Dear Reader,

I am pleased to send you the second newsletter of the CIVITAS MOBILIS project.

At the time of reading most of the envisaged work on the measures is underway, the project starts to take form. Certain measures are so advanced that they have already achieved some first results.

The last three months have been rich in terms of communication and exchange of experience, noteworthy is the CIVITAS forum in Nantes last November. Around thirty people representing the different CIVITAS MOBILIS partners participated in this event.

It provided an excellent occasion to confirm our ambitions within the different measures. Furthermore, our politicians were given the opportunity to exchange with the European Commissioner Mr. Barrot on the findings of the CIVITAS initiative and its implications in terms of European policies.

During the coming three months, first of all, we will finalise an inception report, and more exciting is that we will organise our second Political Steering Group meeting in Venice. Among other things, a debate will take place on the importance of “Planning and organising mobility at agglomeration level”, one of the project’s policy themes.

With our next newsletter we will already be celebrating the first year anniversary of the CIVITAS MOBILIS project. For the moment, speaking for all the project partners I just want to wish you a perfect Christmas and a happy New Year and invite you to take follow the progress of our work by reading this newsletter.

Alexandre Blaquiere  
CIVITAS MOBILIS Project Manager  
Tisseo / SMTC

Merry Christmas and Happy New Year 2006  
CIVITAS MOBILIS project teams from Toulouse, Venice, Debrecen, Ljubljana and Odense

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Toulouse launches the “CNG at home” solution

Today, all over the world, more than 4 million vehicles use CNG as a fuel solution. The countries who own the most important fleets of CNG vehicles are Argentina (almost 1.5 million vehicles), Brazil (850,000), Pakistan (800,000) and Italy (400,000).

These statistics do not mean that European countries are not looking for alternative fuels solutions. Respecting the objectives of the Kyoto protocol, the European countries are completely aware of the necessity to reduce air pollution. While alternative solutions such as hybrid cars, electric vehicles, bio energy and natural gas are being studied and increasingly implemented, it remains clear that these solutions continuously need to be encouraged.

CNG is one of these alternatives which will allow a transition towards a cleaner and more sustainable mobility. While it is well known that CNG fuel is steadily becoming a suitable solution to the need to reduce polluting emissions in our cities, it is especially the supply issue which remains an important obstacle for its utilisation by our citizens and private businesses. Even if in our countries the possibility of filling cars with CNG becomes easier through dedicated filling stations, it is important to obtain a more complete CNG supply offer.

Toulouse is one of the most dynamic cities in France in relation to the deployment of the CNG solution. The public transport authority Tisséo-SMTC, coordinator of the CI-VITAS MOBILIS project, already owns 125 CNG buses. A new filling station for CNG buses will be constructed in the coming two years therewith increasing the capacity of CNG supply for public transport. Likewise, Toulouse has been elected by Gaz de France, ADEME, AFNGNV (French CNG Association) and GART (National Association of Public Transport Authorities) as a pilot site to test and promote the use of CNG in vehicles.

On the 30th of September, in the framework of the CI-VITAS MOBILIS project, the French Minister of Foreign Affairs, Philippe Douste-Blazy, the President of Gaz de France Jean-François Cirelli, the General Director of Carrefour, Guy Yraeta, the President of PSA Peugeot-Citroen Jean-Martin Folz and the President of ADEME (French Agency for Environment and Energy), Michele Pappalardo, launched the first French “CNG at home” offer in Toulouse.

The following week-end, a number of stands and presentations, accompanied by a series of shows in the central square of Toulouse (Place du Capitole) provided an opportunity to communicate with the citizens and local businesses about the CNG fuel solution. Vehicle manufacturers are becoming more and more aware of the potential represented by this new solution. Almost 10 models of different car manufacturers are available on the French market and most of them (Peugeot, Citroen, Mercedes Benz, Opel, VOLVO and Fiat) were present during the event.

Once the client has bought a CNG vehicle, the offer developed by Gaz de France consists of a private micro-compressor that can be installed in household garages. This micro-compressor is entirely secure. It stops in case of electrical failure, rupture of the filling pipe, bad utilization of the filling gun, or any gas pres-
sure problem. This new system is easy to use in terms of: connecting the filling gun to the car, turning on with a simple push-button, and an automatic stop at the end of the filling procedure. For daily normal use, one to four hours are sufficient to fill the fuel tanks, generally at night when you are sleeping.

This new system is considered revolutionary considering the aspect that every CNG car owner is offered the opportunity to fill its vehicle directly at home. Taking into account the installation costs and the monthly subscription, this solution is less expensive than diesel fuel with a cost of 80 eurocents for an equivalent of a litre of petrol.

