret the result and synergies. Focus has been set on lessons learnt, up scaling (or down scaling) and transferability. Indicator results are available. Preparations for the WP evaluation meeting in Brussels. Decisions on not to use the ITEMS model but have instead used other existing models where applicable.

Task 4.3 Work package co-ordination and management

WP-reports for the four WP:s that Stockholm is in charged of, WP 5, 6, 9 and 11 are all available in a draft version, soon to be completed. A lot of work has been spent on this during the last six months. Preparations and participation in the WP-leader meeting in Brussels.

Task 4.4 Evaluation of measures

All measures have completed their measure level templates and most milestones and deliverables are completed as well. Some measures are still waiting for their final results but three measures are fully completed.

Key outputs

Measure level templates from all Stockholm measure. Draft WP reports for WP 5, 6, 9 and 11. Draft City Evaluation Report.

Problems / delays

With so much written material coming out in draft versions from the project in Stockholm, many measure leaders and participants in the project find it hard to read and react to all this information. Time is too short.

Changes to be expected

None

Future plans

Complete all draft reports. Give input to the overall Trendsetter Final Progress Report. Complete all missing deliverables.

2.4.3 Graz

Work undertaken*Task 4.2 Local co-ordination and management*

The coordination of local evaluation continues, progress is regularly checked against the original evaluation plans and evaluation activities are requested/triggered/asked for in order to get the required data.

Task 4.3 Work package co-ordination and management

Collection, comparison and control of data, documenting evaluation in the Workpackage evaluation reports, several drafts of local evaluation report

Task 4.4 Evaluation of measures

The evaluation of some measures is ongoing others have been finalised; results are gathered at a central place. Data have been processed to be put into the measure level sheets - that have been continuously updated.

Key outputs

Ongoing local evaluations, processing of evaluation data, drafts of evaluation reports (both WP and City level)

Problems / delays

None

Changes to be expected

None

Future plans

Continue to evaluate and report according to plans

2.4.4 Lille

Work undertaken*Task 4.2 Local co-ordination and management*

Local coordination is ongoing, and without problems

Task 4.3 Work package co-ordination and management

Lille coordinates the work within WPs 7 and 12, and has been responsible for the input from these WPs to the Evaluation Report. Coordination of WP7 and WP12 is ongoing.

Task 4.4 Evaluation of measures

The collection of data to measure the indicators set by Lille started at the end of 2003. The collection of data for evaluation of WP7 and WP12 is ongoing.

Key outputs

Ongoing collection of data for evaluation of WP7 and WP12

Problems / delays

None.

Changes to be expected

None.

Future plans

Work will continue according to plans and to co-ordination team instructions. Monitoring of the evaluation indicators is ongoing. Meetings at measure and WP levels are organised in conjunction with steering committee meetings.

2.4.5 Prague

Work undertaken*Task 4.2 Local co-ordination and management*

Working out of the Prague's Evaluation report and its handing over to co-ordinator

Task 4.3 Work package co-ordination and management

Continuing of the local co-operation

Task 4.4 Evaluation of measure

Evaluation of measures has been finished

Key outputs

Continuing of the evaluation

Problems / delays

None

Changes to be expected

None

Future plans

Finish the evaluation process

2.4.6 Pécs

Work undertaken*Task 4.2 Local co-ordination and management*

Contribution to the Trendsetter evaluation report at measure level.

Task 4.3 Work package co-ordination and management

The local coordination continues as planned.

Task 4.4 Evaluation of measures

The evaluation tasks have been performed; the new strategy has been prepared on the basis evaluation results of Trendsetter.

Key outputs

Input to the Trendsetter Evaluation Report

Problems / delays

None

Changes to be expected

None

Future plans

Finalize the project according to the plans.

2.5 Workpackage 5-12

Stockholm

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
5	5.1 Widening of the Environmental Zone	5.1 Widening of the Environmental Zone	One report on the environmental zone obedience is ready. The Environmental Protection Administration organised a control in June 2005 when 200 vehicles were controlled, 3-4 % of these did not have access to the environmental zone (too old vehicles). These companies were sent information about the environmental zone. The project manager was invited to talk at a conference in Brussels 13-15 June (Euro 4&5 strategies for buyers and suppliers).	The enlargement of the zone will be done after the end of Trendsetter.	The cooperation with the police will continue. The regulation will be changed and adapted to the Euro-system, a decision from the Ministry of Industry is expected soon.
	5.6 Congestion Charging in Stockholm	5.6 Congestion Charging in Stockholm	The work on the Handbook continued during the period. The studies of air quality are ongoing and D 5.6.1 will be finished in month 45. The Evaluation scheme has been finished as well as the report on results on objectives development. Information campaigns on the congestion charges has started and it became possible to lend the OBU:s (on Board Units/transponder). The gateways for the charges have started to be built. A costumer service for questions from the public has opened.	The measurements of air quality have been delayed. The study will be finished in October 2005. This is a part of the prestudies.	Continue the work with the handbook, which has to be well supported among all actors involved. Introduce an extension of the public transport system with more buses and new bus lines will be done in month 43.

