CIVITAS forum 2013 - Report

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1 Executive Summary

The present document is Deliverable 3.1 of the WP3 CIVITAS SUPPORT of the CIVITAS WIKI project under the EU co-funded CIVITAS Initiative, reporting on the CIVITAS Forum 2013 held in Brest, France, between 30th September and the 2nd of October 2013.

The report contains an analysis of the participants of the Forum as well as a short description of the plenary and parallel sessions and the topics discussed. The final 2 sections of the document cover the exhibition organized within the forum with stands from some of CIVITAS projects, and the dissemination and media coverage detailing the dissemination channels used and the involvement of the press.

In details, the report is structured under the following main headings and sections:

Section 1 – Participation – presenting the data on the registered participants, their occupation, country of origin and reason for attending.

Section 2 - Plenary and Parallel Sessions - containing the details of the presentations and debates that took place during the Plenary and each of the 10 parallel sessions, including Technical sessions 1 on the new challenges for Ridesharing, walking and cycling, Technical Session 2 on Rethinking Urban Mobility Planning, Technical Session 3 on changing mobility mind-sets and road spaces in cities, the French-speaking Session on CIVITAS best practices in France and beyond, the EuroMed Session on Urban transport in the EuroMed region, Technical Session 4 on Electric Mobility, the International Session on Sustainable urban mobility beyond Europe, Technical Session 5 on reloading public transport, the Round Table Session on Smart mobility in the city, and the Training Session on Business models to secure CIVITAS measure continuation. The 2013 CIVITAS Politicians’ Forum is also reported in this section.

Section 3 - Exhibition -providing the full list of all the projects stands present at the Forum in the designated area, comprising 7 external and 3 internal exhibitors. The section includes also a description of the Thematic Cooperation Lounge that was set up to present CIVITAS Thematic Groups and illustrate a number of important and innovative changes with respect to the setting up of the Thematic Groups section on the CIVITAS website.

Section 4 - Dissemination and Media Coverage - listing the links of the websites used to promote and disseminate the Forum as well as the guidelines to ensure the presence of the media, the total number of journalists present at the event and their countries of provenience, and the number of reports written and for which media (i.e. TV broadcast, Radio, Newspapers).
2 Introduction

This public document summarises the main content and related “outcomes” of the CIVITAS Forum 2013 by shortly reporting on each of the sessions organized during the event, namely, the opening and closing plenary sessions, the technical sessions, as well as the Politicians Forum. The document also provides key indicators on participation, and reflects on the event’s dissemination and media coverage. It serves as the proceedings of the conference. The programme of the CIVITAS Forum 2013 is given in Annex 6.1 and 6.2.

A separate internal document (“Part 2”) was drafted for the benefit and use of the project team and the European Commission. It contains detailed facts and figures on event participation and feedbacks gathered during the event. This information enables those involved in organising the event to better plan future Forums as well as achieve the overall CIVITAS Initiative’s objectives. The document’s content was peer reviewed by CIVITAS WIKI partners and also by the Municipality of the host city: Brest.

3 Participation

The 11th CIVITAS Forum 2013 took place in the city of Brest, France, between 30th September and the 2nd of October 2013. The 2013 CIVITAS forum theme, proposed by the city of Brest and in line with the current economical situation, was “Implementing Sustainable Urban Mobility with less”.

The number of participants was slightly inferior compared to the previous Forum editions, but considering the overall context and external condition the attendance was satisfying.

As Figure 1 below shows, around 300 registrations were received by the close of business on Tuesday 24th September 2013.

The country best represented at the Forum was the host country – France, with more than 40 participants. Surprisingly this year, the second best represented country was Germany, with 25 participants, followed by Belgium, with 18 participants. All together, 39 countries from five continents were represented. The development in the representation of non-EU countries was spectacular this year: the United States, Kenya, Russia, Uganda, Turkey, Japan, Jordan, Lebanon, Tunisia and Morocco were represented through more than 10 participants.

Increasingly, the EuroMed region and its cities have been collaborating with the EU on advancing sustainable urban transport, showcasing some very promising results or initiatives from Amman, Beirut, Casablanca, Jerusalem and Tel Aviv-Yafo. Now, the EuroMed and CIVITAS are joining forces to collaborate on strengthening sustainable transport in cities across the Middle East and North Africa, realising synergies and streamlining resources. One of the most ambitious Urban Mobility Plans in the region is that of Casablanca, Morocco’s largest city and economic capital, with a population of around 4 million inhabitants. This lively metropolis, which also boasts great tourism potential, is developing an efficient transport system along with an accompanying modern infrastructure.
A list of registered conference participants is included in Annex 6.3.

![Bar Chart](image)

**Figure 1: CIVITAS Forum 2013 – Participants by Countries**
As we can see in Figure 2 below, more than one third of the conference participants were transport practitioners within municipal administrations, nearly another third were private consultants and the remaining third were academics and researchers. In general, the rate of politicians was quite low.

**Figure 2: CIVITAS Forum 2013 – Participants’ Position**

The analysis presented in Figure 3 provides a view on organizational participation based on the participants registrations, based on completed evaluation forms. Consistent with the above Figure, it shows that the higher percentage is represented by municipal administrations and that private companies also have a strong representation.

**Figure 3: CIVITAS Forum 2013 – Participants’ organization**
Following the trend of previous years, the main reason for participating in the CIVITAS Forum seems to be the networking opportunities offered during the conference. Compared to last year, as presented in Figure 4, the reason to participate in “Brest 2013” was less oriented to get technical information and identifying best practice, while more participants were interested to present their projects or innovative solutions.

![Figure 4: CIVITAS Forum 2013 – Reason for participating](image-url)
4 Plenary and parallel sessions

4.1 Plenary session and keynote addresses

Welcome speeches

The opening plenary of Forum 2013 kicked off with a welcome address by Michel Joanny, Vice-President for Transport and Roads of Brest Métropole Océane, who highlighted that the city was proud to host the CIVITAS Forum Conference 2013. In his speech Michel Joanny showcased some of the city’s recent achievements in sustainable mobility – such as its first tram line which included the implementation of significant pedestrian measures, and summarized the importance of CIVITAS for cities that want to invest in urban mobility.

Vincent Leiner, the representative of the DG MOVE - European Commission, affirmed in his welcome speech the importance of the CIVITAS Initiative as the number-one European research and demonstration project on sustainable mobility and stressed the importance of the CIVITAS 2020 initiative under Horizon 2020.

Sandor Nagy, new Chair of the CIVITAS Political Advisory Committee and Vice Chair of the City Development Committee of the Szeged, Hungary, thanked the European Commission, Brest Metropole Ocean and all the delegates for supporting CIVITAS. Sandor Nagy emphasized on the need for the extension of funding to ensure that lessons learned are exploited and cities of the European Union continue to progress in the pursuit of cleaner and more vital urban environments.

The Mentimeter exercice

During the opening session an interactive exercise was proposed to the audience in order to facilitate the involvement of the participants and “break the ice” prior to the coffee break.

By means of an online voting system (using a mobile phone, tablet or laptop) the audience could respond to some questions and statements that were displayed on the main screen. The results started appearing in real-time on the screen as the voting progressed, presented by colored Figures each defining a position. The system proved to be successful and very interactive, as well as useful for increasing interaction amongst the participants and quickly gaining insight about the audience’s composition and opinion.

The support presentations, including questions and voting results are depicted in the annex 6.4.

Keynote speeches

The CIVITAS Forum Conference 2013 embraced the theme of ‘Implementing Sustainable urban Mobility with less’ and it was meant to showcase the importance of continuing to invest in urban mobility even when recourses are limited. The keynote speakers were:

- Heather Allen, Programme Director Sustainable Transport at TRL
- Rosário Macário, Professor of Transportation, Instituto Superior Técnico, Lisbon University and President of Shareholders Assembly of TIS, Portugal.
- Ayman Smadi, Ayman Smadi, Director of Transport and Traffic Management, Greater Amman Municipality, Jordan

First, Heather Allen presented the idea of a new paradigm of urban mobility based on a different approach: back casting – looking back to your vision to go forward and interdependence of vision, policy and action. The main points of her speech were about looking at urban mobility from different perspectives and not just as a transport topic, for example by including the many co-benefits of a certain action (low carbon transport) and always proposing a solution that suits, and is better adapted, to a certain context, even though they might not be the smarter or the most efficient solution on the market. Heather Allen also highlighted the need of new business models, especially when financial resources are limited for instance she presented the model example for parking where prices should be raised or lowered based on demand.