Private businesses that obtain a small CNG fleet are offered a slightly larger version of the micro-compressor and in addition, from the beginning of 2006, the supermarket chain Carrefour will offer CNG fuel at the three fuel stations it owns in the Greater area of Toulouse. This will without any doubt diversify and complement the supply solutions for private CNG vehicles.

The deployment of this private filling solution to other cities in France is foreseen with the objective to rapidly cover a great part of France.

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### Strengthening communication on biodiesel in Ljubljana

During the European Mobility Week activities, biodiesel was one of the key issues on the agenda in Ljubljana. The CIVITAS MOBILIS partners in Ljubljana presented their activities on various occasions.

AIS, the Agricultural Institute of Slovenia organized in the city center a presentation of the experimental laboratory press for continuous cold pressing of rape seed for oil production, the tractor with isodiametral wheels (slovenian tractor Agromehanika AGT 835, power 26 kW) and the off road car Land Rover; both powered by biodiesel made from domestic rape seed production and cold pressing.

A brochure on biodiesel was published and the representative of the institute participated in several round tables and conferences concerning alternative fuels. “We have developed a small press that
can be used in a decentralized manner, thus supporting Slovenian farmers self-sufficiency”, dr. Viktor Jejcic from AIS told us.
LPP, Ljubljana public transport provider, officially launched at a media presentation their two biodiesel buses, using 20% biodiesel mix. LPP also organized a mobility information point in the city centre. “Public transport is the most important alternative to personal car usage - if it runs on biodiesel even better”, said Jošt Šmajdek from LPP.

However, discussion developed around the issue of the land available for the production of rape oil, where a conservative estimation on the part of national government was confronted with more enthusiastic views. Of course co-operation of all stakeholders is needed to overcome the current situation.
On the other hand, discussion was shadowed by the public debate about security of using 5% biodiesel in diesel fuel in filling stations. Media coverage of the debate developed in the second part of the year around technical problems, and raised important questions about the quality of biodiesel. The city hall discussion identified the need to address such issues in a more sustainable manner to avoid unnecessary conflicts and to learn from the experience of other countries when introducing biodiesel to the market.
The main conclusions of the round table were that further co-operation between interest groups, local authorities and public administration is needed to identify obstacles and opportunities for strengthening the position of biodiesel on the Slovenian market.
In addition to that, better communication shall be established among key actors, to coordinate their activities in the field of alternative fuels.
Biodiesel and biogas in public transport in Debrecen

Hajdú Volán started cooperation with local experts on the compilation of a study of the parameters for using biodiesel and biogas in public transport in Debrecen. In addition, the company asked the suppliers to make and send a bid for the consumables that are needed for the CNG conversion. The company also works in close cooperation with the experts of the University of Debrecen in the form of regular local meetings. The University has gathered information in Békés County, in Budapest and at Kunhegyes about the availability of the raw materials required for the biofuel types and the technical conditions and development plans and directions.

Biodiesel offers promising fuel injection characteristics

In the Engine Research Laboratory at the Faculty of Mechanical Engineering the influence of Biodiesel and its blends with diesel D2 on injection characteristics are investigated. The experiments are run on fuel injection test bed of bus engine MAN D 2566 by using biodiesel, produced in Pinus, Slovenia. For numerical simulation of injection processes our own mathematical model is developed. With known fuel properties, which are determined experimentally, we simulate the processes in fuel injection systems. The comparison between experiment and numerical simulation shows good agreement under several operating regimes. The obtained results indicate promising fuel injection characteristics in order to obtain lower engine harmful emissions.

For more information, please contact breda.kegl@uni-mb.si

New waterbuses which reduce environmental impact from wave action and are user friendly for disabled passengers in Venice

Through a combination of regional funding and CIVITAS funding, ACTV is able to enlarge their investment plan for the construction of 18 new waterbuses with better environmental characteristics and equipped for the transport of disabled passengers. The research and the development for the project of the new waterbuses, underway over the last year, have touched two fundamental aspects:

- Optimization of hull water dynamics.
- Optimization of space on board and equipping in order to create suitable areas for the transport of disabled passengers.

The two aspects of the research are correlated: with the aim of transporting disabled passengers and increasing the number of passengers, new water buses are longer and wider with a consequent important change to design. At the same time, the research performed with the collaboration of the University of Trieste has allowed the
improvement of the shape of the hull with a reduction in motion resistance. Wave resistance has improved with regards to transversal and divergent waves, known to have impacts on lagoon morphology, flora, fauna and the foundations of buildings.

Attention has also been paid to studying solutions for the disabled such as the space for boarding and a reduction in the difference in level between the docks and the boarding area.