6	6.1 Smart card systems and integrated ticketing	<p>During the period several workshops have been carried between ERG Ltd and SL. The aim of the workshops was to establish the full construction of the system. Focus has especially been made to the following:</p> <ul style="list-style-type: none"> - Interfaces towards SL's adjoining systems that the ticket system will interact with - The business rules that will apply in the ticket system - Industrial design - Man machine interfaces <p>The work of compiling the test procedures that will be used when verifying the system commenced early during the period. The placing of the equipment is partly finished. The work of establishing responsibilities and tasks when installing has commenced. Several requirement changes has been worked out and established between the parties.</p>	The time scale for delivering the system is subject to adjustments. The adjustments are not yet subject to any agreement between the parties.	The details of the construction of the system will be refined and established between the parties. The work of compiling the test procedures will continue during the second half of this year.	
	6.3 Reduced parking fees to promote clean vehicles	Free parking for clean vehicles was introduced in Stockholm on May 2, 2005. So far about 500 permits have been given out. There has been a large interest in media and the decision is well known. Information about the possibility for free parking has been distributed in several ways; however, this campaign has not been funded through Trendsetter.	No problems	Measure completed	Information campaign not funded through Trendsetter

Stockholm

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
7	7.1 Increasing public transport passengers	The work with educating and informing employees on the terminology as well as new techniques used for better and more efficient information on disruptions has been moving on. According to the projects Time schedule all depots in the Stockholm Region will be educated, informed and equipped by the end of October 2005. The Travel Guarantee is now a part of SLs regular activities and will therefore regularly be an object for revise and development. Targeting specific customer groups such as students, new habitants and car drivers via Direct Marketing is now a permanent activity. SL has introduced incentives in each entrepreneur agreement on a permanent basis. The incentives most successful are punctuality, cleanliness, and satisfied customer index. This goes for all the different means of transport.	Lack of bus drivers may be a problem but that is for the moment more a risk than a concern.	Information of disruption in the traffic will be developed amongst others to include SMS. Co-operation with trustworthy companies that fits within SLs policy, to reach customers that normally does not use SL. Keep on using the incentives and analyse how successful they are.	
9	9.1 Material logistic centre – to optimise freight deliveries at construction sites	Finalised.			
	9.3 Logistic Centre for Old Town of Stockholm	The logistic centre has been put in frequent operation since March. One new large customer providing restaurant supplies has been contracted starting from May 1. This had increased the demand for a second truck. One additional biogas truck has been ordered. The evaluation of the measure has been completed and enclosed in the measure level template.	No problems	Continue the operation and try to involve more customers. Introduce the second biogas truck.	
10	10.2 Make bicycling attractive (B&R information on the Internet)	The digitalised bicycle map at trafikenu has been launched.	No problems	Specifications on how to proceed with bicycle information in order to promote the bicycle information best on the website is continuously ongoing.	
	10.3 Creation of a visitor's web for optimal trip planning	The specification of the trip-planner to get the actual travel time for cars and bicycles within the Stockholm region has been completed, this will include the public transport trip-planner. SNRA is working closely to Stockholm Public Transport Authority to find user-friendly methods. An interactive voice response has been procured. A SMS-service will be introduced.	No problems	Continue to develop IT services.	

Stockholm

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
11	11.2 Traffic monitoring and supervision	The work continues according to the plans. The validation of the data continues.	Technical problems have occurred, not serious but it means delays.	Validation will be finished in September. Close cooperation with the company delivering the technical solution, they are expecting a new version for Essingeleden (adapted to motorway).	
	11.4 Accessible road network (street) data	Finalised.			
	11.5 More adaptive signal control in a bus priority system (SPOT-project)	The project was presented at a conference i Graz. The measure is finalised.	Finalised.		
12	12.1 Clean and efficient heavy vehicles	Finalised, report has been completed. 21 buses and three heavy vehicles have been bought within the measure.	Finalised.		
12	12.4 Clean municipal fleets	Finalised.			
12	12.6 Waste collection with biogas-vehicles	All biogas waste trucks in operation. Evaluation completed. Reported in 12.11. Measure finalised.	Finalised.		
12	12.10 Improved biogas refuelling infrastructure	3 out of 4 stations are up and going. The fourth station is still almost completed but may not open until all permits have been received. The building permit is now treated by the county administrative court. If the building permit will be denied the station will be moved and erected elsewhere.	See work undertaken.	Evaluation during M 44-45	Three fuel station are open
12	12.11 Making clean vehicles less expensive	The evaluation is finalised. A report "Erfarenheter av miljöfordon inom Trendsetter 2003-2004" (Experiences of clean vehicles in Trendsetter 2003-2004 in Swedish only at the moment).	None	Finalised	The report