Following the line of business concept, Rosário Macário challenge the audience by asking if it made sense to talk about business models for public organizations, public transport and business models addressed for urban mobility. Her speech presented in a simple and clear way what business models are and how they can be applied to the sustainable urban mobility, without forgetting that they are just one piece of the full “cake” and that it is imperative to continue to invest in innovation for enhancing urban mobility in our cities.

Last but not least, Ayman Smadi presented the case of Amman, where the key actions for improving urban mobility have been: a correct diagnosis followed by the right vision and a good leadership, the importance of private sector investment and support and finally the role of partnership and networking.

The above mentioned presentations are available at the CIVITAS Forum 2013 website, http://www.civitas.eu/content/civitas-forum-conference-2013.

Closing plenary session

The closing session was initially led by a brilliant presentation of Shin-pei Tsay about the streets of New York. Her speech, mixed with a high number of pictures, showed the actions implemented by the City of New York to improve urban mobility and how these changes really enhanced the quality of life of the city, for instance, injuries to motorists and pedestrians decreased by 63%, pedestrian injuries decreased 35% and the air quality improved. Finally, she focused on the introduction of the bike sharing scheme and the successful results achieved by this measure.

The closing session continued with the CIVITAS AWARDS ceremony and the announcement of the winners, runners-up and second runners-up for the 3 categories:

- Category 1: Technical Innovation;
- Category 2: Public Participation;
- Category 3: CIVITAS City of the Year.

According to tradition, the selected host of the following year’s Forum Conference was also announced: Casablanca, Morocco. Aicha Ait Mhand, responsible for the city’s public transport presented the city and invited one and all to attend the next forum.
Tom Rye, as main rapporteur of the CIVITAS Forum 2013, briefly summarized the main outcomes and achievements of the 2-days event with an unusual approach. He focused on the main reasons of attending a CIVITAS Forum and consequently reflected on what the participants could effectively bring home (getting ideas and new innovative approaches, networking opportunities, having a good time, discovering new markets, etc…).

Michel Joanny on behalf of Brest Metropole Ocean delivered a closing speech thanking all the CIVITAS Forum participants and highlighting once more that initiatives like CIVITAS are essential for improving urban mobility in the cities.

The EC representative, Vincent Leiner, conclude the session by thanking the host city, the speakers, the organizers and other participants for making the Forum 2013 a success and invited everyone to attend the next CIVITAS forum in Casablanca.

The above mentioned presentations are available at the CIVITAS Forum 2013 website, http://www.civitas.eu/content/civitas-forum-conference-2013

### 4.2 Parallel Sessions and Politicians’ Forum

Technical sessions are an opportunity for mobility experts to present and discuss innovative solutions and new challenges. In contrast with the last Forum, the speakers were coming from a variety of projects and contexts, broader than the CIVITAS Initiative or the CIVITAS cities.

A total of 10 parallel sessions were organized. Each session focused on a specialized theme – usually in line with the CIVITAS categories, however some of them were not specifically covered (urban freight, safety & security) and other were merged together (Independent car life style and mobility management; Integrated planning and SUMPs).

A short description of each session including the main debated topics follows.

**Technical Session 1 - Ridesharing, walking and cycling: simple actions, great impact, new challenges**

The session focused on how by encouraging people of all ages to enjoy healthy, active and collaborative mobility can really change their lifestyles to the better and improve the perception and quality of the urban environment. As CIVITAS Initiative has numerous success stories related to measures and policies that focus on cycling, walking and the sharing of car rides and vehicles, this session was rather fruitful.

The main questions addressed were:

- How to influence mobility with simple actions and less investments, how can soft modes of transport be developed to further increase their impacts?
- What are the new challenges of active and collaborative travelling?

The session focused on cycling policy performance assessment and analysis, the innovative concept of cycle highways and its potential to contribute to a shift in cycling mobility. Different
forms of citizen participation were also debated in order to raise awareness and to identify the needs of pedestrians and adequate solutions for improved walkability.

The main results and conclusions of the session were:

- A number of positive developments in the France car-pooling systems / schemes were showed in terms of local authorities involved, increasing the number of websites and high number of subscribers. One of the most important incentives for promoting and achieving critical mass is to develop a relevant network of meeting points.

- In terms of walking policies, it was showed that people are not aware of how much they walk, implying that awareness is more important than implementing measures. A second important incentive for increasing cities walkability is creating good access to other transport modes and improving urban lighting and road safety.

- With respect to cycling, the CHAMP project demonstrated a performance analysis tool to measure the strengths and weaknesses regarding cycling in a city. However, each city has its own strengths and problems, therefore solutions need to be very city-oriented, although transferability and learning from other cities is still possible.

- Finally, the concept of the cycling highways covering distances up to 15 or even 20 km was presented with a special focus on the possible drivers for cycling, like sharing bikes, e-bikes and cargo bikes.

**Technical Session 2 - Rethinking Urban Mobility Planning**

Technical session 2 presented the European concept of the Sustainable Urban Mobility Plan (SUMP) and the respective SUMP guidelines that represent the first attempt to give a common definition of sustainable urban mobility planning and to explain the essential steps involved in developing such plans. This session gave an opportunity to look at how the cities of Brest and Toulouse adopted and recently updated their new master plan. Finally, the session looked at how small and medium-sized cities can be supported by a practical Quality Management method to set up and further improve their sustainable mobility strategy with the assistance of an external auditor.

The main conclusions collected during the session were:

- Developing SUMP with a clear and shared strategy, with a pragmatic and not demagogic approach as well as with a participatory process is a challenging key issue: this way the citizens and stakeholders can become «owners» of the plan.

- A comprehensive approach including land-use, mobility, energy and environment should be preferred to a multimodal mobility scheme, as showed by the Brest Plan Local d’ urbanisme (PLU).

- Audit and Guidelines proposed by European initiatives on SUMPs are of strategic importance for helping and supporting local authorities to develop and perform SUMPs.
Technical Session 3 - Off the beaten path: changing mobility mind-sets and road spaces in cities

This session presented how all urban mobility strategies have a main common objective: to change behaviour and switch to more efficient and sustainable travel patterns in the city. In particular, some low cost traffic calming solutions implemented with no major refurbishment work of the streets were showcased by the City of Vitoria-Gasteiz. A detailed research carried out in Perugia demonstrated how it is possible to analyse the characteristics of drivers who were influenced by the mobility measures and those who were resistant to change. The Turkish city Kocaeli presented a living laboratory to debate how parking incentives and disincentives can modify travel demand in a permanent manner, while the city of Umea in Sweden revealed how it is possible to cooperate with real-estate owners in order to reduce parking standards and encourage the use of sustainable transport modes.

All the experiences presented in the session had a common ‘fil rouge’ of reducing cars and car congestion from the city centres by adopting different strategies:

- City centres car free zones by creating efficient car park schemes just outside the old city at a walking/cycling distance or by setting up new public Transport lines between Park&Ride facilities and city centres.
- Reducing the pressure of cars in areas mainly dedicated to pedestrians and cyclist by prohibiting car-parking along the streets.
- Improving road safety and security for pedestrians and cyclists by adopting soft measures: rearranging the street platform in order to provide more space for bikes and less for cars.
- Finally, the cooperation between public administration and private firms is essential to maximize the scarce financial resources and improve the mobility of citizens and the public Transport services.

French Speaking Session - CIVITAS best practices in France and beyond. How to replicate, expand and integrate them?

The session was held in French and focused on how good practices can be reproduced or integrated and which are the secrets of the sustainability strategic «models» implemented by certain cities.

The speakers of the session presented three interesting visions to further complement the debate moderated by Marie Launay, leader of the CIVINET Network.