Two waterbuses have been completed so far, others are well on the way in the construction phase. All waterbuses should be in circulation by the end of 2006.

For more information, please contact renzo.giuponi@actv.it

Dock use survey and analysis in island Venice

Currently the canals in Venice experience great problems of congestions due to the interference between through traffic and local deliveries, compounded by the presence of parked boats.

Measure 10.2, carried out by the City of Venice Water Mobility Department and by Forma Urbis aims to improve the efficiency and effectiveness of the management of the permanent and temporary boat parking spaces along the inner canals in Venice, through the creation of the web-enabled information system that integrates day-to-day administrative acts and provides support to decision makers and regulators for the integrated management of boat traffic and circulation.

The dock use and analysis survey, conducted by Forma Urbis, aims to make a census of the delivery of cargo, the waiting time, the delivery time and the time that the docks are occupied by the boats.

Based on the “Handbook for the field data collector” and the “handbook for data collection locations”, the dock use survey and analysis, involved firstly the identification of the target delivery locations to be monitored (June/July 2005), the development of the data collection form (August/September 2005), training of the surveyors and survey days (September 2005), computerised archival of field data (October 2005) and computerised analysis of field data (October/November 2005).

The survey was carried out by 9 people in 23 locations for a total of 32 hours, and registered 1307 cargo deliveries.
The final presentation of the results will be available in December, and, with pre-existing information about parking concessions, temporary docks, preferred cargo docks, water-doors, occluded canal corners, bridge related bans and other datasets, will be necessary for the attribution of suitable uses for docks.

For more information on Measure 10.2 please contact: gallo@formaurbis.com and luca.fontanella@comune.venezia.it

Parking in Toulouse: the first results

Since the third of October 2005 the city of Toulouse has been implementing its local parking plan. This plan has defined the creation of a so-called “resident” tariff together with a monthly subscription of 15 EUR. Additionally, the plan foresees an extension of the paying for the on-the-street parking in the respective zones. Through a communication, all residents have been offered the opportunity to apply for the monthly subscription.

In order to enforce the new parking plan and its measures, an agreement with the local police assures homogeneous surveillance within the whole area and a compulsory strong fining policy in case of non-payment and passing of the paid parking time.

The first results of the new policy are closely followed. Being one month later, by the fourteenth of November, 167 people had obtained the qualification of "resident", of which 69 in the neighborhood “Péri”, 44 in the neighborhood “Belfort”, 30 in the neighborhood “Taur” and 24 in the neighborhood “St. Sernin”.

An on-the-road inquiry identifying the vehicles with a resident card was carried out on Tuesday the 8th of November. At 15h30, almost half of the residents’ cars applied for a “November” resident’s card were identified in the street designated for resident parking 24h/24h.

In terms of qualitative results, the increased enforcement by the police resulted in a significant improved rotation of vehicles and respecting of parking regulations. The increased number of applications for the “resident” status is considered as an encouraging sign that the new parking policy is applied and accepted.

While restraining the parking for visitors in the city centre, towards the residents the objective is double:
- Maintain a sufficiently large parking offer for the residents in order to anticipate the increasing demand for the resident status and preserve as well the off-street parking facilities obtained;
- Maintain the increased level of policy enforcement, which is considered essential for the consolidation of the local parking plan.

An action plan for the year 2006 that envisages the extension of the resident parking scheme will be proposed to the city council in the coming period.

For more information please contact: serge.mathieu@mairie-toulouse.fr

A Commuter plan for AIRBUS

The AIRBUS France site is located on the territory of Toulouse, Blagnac and Colomier. The site is divided in three parts: Saint-Martin du Touch, Airbus Central entity and Aéroconstellation. These locations are accessible through four routes. Furthermore the site is served around each half hour by the bus line 64 during the daytime. Around 22900 people, with a forecast of 28400 in the year 2010, work in the different buildings, production locations and hangars. Presently the location is already heavily congested during peak hours provoking problems at surrounding itineraries such as the access routes to the city of Blagnac, Colomier, the industrial park of Saint-Martin du Touch, and the international airport.

In 2001, on AIRBUS’s initiative, a workgroup was formed to deal with the problems around Saint Martin du Touch. The CIVITAS MOBILIS work will build on the results achieved since 2001, which in real terms include the creation of 2 new bus stops; 400 people carpooling; new accesses for freight transport; restructuring of the parking facilities; and a communication plan.

The present initiative will enforce and transfer the work that has been done at the location of Aéroconstellation with a focus on sustainable mobility. Based on an origin-destina-
tion study conducted, in terms of works this includes the promotion and transfer of:
- privileging public transport by re-structuring of the surrounding network and better integration with the urban PT network (e.g. with the new metro line);
- development of the bicycle network;
- re-assessment of the traffic signalling and the construction of new accesses; and integration of the on-site and off-site mobility plans.