Stockholm

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
12	12.12 Co-ordinated procurement of electric and electric-hybrid vehicles	Included in 12.11.			
12	12.13 Increasing clean vehicle use in private company fleets	Further discussions with Taxi companies have been done. Meetings with the organisation "Swedish Association of Environmental Managers " to promote clean vehicles.	Vehicle manufacturers lack of automatic gear box makes the delivery time very long, which has meant a delay the introduction of clean taxis.	Taxi companies plan to order 60 biogas vehicles funded by other means than Trendsetter.	Plans to order 60 biogas vehicles.
12	12.14 Web-portal for drivers of clean vehicles	Report "Utvärdering av webportalen www.miljofordon.se", in swedish only. English summary available.	None	Frequently updating of the web-site.	

Graz

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
5	5.3 Implementation of "strolling zones":	Construction works in Neutorgasse as well as on Karmeliterplatz have been finalised. An after survey has been conducted among passers-by and businessmen. Neutorgasse second stage has been planned and construction works have started. During summer nothing could be done because the Neutorgasse served as bypass for busses, as the main tramline route through Herrengasse was closed down for the first time since 40 years for rail track renewal.	None	None	
6	6.4 Integrated pricing strategy for parking zones	Ongoing promotion of new parking scheme to increase awareness of people and drivers of low emission vehicles especially. Talks have been held with car sale companies - resulting in a simpler procedure to take part in the system.	None	Ongoing promotion of new parking scheme to increase awareness of people and drivers of low emission vehicles especially.	
7	7.4 Seamless linking of modes	The sign posting system for P+R spaces has been finalised. Promotion for P+R spaces and practise was continued. The adaptation and coordination for the new Park and Ride Spaces, cannot be realised within Trendsetter time.	None	Ongoing promotion of P+R-spaces and practise.	
7	7.5 Customer friendly stops for bus and trams	Improvable and monitoring of all stops, especially on problems with real time information, integration of ca. 20 new stops.	None	Further increase of high level public transport stops	
8	8.1 New services & services for special customer groups	New bus connections to the hinterland were introduced	None		
8	8.3 Increasing car occupancy	HOV-bypass has been finalised and is operative. However, demand is low due to there not being any cross traffic and congestion where the HOV-Bypass is (new crossing). Congestion will only develop, when a new shopping centre along with a Park and Ride centre and a tram connection will open. Cross traffic will be generated, which will generate some congestion, and the bypass will have a true effect.	Car pool matching service will not be introduced within Trendsetter	None within Trendsetter	

Graz

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
8	8.4 Site level Mobility Management	Mobility Management for GKK and UCB has been implemented with various measures. Mobility Management is extended towards both university and technical university. Mobility management for schools is continued.	None	Continuation of mobility management measures	
9	9.2 Distribution of goods – green city logistics	During the rail track renewal phase in the main tram line (and main shopping street) in Graz, logistic services with electric vehicles have been introduced, and are being continued. During this construction phase (lasting two months), the three electric vehicles had electricity costs of just 13.6 Euro! The vehicles will be presented on the Nantes CIVITAS-Forum.	None	Continuation of logistic services already realised.	
10	10.1 Innovation in bicycle transportation	Bike underpasses have been evaluated. Bike underpass Keplerbrücke will be constructed, promotion is underway. It can only be finalised in January, during the low water phase of the river Mur.	None	Final reporting	
	10.4 Taxi drivers as information multipliers for clean urban transport	Reporting was discontinued, as the director of Taxi 878 has died.	None	Final reporting	
	10.5 Marketing and quality management	Door to door information system partly operative	None	Final reporting	
	10.6 Awareness of the benefits of speed reduction and promotion of less car use	Mobile automatic speed displays were circulated continuously within the districts of Graz. Graz has received a prize for innovative traffic safety measures in front of schools from the national association for traffic safety (Kuratorium für Verkehrssicherheit).	None	Final reporting	
	10.7 Integrated Mobility Centre	The integrated mobility centre is successfully operating since August 2004	None	Final reporting	