First, Fiona Mac Lean of the London European Partnership for Transport and project coordinator of the STAR project illustrated the implementation of the “Legacy Implementation Plan” as main objective of the mentioned project.

Jean-François Retière, Vice-President in charge of mobility in the metropolis of Nantes and Vice-President of French speaking CIVINET, with Damien Garrigues of the Transport Directorate, provided an interesting presentation about the 30 years of experience of Nantes and its ambitious transportation policy. The experience in the first cycle of CIVITAS and all
the European and national project that followed have literally inscribed sustainable transport in Nantes foundations.

Finally, the city of Gdansk presented a vision from an East Europe city by focusing on the approach of implementing urban mobility followed without reproducing the long and complex process of the countries of western cities.

**EuroMed Session - Urban transport in the EuroMed region**

The session was proposed by the EU funded project ‘Road, Rail and Urban Transport’ in the framework of the EuroMed programme. The urban transport component of this project encourages the cooperation between cities and authorities of the EuroMed Partner Countries (Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Syria and Tunisia) and EU member states. It promotes EU initiatives and policies in the Mediterranean region and fosters cooperation with the CIVITAS network. The speakers of the EuroMed session came from a variety of cities and countries around the Mediterranean Sea: Amman (Jordan), Jerusalem (Israel), Casablanca (Morocco) and Beirut (Lebanon).

The EuroMed session started with a short introduction on the activities developed by the project in the urban mobility field. In particular, Lorenza Tomasoni presented the steps towards a MED-version of the SUMP guidelines. The second part focused on the presentation of the main projects involved in the cooperation across the Mediterranean:

- Aymany Smadi, from the Greater Amman Municipality, presented the main measures implemented by the Amman authorities to improve the mobility situation in the city, such as development of a Transport Master Plan, Redistribution of space and dealing with through traffic and street vendors (e.g. one day a week close down the main street for vendors).

- Danny Givon presented the introduction of an integrated light rail system in the city of Jerusalem. As Jerusalem has a specific challenge due to the segregation of its population, the new tramline infrastructure represented a major achievement and a first step towards more equality in the public transport infrastructure in the city.

- Abdel Hafiz Kayssi, from Lebanon, presented the challenges related to the improvement of public transport in Beirut.

- Fatima-Ezzahra Chouraichi presented the activities for the Public Transport authority in Casablanca, namely the organization of the buses taxis, the new traffic plan and fare integration schemes.

Finally, an interesting discussion about the urban transport issues and needs of EuroMed Partner countries followed the presentations. The session represented also an opportunity for reinforcing the networking and sharing information between European and EuroMed cities.
Technical Session 4 - Electric Mobility

Session 4 focused on how electric mobility can encompass a number of key areas of intervention: from the industry playing a vital role in making available new and more reliable electric vehicles on the market, to the importance of the policy level and the local governance. The example of Berlin-Brandenburg action plan for electric mobility revealed how to support RTD and market penetration of this new kind of mobility. Although the biggest focus of e-mobility is often related to cars or new electric vehicles, some innovative and cost-effective solutions already exist for converting or upgrading existing collective modes. The session also presented some pioneering solutions for converting old diesel buses into trolleybuses (city of Gdynia) and how to introduce and test trolley-battery hybrid buses (the city of Bremen). Technical, economic and logistics aspects as well as favourable conditions for the use of e-cargo-bikes were presented and debated.

The main conclusions drawn during the session were:

- Several pilot projects on e-bike freight delivery have been recently launched in some European cities. The overall experience was successful, but for the moment a real and consolidated assessment is missing.

- The implementation of trolley buses in Gdynia shown that a mature technology and cost-efficient system is possible. Furthermore, new developments with hybrid trolley buses have been implemented: trolley buses carrying battery to be used where cables are not available.

- E-mobility plan in Bremen highlighted that as electric vehicles are very expensive, it is important to invest in hybrid vehicles in the city for buses, taxis and cars that are used for car sharing.

International Session - Sustainable urban mobility: visions beyond Europe

The aim of the international session was to show how the intercultural dialogue and know-how transferability is important in the urban mobility field. The session highlighted that today more than one million people move from rural to urban areas each week, placing great stress on cities’ transport systems. To this extent, looking beyond Europe is critical in order to examine the transferability of experiences across cities around the world.

The international session was a good opportunity to learn more about different perspectives and visions beyond Europe. The below conclusions were highlighted during the session:

- A number of shared challenges to influence urban mobility can be derived by analysing national policies, such as the general fragmentation of power and influence at national level, the lack of integrated land use and transport planning and finally the lack of institutional capacities (federal, local, regional) as many civil servants are not qualified as transport planners.

- Accessibility should be considered a human right, providing equitable access to opportunities and destinations for the poor, the young and the elderly.
The last lesson learnt came from Asia, where a potential strategy for revenue maximization public transport is successfully implemented. Asian metropolis shown some interesting practices that can be worthily experienced in some European cities: adjustments of fare regulation, revenue management like loyalty programs (case of Hong Kong), diversification and segmentation of services.

Technical Session 5 - A ticket to ride: reloading public transport

Technical session 5 presented different examples of a proper and more resilient strategy for both managing and reloading public transport. Invited speakers talked and debated about attractiveness of traditional bus networks, technical, organisational and marketing solutions for the design and implementation of the concept of “Bus with a High Level of Service (BHLS)”. The session included an overview on how the current economic downturn has produced two opposite impacts on public transport in several countries: more people moved to collective transport modes in order to save money while trying to reduce their car use, but at the same time the lack of public funds has led companies and authorities to rethink their strategy and most of the time to reduce services. In addition other two important conclusions were highlighted during the session:

- Different schemes need to be applied for enhancing the role and functions of public transport authorities as well as for increasing efficiency and attractiveness of public transport, especially in touristic areas by using new business models and smart solutions.
- The Chronobus system in Nantes showcased a very interesting low cost solution for improving reliability and attractiveness of bus lines.

Round Table - Smart mobility in the city – improving sustainability for and with citizens

In the Smart City roundtable various smartphone and information applications were presented with a focus on the user perspective. The session included very short presentations and focused very much on the discussion and on the interaction with the audience.

The session focused on the following main topics:

- Andrew Nash, from GreenCityStreets.com, presented significant number of different apps for different groups: Reporting apps: report to the maintenance people if things are broken or need replacement (lights, urban equipment), discussion apps: travelers informing each other about disturbances and measurement apps: air quality, traffic measurement, etc.
- Marco Menichetti, from Legambiente Innovazione, presented the SUPERHUB project with the aim of installing a multi operable data platform that will use mobile phone data and road side data to make traffic predictions (including weather, etc).
• Ian Christiaens, from MOBIEL21, presented how crowd-sources maps can be used to collect detailed and location-specific information about daily mobility at low cost and how to engage citizens in mobility planning.

In the second part, DYN@MOs’ cities shared their experience in smart mobility and their future plan. The main conclusion was that there is a fast growing movement of applications for providing real-time information that it might be needed to create “an app to find the right app”.

**Training Session - Business models to secure CIVITAS measure continuation**

The training session theme addressed the recently ended CIVITAS Plus projects and was consisted on two sessions: one session dedicated to the impact of societal trends on local transport measures, and a second session focused on business models for urban transport measures.

In the first session, the CIVITAS Plus projects reported on their approaches for keeping measures alive beyond the project end date and for the majority of the cases those measures were continued. One of the general conclusions was that CIVITAS Initiative offered products, services and methodologies, and that these outcomes can really meet tailored local take-up strategies and exploitation plans. In particular, the methodology used for drafting the session followed the CIVITAS CATALIST criteria for urban transport measures: quality, relevance, inclusive management, an integrated approach, funding and public and political support.

The first session continued with the key note speech of Herman Konings, trend watcher who presented the main societal challenges to face and some possible solutions, called GUBU - Grotesque, Unimaginable, Bizar and Unpredictable. Based on this, six trends were further discussed: demographic change, automation/advanced technologies, flexible working, e-commerce, health concerns and shared mobility.

In the second session, participants were engaged in a group exercise that aimed to create a business plan for a mobility measure following the “Osterwalder canvas model”. The session was introduced both by the city of Aalborg and the city of Bologna who gave examples of their approaches. The business model “canvas” reflects how key partners, activities, value propositions, customer segments and revenue streams are important in the implementation of urban mobility measures.

A full report of the training will soon be published by CIVITAS VANGUARD.

**CIVITAS Politicians’ Forum**

The 2013 Politicians’ Forum was hosted by the city of Brest. The Forum counted with the participation of over 35 politicians and their assistants, including all the CIVITAS Political Advisory Committee members. The programme of the Forum included three main presentations a working lunch and a site visit.
The Politicians' Forum 2013 focused on the new European approach to mobility planning in line with the experience of the City of Brest. In order to make the session more interactive and diversified, two additional cities were invited to present their experiences: Koprivnica from Croatia and Tel-Aviv Yafo from Israel.

Helena Hecimovic, councilor of the city of Koprivnica, presented the recent achievements of the city and the respective region in the mobility planning. The more relevant achievements in urban mobility were:

- European Mobility Week Award 2008.
- Health Paths Network.
- Extensive footpath and cycling tracks network.
- 40% cyclists and pedestrians.
- Open –air bicycle museum as well as a monument to the bicycle.
- Implementation of the Local Agenda 21, including an Environmental Forum, a long-term development strategies and a development of SEAP.
- Participation in the CIVITAS DYN@MO project.

The lessons learnt and main recommendations that the city of Koprivnica would like to share with other politicians were:

- The importance of partnerships for the reduction of cost, the distribution of responsibilities and the shared ownership.
- Unification of resources and objectives can multiply the common effect and outcomes.
- Smaller but successful projects can also be used for gaining scope and visibility.

The second city invited to present itself and its mobility achievements was Tel-Aviv Yafo. Dr. Benjamin Maor illustrated different views of the city of Tel-Aviv: the socio-economical and financial centre, the architecture richness and finally the mobility plan of the city.

The most important achievement resulted to be the changes in the city space and the consequent improvement in the walking and cycling line, in terms of length, quality and safety. The main policy of Tel-Aviv towards walkability consisted in promoting the streets as a well-designed place for social interaction and not just a thoroughfare for cars. The presentation, that included several videos and inspiring pictures, was a good opportunity to discover more about one of the CIVITAS Forum Network members.

Finally, Michel Joanny, Vice President of Brest Métropole Océane, presented the experience of Brest in terms of urban mobility planning and the implemented measures. Brest launched its PDU – Plan de Deplacement Urbain in 2002 with the following objectives:

- Reducing urban congestion and number of cars in the city centre;
- Calming two-way streets;
- Increasing the use of roundabouts and speed cushions;
• Promoting cycling with 200 km of bike lines and bike renting services;
• Encouraging Company Mobility Plans.

The Brest urban planning was quite ambitious and also included other 3 important projects:
• The implementation of the first tram line, inaugurated in 2012;
• The renovation of the old harbour area, an on-going project;
• The cable car project over the Capucins area, a future project.

After a short overview of the current project, Michel Joanny illustrated the future urban planning that is now under discussion in Brest Metropole Ocean. Together with other french cities, Brest will be considered as a national pilot project with an original approach for the urban planning between 2014 and 2018. The city is planning to launch a PLU – Plan Local d’urbanisme that will include and integrate in a unique and complex plan 4 elements:

• A local climate and energy plan (PCET);
• A Sustainable Urban Mobility Plan (SUMP) – Increasing the use of public transport and the use of carpooling and car sharing;
• A Local Urban Plan;
• A Local Housing Plan - Developing a large energy-efficient renovation program and increasing the number of houses and offices renovated as well as increase the quality of the energy-efficiency renovation.

At the end of the presentation Michel Joanny openly questioned the audience for advice on how to improve the urban mobility of Brest by sharing their own experiences.

All together the three presentations offered different perspectives and experiences and provided a basis for an interesting debate. The participants discussed among others the approaches and possible ways of involving the population in the urban planning, in particular when big implementation plans are put forward. For example Michel Joanny recalled the experience of the Brest first tram line, as most of the population was not in favour of it, but now that the line is fully operational, citizens are quite satisfied and the project has gained many more supporters compared to its initial phase. In the case of Brest, access to information was considered very important, therefore a special office offering clarifications and answers to the Brest citizens was created. Another very important aspect to increase acceptance of the project was to respect the planning and timing initially scheduled.

After the discussion and exchange of experiences the Politicians attending the Forum were invited to take a joint picture, and a group of them departed for a specially designed site visit, allowing them to explore the Brest successes and challenges, under the thoughtful guidance of Antoine Stouff.
5 Exhibition

This year each of the ongoing CIVITAS projects were invited to set up a 'hosting area' where they could present themselves, and this approach proved to be very successful.

In total, the CIVITAS Forum Conference 2013 welcomed 7 external and 3 internal exhibitors. The exhibitors were:

- City of Brest/Brest Metropole Ocean
- Smartcities/Concerto
- Site project
- Institute of Behavioural Sciences
- ManagEnergy Initiative
- CIVINET
- Evaluation Matters
- CIVITAS Initiative
- 2MOVE2 project
- DYN@MO project

A short description of the external exhibitors is included in Annex 6.6.

The Thematic Cooperation Lounge

During the last CIVITAS FORUM 2013 that took place in the City of Brest (France), a specific area was created aiming at presenting the Thematic Groups established as part of the CIVITAS Initiative. Alongside the promotion of the new structure of the Thematic Groups in their new LinkedIn environment, it was illustrated a number of important and innovative changes with respect to the setting up of the Thematic Groups section on the CIVITAS website [www.civitas.eu](http://www.civitas.eu)

The Thematic Cooperation Lounge proved to be a useful discussion space and it certainly provided an opportunity for sharing ideas and enabling an open debate about the needs and expectations raised by CIVITAS members and also by those policy-makers and technicians.

An information package was also made available at the Thematic Cooperation lounge and included:

- A description of the various topics touched upon by the Thematic Groups;
- A presentation of the activities carried out so far by the Thematic Cooperation (Best Practices, Policy Notes, Factsheets, etc.);
- A presentation of the call for Thematic Leaders that would be soon launched to appoint the leaders of the Thematic Groups.
6 Dissemination and Media Coverage

The CIVITAS Forum 2013 has been widely disseminated since February 2013, using different communication channels in order to reach the broadest audience possible.

News or short description of the CIVITAS Forum 2013 was published and disseminated in the following external websites:

- http://www.eu-smartcities.eu/
- http://www.ertico.com/
- http://www.uitp.org/
- http://www.citymobil-project.eu/
- www.brest.fr
- www.eltis.eu
- Cordis website
- www.neurope.eu/

Additionally, the CIVITAS Forum 2013 news were always posted online using the social media channel: Facebook Page, Twitter, LinkedIn and YouTube.

CIVITAS WIKI partners and demonstration projects disseminate the CIVITAS Forum 2013 news among their own contact list and website.

Three CIVITAS Forum announcements were sent to all the CIVITAS contacts reaching more than 3500 views. An Urban City alert, reaching around 15,000 contacts, was also done to enlarge the dissemination of the CIVITAS Forum 2013.

A special invitation was sent by email and by post mail to all the CIVITAS Forum Network members.

Constant updates and news about the event were published at the CIVITAS website, at the CIVITAS WIKI partners' websites, in the MOVE newsletter and in the ‘CIVITAS-owned’ social media channels (Facebook, Twitter, YouTube and LinkedIn).

Further dissemination of the CIVITAS Forum 2013 has been implemented during the following events, where CIVITAS was invited to participate:

- European Union Sustainable Energy Week, Brussels.
- Smart cities event, Budapest.
Media coverage

The media relations team sent out two “save the date” announcements including a MEDIA PROGRAMME for disseminating and informing all the media contacts of CIVITAS about the event. The first was sent two months prior to the event and the second just a few weeks before the beginning of the CIVITAS Forum Conference. This allowed CIVITAS to inform the large list of media contacts (approximately 300) that the event was fast approaching.

In addition, personal invitations were also sent out to a selected group of journalists, essentially those interested in environment, mobility and local authorities’ issues, and followed-up through several telephone calls. These activities were crucial for establishing the final list of journalists participating in the Forum.