Graz

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
11	11.1 Technical basis for an efficient customer focused operation and information	Marketing campaign was carried out. Continuous increase of reliability. The startup-problems have largely been eliminated and reliability is now closing in on 100%.	None	Final reporting	
11	11.3 Dynamic traffic management system	In April, a CIVITAS-Trendsetter workshop on Traffic Management Systems was held in Graz. All three parts of this workpackage are back on track. For the online representation a user and expert survey was made to determine user needs of the system. The system is under development and the design is ready. For public transport prioritisation the parts foreseen for Trendsetter are operative. The introduction of the MOTION system has been achieved for several traffic light groups and is in time for evaluation in the next (final) half year.	None	Evaluation	
12	12.3 Clean and user friendly bio diesel bus fleet	100% of bus fleet is converted to biodiesel usage. Currently, these busses are being equipped with particle catalysators	None	None	
12	12.7 Bio diesel taxi fleet and bio diesel service station	Emergency backup generator running on biodiesel was acquired. 60 Biodiesel taxis are operative.	None	Extension of biodiesel usage of taxi fleet.	
12	12.8 Optimisation of the bio diesel collection system	Collection service is ongoing	None	Continuation of collection service	

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
6	6.2 Smart card systems and integrated ticketing	The strategy for the implementation of the fare integration decided previously is being presented to the authorities, in view of the decision on the process towards its implementation, in particular through a new ticketing system based on smart cards. Finalisation of the deliverable D6,2,1 in English is ongoing.	None	Final reporting	
7	7.2 Public transport security	The "security barometer" is delivering a continuous monitoring of security feeling in the PT network.	No problem, no delay, everything has been performed according to plans in the initially allocated budget.	The Security Committee meets 4 times per year and every trimester a document is established with all the statistics related to security. The "Security Barometer" will continue (a twice a year survey of the population). Statistics from the newly operational system will provide new information which will be carefully studied and give answers to security problems.	Radio contact system operational. The localisation system is operational ahead of schedule. Evaluation of security perception by users and general improvement of security is ongoing
	7.3 Intermodal local/regional transport interchanges	The work related to Armentières is progressing; construction is about to start 2005. Expected completion is in 2007. Construction for Don Sainghin interchange is expected to start in 2006. Three other interchanges are being studied together with the corresponding scenarios (La Bassée, Villeneuve d'Asq and Seclin). Lille will present this work in Deliverable D7.3.1 "Summary of Implementation studies on 2 intermodal exchange points" (subcontracting). This will include a specific section detailing the process evaluation issues.	The studies in Trendsetter are leading to a very proactive planning of the construction of a total of 12 interchanges, which require broader administrative treatment and incurs delays. Construction of the two interchanges will be completed outside of Trendsetter, as agreed with the EC after the audit in November 2005.	Finish D7.3.1.Finalise evaluation elements for the measure.	
	7.6 Park and Ride facilities	Capacity continues to increase and now exceeds the initial goals before the changes in the inception report and exceeding by far the target of the inception report.	No problem, no delay, everything has been performed beyond plans in the initially allocated budget.	Further bicycle parks and parking are to be implemented downtown	The Park and Ride facilities accompanies the redesign of the city, complementing existing infrastructure or creating new space. Concerning the bicycle garages, the process progressively creates a demand and follows the expression of interest from the citizens.

Lille

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
8	8.2 Company mobility plan for LMCU's employees	The internal mobility plan is now implemented and is beginning to stimulate new behaviours: e.g. the use of bicycles is rising and the measure now permanently impacts ca. 15% of the workforce of LMCU. It is expected that this will continue to increase. The interest for company mobility plans is now adopted by many other organisations in the region: Regional Authority (Conseil Régional), Department Authorities (Conseil Général), private companies such as "La Mondiale" insurances, etc.	None	Continuation as planned	New entities (mainly administrations) are showing interest in these initiatives and ask for more details.
8	8.5 Urban mobility plan	The main trends of the LMCU's PDU are ongoing (eg: intermodal stops, high level services bus lanes etc). New micro PDUs are launched (Halluin, Houplin Ancoisne). Several new micro-PDUs are being negociated	None	Continuation as planned	
11	11.7 High level service bus routes	Implementation studies have been produced for four lines: "La Citadine" (that is to be extended towards Ronchin and Comines), "Lille-Loos-Wattignies", "Roubaix-Waterloo", "Lille-La Madeleine-Marcq". These are complete lines of large scope, all due to be implemented in full length before 2007. The "Citadine" is being evaluated. The central part of Lille-La Madeleine-Marq (rue des Cannoniers) is also completed. The central part of the Roubaix Waterloo part (Euroteleport) is also completed. The central part of Ronchin-Lille is due to be finished in 2005. Evaluations will be made on "La Citadine" and eventually on a selection of these implemented lines.	None		Studies and current implementations lead to decisions of expansion of High level service bus routes
12	12.2 Biogas bus fleets	No buses have been purchased in the reference period, exceeding the targets of Trendsetter.	None	Delivery of 40 additional buses. Finalise the evaluation of the measure	
	12.5 Clean municipal fleets	No new vehicles could be purchased in the reference period, as the delivery situation is still blocked: the industry is not answering the calls for tender.	The measure is now being evaluated on the basis of the current vehicle situation	Finalise the evaluation of the measure. It is not expected that new vehicles can be purchased in the course of Trendsetter	
	12.9 Analysis of biogas experience	The studies have been expanded with an analysis of the costs for various energy sources (e.g. sewage). Plant construction has effectively started in November 2005. Plant will be finished outside of the Trendsetter period.	None	Finalise the evaluation of the measure	Further analysis of waste re-use is done