A press briefing, held in English and French, was organized during the event as an opportunity to present the event, to answer the question of the journalists and to organize eventual bilateral interview between press and speakers.

In total, thirteen journalists attended the Forum, eight of which travelled from abroad and five of which were already based in France. The European journalists came from eight countries, including Portugal, Finland, Lithuania, Slovenia, Belgium, United Kingdom, Czech Republic and Poland.

All together 20 reports were produced by the journalists invited.

- 1 report was broadcasted on TV;
- 2 reports were broadcasted on radio;
- 2 of the radio broadcasts were accompanied by written articles published on websites;
- A total of 15 written articles in the print /online media.
7 Annex

7.1 CIVITAS Forum 2013 programme

**CiViTAS FORUM 2013**

**PROGRAMME**

**IMPLEMENTING SUSTAINABLE URBAN MOBILITY WITH LESS**

30TH SEPTEMBER – 2ND OCTOBER

**BREST** Venue: LeQuartz Congress Centre

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**DAY 1**

**MONDAY 30TH SEPTEMBER**

12.00 - 18.00 Registration, informal programme & side events

14.00 - 16.30 Brest site visits:
- Discovering Brest by tram
- The Capucins cable car project
- Cycling in the city centre
- Walking along the harbor area

19.30 Cocktail reception hosted by Brest Métropole Océane - Brest City Hall

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**DAY 2**

**TUESDAY 1ST OCTOBER**

8.30 - 13.00 Registration of participants

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**FORUM OPENING**

9.30 - 10.30 Official opening of the Forum
- Welcome addresses:
  - François Caillandre - Mayor of Brest and President of Brest Métropole Océane
  - European Commission
  - Incoming CiViTAS Political Advisory Committee Chair
  - Moderator: Laurie Pickup - International Director, Vectos Ltd. and Professor of European Transport Policy, University of Aberdeen

10.30 - 11.00 Coffee Break

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**PLENARY SESSION: How implementing sustainable urban mobility with less?**

11.00 - 13.00

- **Sustainable Transport: new paradigm for development** - Heather Allen, TRL
- **Business models for sustainable urban mobility** - Rosario Macario, Professor of Transportation, Institute Superior Técnico, Lisbon University and President of Shareholders Assembly of ÍTIS, Portugal
- **Moving forward: urban mobility in the Middle East and North Africa region** - Aymen Smail, Director of Transport and Traffic Management, Greater Amman Municipality, Jordan

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CIVITAS WIKI
DAY 2
TUESDAY 1ST OCTOBER

13.00-14.00 Lunch break

PARALLEL ACTIVITIES (I)

14.00-16.00

Technical Session 1 – Salle 2
Ridesharing, walking and cycling: simple actions, great impact, new challenges
Moderator: Karin Zbinden – Germany Federal Environment Agency
- Carpooling: how to promote its development - Christophine Sarol, CERTU
- CHAMP: How to become a Champion Cycling City in Europe - Karen Vandenbroucke, Polis
- The next driver in cycling mobility: cycle highways - Fabian Kuster, European Cyclists Federation Association
- Walking in Stuttgart: Participatory Approach to a more sustainable city - Patrick Cauda, Mobility Department, City of Stuttgart

Technical Session 2 – Salle 2
Rethinking Urban Mobility Planning
Moderator: Tom Aye – University of Lund
- Sustainable Urban Transport in Belgrade - Natalia Martin, UNDP
- The Greater Toulouse SUMP - Alexandre Daquier, Tisséo-SMTT, Toulouse
- A comprehensive approach to an urban masterplan - Antoine Stoff, Brest Métropole Océane
- QUEST – an effective tool for stimulating and improving cities’ sustainable mobility policies - Nalja Rosened, Union of the Baltic Cities Commission on Environment

Session Francophone – Salle 1
Bonnes pratiques CIVITAS en France et ailleurs, comment reproduire, étendre, intégrer ?
Moderator: Marie Lautay – Euro Project Consult, Chief of project des réseaux nationaux CIVINET, Secrétariat CIVINET Francophone
- L’expérimentation en partenariat par le projet STAR5 – Flying Mc Loon, London European Partnership for Transport
- L’expérience d’une ville « de l’Est » ou comment ne pas tout copier de l’Ouest – Monica Evrin, City of Odense
- L’expérience d’une ville française de CIVITAS à la Ville Durable – Jean-François Reihiere et Damien Garrigue, Nantes Métropole

16.00-16.30 Coffee Break

Parallel Session
Pech Kuche Session
Moderator: Paul Tyraa

PARALLEL ACTIVITIES (II)

16.30-18.30

Technical Session 3 – Salle 2
Of the beaten path: changing mobility mind-sets and road spaces in cities
Moderator: Jan Biezenhoven, Municipality of Utrecht
- Have CIVITAS measures changed the mobility mind-sets of car drivers: the case of carrots and sticks in Peru? - Laurie Pickup, International Director, Vectos and Professor of European Transport Policy, University of Aberdeen
- Up more space for people: traffic calming in 47 city streets - Juan Carlos Escudero, City of Victoria-Gasteiz
- Different parking scenarios to control traffic demand at central areas in Kocaeli, Turkey - Abdulmuttalip Demirci, Kocaeli Metropolitan Municipality Transportation Department
- Green parking purchase – a model for smart mobility solutions in urban development - Elif Pietroni, City of Umeå and Håkan Gustafsson, Municipal parking company of Umeå
**DAY 3**
**WEDNESDAY 2nd OCTOBER**

**16.30-18.30**

**EuroMed Session – Salle 3**
"Urban transport in the EuroMed region"
Moderator: Vincent Leiner, EC

- Welcome and Introduction - Mohamed Mezghani, Team Leader, EuroMed Road, Rail and Urban Transport Project.
- Sustainable Urban Mobility Plans
  - Guidelines for the EuroMed Partner Countries
  - Lorenzo Tomasconi, EuroMed Road, Rail and Urban Transport Project.
- Training on SUMP: Feedback from Jordan – Ayman Snaid, Director of Transport and Traffic Management, Greater Amman Municipality (GAM), Jordan
- Urban transport integration
  - Integration of transport and urban planning: The case of Jerusalem light rail – Danny Givon, Senior Planner and Modeler, Jerusalem Transportation Masterplan, Israel
  - Fare integration – the case of Casablanca – Organising Authority of Urban Mobility (ACMU), Morocco
  - Farid El Khatib, Head of Control of Dotted Services, Organising Authority of Urban Mobility, Morocco
- Urban transport modes: Tendering of Batroun bus network operation – Abdel Hafiz Kayd, Director General of Land and Maritime Transport, Lebanon

**19.30-24.00**
Visit at Oceanopolis Brest & Conference Banquet Dinner

**9.00-11.00**

**Technical Session 4 – Salle 2**
Electric Mobility
Moderator: Siegfried Ruprecht, Director of Ruprecht Consult

- E-cargo bikes for delivery of goods, services and passengers - Mark Mallens, MOBYCON.
- Strategic approach to implement electromobility – The Berlin-Brandenburg showcase: Thomas Meßner and Gernot Lobenheber, Berlin Agency for Electromobility (AMO).
- Clean vehicles: The cases of electric bus in Gdynia – Marian Wolak, University of Gdańsk
- Trolley-battery hybrid buses: a new approach for clean urban transport – Michael Glatz, City of Bremen

**11.00-11.30**
Coffee Break

**11.30-12.00**
Pecha Kucha Session
Moderator: Paul Tyrrell

**12.30-13.30**
International Session – Meridienne conference room
Sustainable urban mobility: visions beyond Europa
Moderator: Mario Guaidi, Managing Director of ISIS

**13.30-14.00**
Local Break

**14.00-15.00**
Panel Discussion: The role of electric and hybrid buses in urban mobility
Moderator: Mohamed Mroueh, EuroMed Transport Project
Panelists:
- Rosario Macário – Professor of Transportation, Instituto Superior Técnico, Lisbon University
- Bernd Deckert – Ruprecht Consult