Prague

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
5	5.2 Widening of the environmental zone for vehicles over 3.5 tons	Finishing of the local evaluation report, continuing with dissemination	None	Continue the dissemination	
7	7.7 Linking different modes of public transport	Finishing of the local evaluation report, continuing with dissemination	None	Continue the dissemination	
11	11.6 More adaptive signal control in a bus priority system	Finishing of the local evaluation report, continuing with dissemination	None	Continue the dissemination	

Pécs

WP	Measure	Work undertaken M 37-42	Problems and delays M 37-42	Future Plans M 31-36	Key output other than M&D M 37-42
5	5.4 Establishment of a car-free zone in the inner city	Evaluation of the car free zone, data collections and insertion of the results into the new strategy.	No major problems, or delays.	Finalisation of the report and the results describing the car free zone.	
5	5.5 Preparation of a new traffic and transport strategy	Preparation of the transportation strategy, municipal approval of the strategy prepared. Integration of the results of Trendsetter into the strategy and integration of the strategy into the new city development strategy of Pécs 2007-2013 based on the new financial period of the EU.	No problems, or delays.	Finalization of the project, integration of the results into the new city strategies and city development programmes starting in 2006 (2006 is a year of elections, 2007 is the beginning of the new financial period.)	Preparation of the strategy.
6	6.5 Establishment of a zone-model parking in the central city area	Evaluation of the zone model parking system together with the car free zone, integration of the results into the new strategy and the city evaluation report.	No problems, or delays.	Continuation of the extension of the car free zone	

2.6 Risk reduction and urban transport strategy

2.6.1 Stockholm

Action undertaken to reduce identified risks:

Trendsetter has led to an improved cooperation between the departments within the city. Trendsetter has also improved the between the city, the National Road Administration and Stockholm Transport (public transport authority). People within these organisations responsible for liked measures now know each other and co-operate, which is very useful and important for Trendsetter but also for the future. Seminars on sustainable transport issues as mobility management, clean vehicles and other themes have led to an increased knowledge on sustainable transport within the city administrations. Trendsetter has also made it possible for private companies to take part in some of this co-operation. The successful co-operation with AGA Gas AB and different oil companies would never had come through without Trendsetter and the financial support for the biogas infrastructure. This has been extremely helpful for the improvements in this field.

Action undertaken to achieve a real integrated urban transportation strategy:

The progress and the problems in the measures are continuously discussed in the Trendsetter Stockholm working group. If problems are foreseen they are discussed in the political steering group that meets once a month. The politicians can then take necessary contacts in order to solve the problems. When other actors than the city are “owners” of the problems, initiatives are taken to have meetings with these actors.

2.6.2 Graz

Action undertaken to reduce identified risks:

Dissemination activities like internal newsletter, German Trendsetter-Graz website, regular reports in local newspapers are essential for an integrated urban transport strategy. All actions undertaken within Trendsetter are coordinated with the transport department and other relevant departments of the city. In several WP's interdepartmental working groups are organised. The whole "Stadtbaudirektion" (can only be roughly translated as the internal agency coordinating all construction activities, as well as urban planning and transport planning in Graz) is in the process of reorganisation. The traffic-planning department will be upgraded with an internal manager and more personnel; the urban development department has been abolished and is integrated into the extended urban planning department. Several new staff units have been created. This will streamline the further development and implementation of an urban transport strategy.

Action undertaken to achieve a real integrated urban transportation strategy:

Regular weekly meetings are held; each time one or two local partners are invited. Whenever risks may occur, they are handled in special meetings. Depending on the situation, the local Trendsetter management team works close together with the overall coordinator of Trendsetter (Stockholm). Information campaigns for all present and future decision makers are ongoing. Special workshops and information for the politicians were organised.

2.6.3 Lille

Action undertaken to reduce identified risks:

"Identified risks essentially relate delays, induced mainly by three issues:

- delays due to time of negotiations among the various stakeholders

- delays due to the budget optimisation and commitment among a variety of stakeholders
- delays due to the preparation of complex and novel evolutions

Risk reduction comes essentially from a fully integrated approach of Public Transport related activities according to the Mobility plan, supported by a stable political organisation at the Lille Metropolis level, due to stay in place until at least 2007.

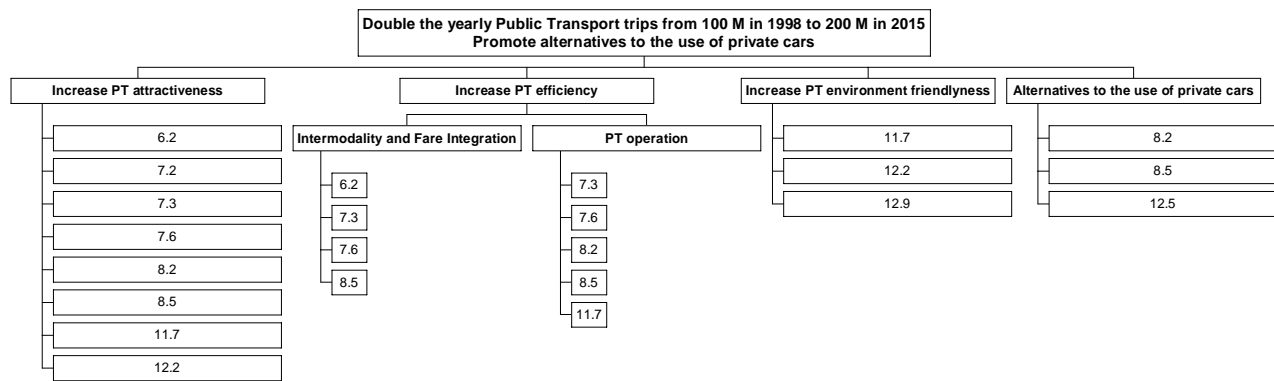
This is described below in detail."

Action undertaken to achieve a real integrated urban transportation strategy:

The measures in Lille Metropolis are included in a 20 year+ plan for the optimisation of the Public Transport environment, supported by local, regional and national Authorities. This gives a strong integration of all the activities, therefore reducing risks of malperformance.

The figure below illustrates the organisation of the measures according to the high level objectives of the Lille Metropolis (one measure may address several objectives)

Objectives organisation in Lille



Organisation of measure according to the high level objectives in Lille Metropolis

There will therefore be high synergy effects when implementing sets of measures. The synergy effects will be taken into account when evaluating the measures.

It is also important to note that many indicators are global, and the individual contribution of each measure cannot be detailed.

To achieve the integration, people meet on a regular basis; Trendsetter has not meant more meetings because Trendsetter is integrated in their daily working process. From time to time dedicated meetings specifically for Trendsetter are organised. The attempt to make a local web site which will increase the dialog even more, has failed so far, but efforts are made to contribute to the Trendsetter website and the national section will be used to advertise what's going on. The Lille team also uses the Trendsetter web site working area (restricted to the project people). Internal co-ordination is being improved. When necessary, adequate bodies are created to ensure operational implementations

2.6.4 Prague

Action undertaken to reduce identified risks:

Regular meetings with the group of measure leaders, and participation in special workshops to evaluate the project.

Action undertaken to achieve a real integrated urban transportation strategy:

Good results of the individual measures are implemented in other transport projects, according to general strategy of the Transport development of the City of Prague.

2.6.5 Pécs

Action undertaken to reduce identified risks:

The development projects of the city of Pécs for the period between 2007-2013 have been identified and due to the expert work and political support received in the framework of the Trendsetter project the preparation of a "mega" project, with over 50 million EUR budget have been included on the lists of projects/programmes to be elaborated. The thematical and empirical basis of this project is the transportation strategy that has been prepared in the framework of the Trendsetter project. (One cannot imagine a more significant result, than changing city politics and planning as a result of another project, the best practices and international experiences, which in our case was Trendsetter.)

Action undertaken to achieve a real integrated urban transportation strategy:

The city assembly has accepted both the prepared strategy and the need for a complex, "large-scale infrastructure development project", which has been identified and integrated into the list of the "mega projects of Pécs", to be elaborated and financed in the framework of the National Development Plan - Community Support Framework of the new financial period of 2007-2013.

3 Use of resources

Person-months usage by work package and partner, see A Project effort Trendsetter.