**15.00-16.00**
Business Lunch at Oceanopolis Brest

**16.00-16.30**
Pecha Kucha Session
Moderator: Paul Tyrrell

**16.30-17.30**
Pecha Kucha Session
Moderator: Paul Tyrrell

**18.30-20.30**
Visit at Oceanopolis Brest & Conference Banquet Dinner

**20.30-21.30**
Pecha Kucha Session
Moderator: Paul Tyrrell
DAY 3  WEDNESDAY 2ND OCTOBER

PARALLEL ACTIVITIES (IV)

11.30-13.30
- Technical Session 5 - Salle 2
  A ticket to ride: reloading public transport
  Moderator: Cosimo Chiuf, TRT
- Round Table - Salle 2
  Smart mobility in the city – improving sustainability for and with citizens
  Moderator: Eline Jonkers, TNO
- Training Session - Salle 1
  Business models to secure CIVITAS finance
  Moderator: Rick Lindeman

  • EPTA: Enhancing Public transport Authorities in Europe - Dora Ramazzotti, EPTA
  • Tourism and public transport best practice toolkit in Madeira - Cláudia Mantero, Horia dos Páinchal
  • Chronos: pragmatic solutions for new BHLs - Damien Garrigue, Nantes Metropole
  • Increasing bus attractiveness through efficiency - Umberto Guida, European Projects Director at UITP

12.30-14.30
- Lunch Break

CLOSING PLENARY SESSION – Lessons learnt and ways forward

14.30-16.30
- New York City, a City of Street Smarts - Shin-pei Tsay, Carnegie Endowment for International Peace and Director of Research and Development for TransitCenter
- CITY AWARDS 2013 Ceremony - Don Guilkink, TNO
- Forum 2014 announcement - Incoming Political Advisory Committee Chair
- Reflection and report back on the parallel sessions - Tom Aye, University of Lund
- Most Closing, Mitchell Johnanny - Vice-President for Transport and Roads, Brest Métropole Océane
- European Commission
  - Moderator: Laurie Pickup - International Director, Vectos Ltd. and Professor of European Transport Policy, University of Aberdeen

16.30-18.30
- Brest site visits:
  - Discovering Brest by tram
  - The Capucins cable car project
  - Cycling in the city centre
  - Walking along the harbor area
### 7.2 Politicians’ Forum 2013 programme

**CIVITAS FORUM 2013**

**NEW APPROACH TO URBAN MOBILITY PLANNING**

1ST OCTOBER | 13.00-18.00
Venue: Brest City Hall | “Salon Colbert”
Ground floor | Rue Frezier 2 | Brest
(including lunch and site visit)

**HOST**
- François Collardre - Mayor of Brest and President of Brest Métropole Océane
- EC
- Chair of the CIVITAS Political Advisory Committee

**PARTICIPANTS**
- CIVITAS Forum Network, Members’ political representatives i.e. mayors/dp. mayors incl.
- Those accompanying the above politicians
- Media representatives
- The CIVITAS Political Advisory Committee

**CHAIR**
Incoming CIVITAS Political Advisory Committee Chair

#### AGENDA

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>13.30-16.15</td>
<td><strong>Politicians’ Forum conference lunch</strong></td>
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<td></td>
<td>- <strong>Welcome addresses</strong></td>
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<td></td>
<td>- Mera Salamit – Deputy Mayor in charge of the City Centre and of International Relations, Brest</td>
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<td></td>
<td>- Political Advisory Committee Chair</td>
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<td>- EC Representative</td>
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<td>- Citizens’ participation in Koperincana - a key to success in urban planning – Helena Hedinovic, City of Koperincana.</td>
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<td></td>
<td>- <strong>Sustainable Urban Mobility in Tel Aviv-Yafo</strong></td>
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<td></td>
<td>- Dr. Benjamin Maoz, Municipality of Tel Aviv – Yafo</td>
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<tr>
<td></td>
<td>- <strong>A first tram line, so what? Brest experience</strong></td>
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<td></td>
<td>- Michel Joanny - Vice-President for Transport and Roads of Brest métropole oceane</td>
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<td></td>
<td>- Alain Masson - Vice-President for Major Urban Projects of Brest métropole oceane</td>
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Brest will present its own experience in terms of urban mobility planning (1st tram line, traffic plan for city centre, new concept of SUMP) and future plans (2nd tram line or extensions of the 1st line) by using of the railway/track / cable car over the Frenchfield, including the following open questions:

- How former military areas can be converted to civil use? Which opportunities and risks are associated?

- How to maintain, redesign and manage public space when financial capacity is limited?

- **Discussion & closing**

| 16.15 | Group Photo |
| 18.30-18.00 | **Journalists and politicians’ site visit** (open to all participants of the Politicians’ Forum) |
## 7.3 Participants’ list

<table>
<thead>
<tr>
<th>Firstname</th>
<th>Surname</th>
<th>City</th>
<th>Country</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Gerhard</td>
<td>Aiflaser</td>
<td>Graz</td>
<td>Austria</td>
<td>CITY OF GRAZ</td>
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<tr>
<td>Kaissa</td>
<td>ADA ALLOGO</td>
<td>Grenoble</td>
<td>France</td>
<td>MOBIL-T</td>
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<td>Art MANNHARDT</td>
<td>AICH</td>
<td>CASABLANCA</td>
<td>Morocco</td>
<td>VILLE DE CASABLANCA</td>
</tr>
<tr>
<td>Erwin</td>
<td>Allu</td>
<td>Coimbra</td>
<td>Romania</td>
<td>TRANSVULAN COMMUNITY SOLUTIONS</td>
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<tr>
<td>Iraj</td>
<td>Ali</td>
<td>Tunis</td>
<td>Tunisia</td>
<td>MINISTRY OF TRANSPORT</td>
</tr>
<tr>
<td>Danny</td>
<td>Ackenight</td>
<td>Delft</td>
<td>Netherlands</td>
<td>UNIRESEARCH</td>
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<td>Treels</td>
<td>Andersson</td>
<td>Odense</td>
<td>Denmark</td>
<td>OEDENSE KOMMUNE</td>
</tr>
<tr>
<td>Stefan Birkerjorg</td>
<td>Andersen</td>
<td>Odense</td>
<td>Denmark</td>
<td>CITY OF ODENSE</td>
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<tr>
<td>Malein</td>
<td>Anderson</td>
<td>Göteborg</td>
<td>Sweden</td>
<td>THE URBAN TRANSPORT ADMINISTRATION IN THE MUNICIPALITY OF GOTEBORG</td>
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<td>Thordis</td>
<td>ANDRE</td>
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<td>Bologna</td>
<td>Italy</td>
<td>INDIPENDENT</td>
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<td>Aurelie</td>
<td>ASOREY</td>
<td>Toulouse</td>
<td>France</td>
<td>TISSAÐÓ-SMTC (PUBLIC TRANSPORT AUTHORITY OF THE GREATER TOULOUSE)</td>
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</tbody>
</table>
Imane ghandour
Casablanca
Morocco
AOU
Dennis Gierson
Jerusalem
Israel
ITM
Michael Glotz-Richter
Bremen
Germany
CITY OF BREMEN
Agata Gogolewicz
Warszawa
Poland
PRZEGG
André Garcia da Silva
Funchal
Portugal
CÂMARA MUNICIPAL DO FUNCHAL
Toljo Gorin
Delft
Netherlands
TNO
Mathieu Grandorge
La Rochelle
France
COMMUNAUTÉ D'AGGLOMÉRATION DE LA ROCHELLE
Marlo Guidelli
Rome
Italy
ISS
Jean-Jacques Guillon
Poitiers
France
GRAND POITIERS
Umbergo Guidi
Brussels
Belgium
UFTP
Don Guikink
Delft
Netherlands
TNO
Tamarin Guarino-Espíñeira
Rennes
France
CONFERENCE OF ATLANTIC ARC CITIES
Gerit Jakobsen
Kolding
Denmark
ODENSE KOMMUNE
Chris Hardfield
Preston
United Kingdom
LANCASTER COUNTY COUNCIL
Gu Hachnara
Tokyo
Japan
INSTITUTE OF BEHAVIORAL SCIENCES
Andres Harja
Tallinn
Estonia
CITY OF TALLINN
Michal Hakou
Stuttgart
Germany
SIP CONSULT
Isabella Haupt
Krakow
Poland
MUNICIPALITY OF KRAKOW
Helena Heicmovic
Koper
Slovenia
CITY OF KOPRIVNICA
Jaroslav Heinrich
Brno
Czech Republic
TECHNOLOGY PLATFORM ROAD-TRANSPORT
Sofia Heilberg
Gothenburg
Sweden
CITY OF GOTHENBURG
Andres Herkel
Tallinn
Estonia
TALLINNA LINNTRANSPORT AS
Jan Horák
Stara Lodeslav
Czech Republic
HYBRO.LZ
Pousof Hubert
Berlin
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Zdenek Jazůln
Brno
Czech Republic
DPRA.B.A.
Michel JoANNY
Brest
France
BREST METROPOLITE OCEAINE
Jerger Johansson
Stockholm
Sweden
TRÅDRÖD AB
Eline Jonkers
Delft
Netherlands
TNO
Ivana Jordankova
Brno
Czech Republic
BRNO CITY MUNICIPALITY
Kysula Juraj
Szeged
Hungary
LOCAL GOVERNMENT OF SZEGET
Kuni Katok
Tallinn
Estonia
TALLINNA LINNTRANSPORT AS
Arn Kaleda
Tallinn
Estonia
TALLINN TRANSPORT DEPARTMENT
Daniel Keszahovski
Gdansk
Poland
GDANSK UNIVERSITY OF TECHNOLOGY
Hayd Kehfar
Athens
Greece
INTRASIGF INTERNATIONAL
Daril Khudukov
Moscow
Russia
ACCOUNTING CENTER FOR THE GOVERNMENT OF THE RUSSIAN FEDERATION
V IVAN KIDUSI
ATHENS
Greece
INTRASIGF INTERNATIONAL
Vedrana Kneževič
Koprinica
Croatia
CITY OF KOPRIVNICA
Walter Keche
Brussels
Belgium
PONTER
Maarten Koopman
Antwerp
Belgium
TAPAZZ
Sirpa Korte
Turku
Finland
CITY OF TURKU
Chrysioua Kritsariotzi
GREVENA
NU REGIONAL DEVELOPMENT AGENCY OF GREVENA S.A.
Zuzile Kruppaite
Vilnius
Lithuania
LRT
Bingt Krücker
Aachen
Germany
AACHENER VERKEHRSVERBUND GMBH
Srečko Krvančič
Zagreb
Croatia
ZAGREBACKI HOLDING ZAGREBACKI ELEKTRCNI TRAMVAI
Fabian Kueker
Brussels
Belgium
EUROPÉEN CYCLISTES FEDERATION
Júlíki Kurba
Tallinn
Estonia
TALLINN CITY PLANNING DEPARTMENT
Chris Kutecki
Wymondham
United Kingdom
C.J KUTESKO
Nathalie Lacan-Campbell
Queenstown
New Zealand
DUNEDIN SOCIAL BIKES
Curt Langer
Toulouse
France
TSSampoo-SMTX
Tist Lakkim
Tallinn
Estonia
CITY OF TALLINN
Aude Langlas
Nantes
France
EURO PROJECT CONSULT
Eckard Larchsch
Aachen
Germany
STAAT AACHEN
Marie LAURAY
NANTES
France
EURO PROJECT CONSULT
Christian LAVENGE
Toulouse
France
TSSampoo-SMTX (AUTHORITÉ ORGANISATRICE DES TRANSPORTS)
Cara Leonard
Fribourg
Germany
ICLE - LOCAL GOVERNMENTS FOR SUSTAINABILITY
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La Rochelle
France
COMMUNAUTÉ D'AGGLOMÉRATION DE LA ROCHELLE
Biljana Sudac
Nantes Cedex 9
France
NANTES MÉTROPOLE
Thomas LEY
Nantes
France
EURO PROJECT CONSULT
Giuseppe Ligari
Bologna
Italy
SML RETIE MOBILITÀ
Poi Woon Lim
Singapore
Singapore
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<td></td>
<td></td>
</tr>
<tr>
<td>Cristian Sanchez</td>
<td></td>
<td>Spain</td>
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</table>
## 7.4 Politicians’ forum participants’ list

<table>
<thead>
<tr>
<th></th>
<th>Full Name</th>
<th>City/Region</th>
<th>Country</th>
<th>Position/Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Abdulmutalip Demirel</td>
<td>Kocaeli</td>
<td>Turkey</td>
<td>KOCAELEI METROPOLITAN MUNICIPALITY TRANSPORTATION DEPARTMENT</td>
</tr>
<tr>
<td>2</td>
<td>Denis Leroy</td>
<td>La Rochelle</td>
<td>France</td>
<td>COMMUNAUTÉ D’AGGLOMÉRATION DE LA ROCHELLE</td>
</tr>
<tr>
<td>3</td>
<td>Gisela Nacken</td>
<td>Aachen</td>
<td>Germany</td>
<td>CITY OF AACHEN</td>
</tr>
<tr>
<td>4</td>
<td>Simonetta Vittoria</td>
<td>Monza</td>
<td>Italy</td>
<td>COMUNE DI MONZA</td>
</tr>
<tr>
<td>5</td>
<td>Noalle Billon</td>
<td>Poitiers</td>
<td>France</td>
<td>GRAND POITIERS</td>
</tr>
<tr>
<td>6</td>
<td>Christian Lavigne</td>
<td>Toulouse</td>
<td>France</td>
<td>TISSEO-SMTC (AUTORITÉ ORGANISATRICE DES TRANSPORTS)</td>
</tr>
<tr>
<td>7</td>
<td>Barbier François</td>
<td>TOULOUSE</td>
<td>France</td>
<td>TISSEO-SMTC</td>
</tr>
<tr>
<td>8</td>
<td>Sandor Nagy</td>
<td>Szeged</td>
<td>Hungary</td>
<td>CITY OF SZEGED</td>
</tr>
<tr>
<td>9</td>
<td>Wiersaw Starowicz</td>
<td>Krakow</td>
<td>Poland</td>
<td>MUNICIPALITY OF KRAKOW</td>
</tr>
<tr>
<td>10</td>
<td>Izabela Haupt</td>
<td>Krakow</td>
<td>Poland</td>
<td>MUNICIPALITY OF KRAKOW</td>
</tr>
<tr>
<td>11</td>
<td>Steen Moller</td>
<td>Odense</td>
<td>Denmark</td>
<td>CITY OF ODENSE</td>
</tr>
<tr>
<td>12</td>
<td>Malin Andersson</td>
<td>Göteborg</td>
<td>Sweden</td>
<td>THE URBAN TRANSPORT ADMINISTRATION IN THE MUNICIPALITY OF GOTHENBURG</td>
</tr>
<tr>
<td>13</td>
<td>Jale Nur Séllér</td>
<td>Eskiyehir</td>
<td>Turkey</td>
<td>ESKIYEHIR METROPOLITAN MUNICIPALITY</td>
</tr>
<tr>
<td>14</td>
<td>Johan Nyhus</td>
<td>Gothenburg</td>
<td>Sweden</td>
<td>CITY OF GOTHENBURG URBAN TRANSPORT COMMITTEE</td>
</tr>
<tr>
<td>15</td>
<td>Mark Prior</td>
<td>HOVE</td>
<td>United Kingdom</td>
<td>BRIGHTON &amp; HOVE CITY COUNCIL</td>
</tr>
<tr>
<td>16</td>
<td>Itan Davey</td>
<td>HOVE</td>
<td>United Kingdom</td>
<td>BRIGHTON AND HOVE CITY COUNCIL</td>
</tr>
<tr>
<td>17</td>
<td>Erella Siew Daor</td>
<td>Tel Aviv Yafo</td>
<td>Israel</td>
<td>TEL AVIV MUNICIPALITY</td>
</tr>
<tr>
<td>18</td>
<td>José Maria Diez</td>
<td>Burgos</td>
<td>Spain</td>
<td>CIVINET SPAIN AND PORTUGAL</td>
</tr>
<tr>
<td>19</td>
<td>Benjamin Maor</td>
<td>Tel Aviv</td>
<td>Israel</td>
<td>MUNICIPALITY OF TEL AVIV - YAFO</td>
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<td>20</td>
<td>Haggai Yaron</td>
<td>Tel Aviv - Yafo</td>
<td>Israel</td>
<td>MUNICIPALITY OF TEL AVIV - YAFO</td>
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<td>21</td>
<td>Gabriel Vallejo Gomila</td>
<td>Palma</td>
<td>Spain</td>
<td>CITY OF PALMA</td>
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<tr>
<td>22</td>
<td>Maarten van Bemmelen</td>
<td>Palma</td>
<td>Spain</td>
<td>EUROLOCAL</td>
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<tr>
<td>23</td>
<td>Yilmaz Buyukersen</td>
<td>Eskisehir</td>
<td>Turkey</td>
<td>ESKISEHIR METROPOLITAN MUNICIPALITY</td>
</tr>
<tr>
<td></td>
<td>Name</td>
<td>Location</td>
<td>Country</td>
<td>Organization</td>
</tr>
<tr>
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<tr>
<td>24</td>
<td>Małgorzata</td>
<td>Gdansk</td>
<td>Poland</td>
<td>CITY OF GDANSK</td>
</tr>
<tr>
<td>25</td>
<td>Lopez</td>
<td>Palma de Mallorca</td>
<td>Spain</td>
<td>EUROLOCAL</td>
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<tr>
<td>26</td>
<td>Helena Hecimovic</td>
<td>Koprivnica</td>
<td>Croatia</td>
<td>CITY OF KOPRIVNICA</td>
</tr>
<tr>
<td>27</td>
<td>Hans Lindberg</td>
<td>Umea</td>
<td>Sweden</td>
<td>UMEA COMMUN</td>
</tr>
<tr>
<td>28</td>
<td>Gheorghe Nichita</td>
<td>Iasi</td>
<td>Romania</td>
<td>IASI MUNICIPALITY</td>
</tr>
<tr>
<td>29</td>
<td>Tarmo Sulig</td>
<td>Tallinn</td>
<td>Estonia</td>
<td>TALLINN MUNICIPAL ENGINEERING SERVICES DEPARTMENT</td>
</tr>
<tr>
<td>30</td>
<td>Antonio Azeredo Lopes</td>
<td>Torres Vedras</td>
<td>Portugal</td>
<td>MUNICIPALITY OF TORRES VEDRAS</td>
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<tr>
<td>31</td>
<td>Paolo Pissarello</td>
<td>Genova</td>
<td>Italy</td>
<td>GENOVA SMART CITY</td>
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<tr>
<td>32</td>
<td>Michel Joanny</td>
<td>Brest</td>
<td>France</td>
<td>BREST MÉTROPOLE OCÉANE</td>
</tr>
<tr>
<td>33</td>
<td>Amilcar Gonçalves</td>
<td>Funchal</td>
<td>Portugal</td>
<td>CAMARA MUNICIPAL DO FUNCHAL</td>
</tr>
</tbody>
</table>
7.5 Mentimeter voting results