Effort for the reporting period (person months)																											
No	Project partner	WP 01		WP 02		WP 03		WP 04		WP 05		WP 06		WP 07		WP 08		WP 09		WP 10		WP 11		WP 12		Total	
		P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A	P	A
1	MF + Coordination	6,2	0,2	3,0	2,4	4,2	3,8	0,1	1,0	1,5	0,0	0,8	0,7	0,0	0,0	0,0	0,0	0,6	0,5	0,0	0,0	0,5	0,1	3,3	5,1	20,1	13,8
2	GRAZ	0,2	0,3	3,0	1,4	2,9	1,5	1,3	0,7	1,0	0,5	1,4	0,1	5,1	3,4	6,3	3,2	0,3	0,3	6,8	8,7	14,7	12,2	2,0	1,8	44,9	34,1
3	LMCU	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,4	1,4	2,8	2,8	1,0	1,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	5,1	5,1
4	PRAGUE	0,0	0,0	2,0	2,0	1,0	1,0	3,0	3,0	2,0	2,0	0,0	0,0	3,0	3,0	0,0	0,0	0,0	0,0	0,0	0,0	0,5	0,5	0,0	0,0	11,5	11,5
5	SL	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,5	0,0	3,5	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	5,0
6	ITG	0,0	0,0	0,5	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	8,5	8,1	0,0	0,0	0,0	0,0	0,0	0,0	9,0	8,2
7	SNRA	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	6,5	18,6	11,0	5,3	0,0	0,0	17,5	23,9
8	GFK	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,8
9	GVB	0,0	0,0	0,3	0,1	0,7	0,2	2,4	0,2	0,0	0,0	0,0	0,0	1,9	0,2	0,0	0,0	0,0	0,0	0,0	0,8	4,0	3,0	6,2	0,0	15,3	4,5
10	TAXI 878	0,0	0,0	0,2	0,1	0,0	0,0	1,6	0,1	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	7,5	1,0	0,0	0,0	1,8	0,1	11,1	1,3
11	STVG	0,0	0,0	0,2	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	2,5	0,0	0,0	0,0	1,2	2,3	0,0	0,0	0,5	0,0	4,4	2,3
12	ECE	0,0	0,0	0,3	0,6	0,8	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,3	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,4	0,6
13	LAND	0,0	0,0	0,4	0,4	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,8	0,0	0,0	0,0	0,0	0,0	0,4	0,5	0,0	0,0	1,5	0,9
14	FGM-AMOR	0,0	0,0	0,6	1,0	1,4	1,2	2,6	3,6	0,0	0,0	0,0	0,0	0,0	0,0	6,6	2,5	0,0	0,0	0,8	8,4	0,0	2,8	0,5	0,0	12,5	19,5
15	PECS Municipality	0,1	0,1	1,0	1,0	4,0	3,0	1,5	1,5	6,5	6,5	1,0	1,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	14,1	13,1
16	PECS Property	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
17	SMT	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
18	Statoil	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
19	AGA	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0
20	H2U	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	0,0	5,5	6,0	0,0	0,0	0,0	0,0	0,0	0,0	5,5	6,0
	Total	6,5	0,6	11,4	9,1	14,9	10,7	12,5	10,1	11,0	9,8	4,5	4,7	12,7	12,9	17,2	6,7	15,1	14,9	22,8	39,8	31,0	24,4	14,2	7,0	173,7	150,7

Note: The cells in the grey area are locked. In order to modify the table (e.g. adding rows) you will have to remove the lock from the worksheet (under 'extras'). There is no password required.

3.1 List of deliverables and milestones.

Table 1: List of external deliverables and milestones:

External M&D

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
D 1.5 c	Co-ordinator's management reports	32	Yes		
D 1.11	Implementation Report 2	34	No	46	Compilation Trendsetter measure level template
M 1.2 g	Meeting with the Steering Committee	36	Yes		
D 1.6 c	Progress reports	38	Yes		
M 4.2	End of monitoring	39	No	?	Data from delayed measures will be included in the evaluation
D 4.3 a-h	WP reports of demonstration work packages	40	Partly*		New versions ready in the end of 2005.
M 1.2 h	Meeting with the Steering Committee	41	Yes		
		42			Drafts available. Final versions in the end of 2005
D 4.4	Local Evaluation Report		No	46	
		42			
M 1.4	Meeting the objectives of the project		Not all	48	Will be presented in Evaluation report

Internal deliverables and milestones

3.1.1 Stockholm

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
M 6.3.1	Decision & implementation of reduced parking fees for clean vehicles in Stockholm	10	Yes	38	
D 12.14.1	Evaluation report of Web portal for clean vehicles, Stockholm	21	Yes	37	
M 10.3.2	Launch of a trip-planner on the Visitor web	23	No	44	
M 12.10.1	Opening of the new biogas fuelling station	28	Yes	37	
D 9.1.1	Evaluation and study on the efficient organisation of good transport at urban construction sites compiled in a handbook for similar projects	30	No	40	
M 9.3.1	Improved Logistic Centre in operation	30	Yes	37	
D 11.2.1	Results from evaluation of reliability and accordance with validation data of the Stockholm based Traffic monitoring and supervision	32	No	38	
D 10.3.1	Evaluation of the Web site system, visitor web Stockholm	35	Yes	37	
M 11.2.3	System delivers results to the website system and to the traffic management centre	35	No	48	
D 12.4.1	Report on drivers experience (clean vehicles Stockholm)	36	Yes	38	
D 12.6.1	Report on the effects of the waste lorries in Stockholm	36	Yes	38	
D 5.6.1	Report on results of the pre studies including Design Study	36		45	Late air quality studies.
D 11.4.1	Evaluation report of function and use of the database	38	No	47	
D 5.6.2	Report on results of objectives development	38	Yes		
D 9.3.2	Evaluation and study of the effects of co-transportation through the Logic Centre of Old Town	38	Yes		Included in the measure level report
M 6.1.4	Last survey conducted	39	Yes		
D 12.10.1	Assessment results of the use of the new biogas fuelling station	40	No	42	delayed installation of fuel station
D 12.11.1	Guidelines: Common nation-wide procurement of Biogas vehicles	40		42	will be translated to English
D 12.11.2	Report on long-term use of Biogas vehicles	40	Yes		will be translated to English
D 5.6.3	Implementation and adaptation of evaluation scheme	40	Yes		