**What is your gender?**

- Male: 45
- Female: 24

69 respondents

**What is your background?**

- Engineering: 16
- Administration: 13
- Social: 6
- Environment: 7
- Economics: 7
- Other: 16

65 respondents
In what sector do you work?

<table>
<thead>
<tr>
<th>Sector</th>
<th>Count</th>
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</thead>
<tbody>
<tr>
<td>Transport planning</td>
<td>17</td>
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<tr>
<td>Research</td>
<td>8</td>
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<tr>
<td>Consulting</td>
<td>19</td>
</tr>
<tr>
<td>Politics</td>
<td>10</td>
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<tr>
<td>Technology development</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>16</td>
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</tbody>
</table>

71 respondents

Why are you here?

<table>
<thead>
<tr>
<th>Reason</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Networking</td>
<td>30</td>
</tr>
<tr>
<td>Gathering knowledge</td>
<td>19</td>
</tr>
<tr>
<td>Distillation</td>
<td>7</td>
</tr>
<tr>
<td>Getting latest EC news</td>
<td>1</td>
</tr>
<tr>
<td>French food</td>
<td>10</td>
</tr>
</tbody>
</table>

67 respondents
**White paper objectives: Do you think we can achieve this in most of Europe by 2030?**

- 100%: 1
- 90%: 9
- 80%: 28
- 60%: 23
- 40%: 12
- 20%: 1
- 0%: 74 respondents

**POLITICIANS ONLY White paper objectives: Do you think we can achieve this in most of Europe by 2030?**

- 100%: 3
- 90%: 4
- 60%: 7
- 40%: 5
- 20%: 2
- 0%: 1
- 22 respondents

Go to [www.vot.rs](http://www.vot.rs) and enter 315166 to vote.
CITY REPRESENTATIVES ONLY White paper objectives: Do you think we can achieve this in most of Europe by 2030?

- 10 respondents

CONSULTANTS AND RESEARCHERS ONLY White paper objectives: Do you think we can achieve this in most of Europe by 2030?

- 38 respondents
Are you up for coffee?

- Yes: 38
- Yes!: 32

70 respondents

Go to www.vot.rs and enter 31 51 66 to vote
7.6 List of External Exhibitors

City of Brest

The city of Brest presented the city and provided information about the Brittany region and the city of Brest. Both touristic and logistic information was available for the participants.

Site project

The SITE project is leaded by 9 partners’ organization of 6 different cities from Ireland, the UK, France, Spain and Portugal, and financed by the Atlantic Area Programme. The lead partner is Nantes Métropole. The vision and the ultimate goal of the project is a seamless ticketing and fare system for public transportation in European cities, increasing mobility and contributing to transport sustainability. For a global approach, the project works on different issues such as fare systems, smart ticketing technologies, marketing and selling networks, interoperability, intermodality, and travelers’ information.

www.site-project.eu

Concerto

Concerto is a European Commission initiative within the European Research Framework Programme (FP6 and FP7). Responding to the facts that buildings account for 40% of total energy consumption in the Union, for 33% of CO2 emissions and that 70% of the EU's energy consumption and a similar share of GHG emission take place in cities, with a huge untapped potential for cost-effective energy savings, it aims to demonstrate that the energy-optimisation of districts and communities as a whole is more cost-effective than optimising each building individually, if all relevant stakeholders work together and integrate different energy-technologies in a smart way.

http://concerto.eu/concerto/

Institute of Behavioural Sciences in Tokyo, Japan

The Institute of Behavioral Sciences (IBS) is a comprehensive nonprofit research organization whose aim is to contribute public welfare in areas falling within the jurisdiction of the Ministry of Internal Affairs and Communications Agency and the Ministry of Land, Infrastructure, and Transport. All its activities are conducted with the interest accruing from fund investments, donations and commissioned research and survey costs,

IBS is involved in comprehensive research and survey activities primarily in connection with problems affecting urban and regional society. These activities embrace a wide range of fields including urban planning, transport, economic matters, and the environment. IBS is also involved in research and applications of computerized econometric methodology related to analysis, forecast, effectiveness, and evaluation

http://www.ibs.or.jp/english/80
ManagEnergy initiative

ManagEnergy is a technical support initiative of the Intelligent Energy - Europe (IEE) programme of the European Commission which aims to assist actors from the public sector and their advisers working on energy efficiency and renewable energy at the local and regional level. More specifically, the initiative is targeted at:

- Local and regional energy agencies
- Local and regional public authority energy specialists
- Urban planners and elected officials (municipal, provincial and regional), especially signatories to the Covenant of Mayors (www.eumayors.eu).
- Other local and regional organizations with a public mission that are working on sustainable energy.

[http://www.managenergy.net](http://www.managenergy.net)

Evaluation matter poster

A poster was shown on the book Evaluation matters, which is a practitioners’ guide to sound evaluation for urban mobility matters.

CIVINET Francophone

CIVINET is a group of city networks that promote the CIVITAS approach at a local level, overcoming language and contextual barriers for local authorities and organisations interested in urban sustainable mobility. Members exchange information in their own language working together to engage with the European Union and national governments, on transport policy issues, legislation, regulations, and funding.