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
D 6.1.1	Final report on Smart Card System Stockholm	40	No	48	
M 5.6.1	Start of the Congestion Charging scheme	41	NO	48	Legal issues in connection with the procurement of the technical solution has delayed the introduction of the scheme.
D 10.2.1	Evaluation of the Web site system for bicycling in Stockholm	42	No	48	

3.1.2 Graz

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
M 10.5.5	start of implementation for of door-to-door information system customers	15	No	40	
M 11.3.3	Start of operation traffic management and guidance (sign posting) system month	15	Partly	38	Sign posting will not be operative during trendsetter. Traffic management is operative.
M 12.7.2 b	Awareness and information activities for bio diesel use (3, 15, 27)	15	No	42	
M 11.3.4	Interfaces ready to use and ppp-model fixed	17	Partly	38	Interfaces are ready. PPP-model will not be implemented
M 10.1.3	Implementation of small scale B&R/Implementation of east west bike connections	18	No	41	
M 12.7.4	60% of taxis switched over to bio-diesel fuel	18	No	40	30% of taxis switched over.
M 11.3.5	Going public of integrated dynamic information systems for traffic management	19	Partly	38	Test versions are available, full going public only after finalisation of trendsetter. Publication of system in Trendsetter Workshop in April 05
M 12.7.2 c	Awareness and information activities for bio diesel use	27	No	42	
M 8.3.7	Implementation of HOV lane	27	Yes	39	
D 10.4.1	Evaluation report on taxi drivers as information multipliers, Graz	28	No	42	
D 10.6.1	Evaluation report on awareness campaigns in Graz	30	No	37	
M 9.2.3	Enlarge the logistics service to two additional shops	30	Yes	42	
D 8.3.1	Evaluation report of matching service, HOV lane, and park&pool sites	33	Yes	42	
D 10.1.2	Evaluation report on bicycle measures month	36	No	42	
D 11.3.1	Evaluation report on Dynamic traffic management system in Graz	36	Yes	42	
D 5.3.1	Evaluation report on Implementation of "strolling zones" (Graz)	36	Yes (internal, in german)	42	
M 12.3.5	100% of the pt fleet switched to bio-diesel operation	42	Yes		
M 7.5.3	Sixty high level PT stops are implemented	42	Yes		
M 8.3.6	Implementation of park&pool areas	12-24	Yes	38	

3.1.3 Lille

Number on M&D	Deliverable or Milestone	Reporting Month	Finished (Yes or No)	New reporting month	COMMENT IF DELAYED
M 12.5.2	Procurement of a new compression unit	24	No	40	Canceled as the limited number of vehicles does not justify a new compression station at this stage
D 6.2.1	Implementation study for a smart card system in Lille Metropole	30	No	46	Finalisation is almost completed
D 7.3.1	Summary of Implementation studies on 2intermodal exchange points in Lille	36	No	46	Finalisation of the document in english is ongoing.
D 7.3.2	Global evaluation study on Lille TP Measures (5.3, 7.2, 7.3, 7.6)	42	No	46	Finalisation of the document in english is ongoing.
M 11.7.1	One new High service buses route	42	Yes		The high level of service route "citadine" is operational.
M 12.2.5	Construction of a new depot for the buses	42	Yes		
M 12.2.6	New compression station	42	Yes		
M 12.5.1	Introduction of 120 new clean vehicles for the staff fleet	42	Partly,		It is not expected that new vehicles can be purchased in the course of Trendsetter
M 12.9.1	A new big organic waste plant	42	Yes		Milestone met in terms of the start of the construction in nov 2004
M 7.3.1	new intermodal interchanges	42	Yes		
M 7.6.1	Establishing of 15 new car/Bicycle parks	42	Yes		Note that only 4 P&R sites are contractual. The number of places proposed already exceedsthe commitments and is still expanding

3.1.4 Prague

No M&D to report this period.

3.1.5 Pecs

No M&D to report this period.