For more information please contact: Christoph Doucet, christophe.doucet@smtcat.fr

Carpooling

Greenhouse effects, air pollution and noise; transport has a significant role in the degradation of our environment. More troubling is the fact that during the first 3 km of car travel our private vehicle produces 4 times more polluting emissions than the subsequent part of the voyage.

Considered as a complement to the public transport network, the development of car-pooling could contribute to the reduction of unnecessary private car journeys. Carpooling could especially be an option for our citizens that live in a peripheral area with low density or outside the conurbation limits (not served by PT).

In mid 2003 a car-pooling association “COVOITUVAL” was set up to stimulate shared travelling in the South-East of Toulouse (SICOVAL area). The concept was to contact persons individually to introduce them to this service and the experience is still positive now.

An analysis conducted within the framework of the CIVITAS MOBILIS project of past experience showed some interesting results. Among a number of conclusions it seems worthwhile to highlight the importance of a critical mass of active subscribers. Logically the more adherents, the larger is the statistical chance of matching the mobility needs of potential car-poolers. With a minimum of communication tools and resources 200 subscribers were registered and helped in this 2 year experiment.

Secondly, following the reaction of both users and non-users, it became clear that carpooling as a stand-alone service is only of limited interest. Integration with regular public transport and new services, like car-sharing, bicycling and demand responsive transport increases the attractiveness of the mobility offer and makes it easier to match the mobility needs of potential car-poolers.

The aim within the CIVITAS project is to enforce and enlarge the previous experiment. Firstly, this will be done by the setting up of a number of dedicated tools (e.g. Internet site, routing software). These tools should allow for personalised advice for mobility, associating car-pooling and other transport modes. Moreover, the setting up of a new ticketing system will permit us to propose a dedicated ticket to car-pooling users, in connection with PT and/or other modes.

In the beginning of November 2006, the local politicians decided to set up a local mobility agency which provides the opportunity to better integrate the enforced carpooling activities with new services. Gradually throughout the duration of the CIVITAS MOBILIS project, this decision will allow us to offer a financially attractive and environmental sustainable transport alternative to our citizens.

For more information please contact: Jacques Vabre, jacques.vabre@sicoval.sicoval.fr

Telematics in Debrecen

DKV had a technical visit to BKV Rt. (transport company of Budapest) on the 5th September 2005, in order to get information about the company’s satellite based passenger information system used on public transport vehicles. The visit and discussion proved to be fruitful. Its experiences have been used for the planning of the public procurement procedure, which was launched on the 7th October 2005.

For more information please contact: László Erdey, erdeyl@delfin.unideb.hu
Project management events

CIVITAS MOBILIS attends the CIVITAS Forum, Nantes 2-3 November 2005

The third CIVITAS Forum, held in Nantes from the 2nd to the 3rd of November, focused on the political, cultural and financial challenge which cities face in moving from “Theory to Practice” in the integration of sustainable transport policies. It coincided with the end of the four years of work carried out in the CIVITAS I projects and thus provided a perfect opportunity for the new CIVITAS II members and CIVITAS I members to exchange views on problems encountered, knowledge and experience. The CIVITAS MOBILIS Consortium was well represented at the Forum, both in terms of audience and speakers. Each of the five CIVITAS MOBILIS cities and supporting partners were present. The Deputy Mayor for Sustainable Mobility of the City of Venice, Enrico Mingardi spoke in the opening session of how sustainable mobility is “not just a project, but a real need”, highlighting, however, how cities come up against problems such as limited resources, opposition from the public and a mobility system which is still too centred on the use of the car.

In the parallel sessions, Benoit Reynaud-Lacrose presented the City of Toulouse’s experience regarding an integrated approach to CNG in the city and Alexandre Blaquiere of Tisséo presented their experience on the integrated general management of Mobility. Troels Andersen from the City of Odense gave a presentation about sustainable transport policies and financial self sustainability in Odense. Carlo Andriolo from the City of Venice presented the technical and participative instruments inherent to the work of the City’s Bike office while Edoardo Tognon of AGIRE, the Venice Energy Agency, recounted their experience to date with standards and regulations regarding the use of LPG for boats. The Forum ended on an encouraging note as Vice-President Jacques Barrot, the Commissioner for Transport, stated the Commission’s support for the programme which also foresees a continuation of its financial support of the CIVITAS programme under the seventh Framework Programme for Research and Development (2007-2013). The 2006 CIVITAS Forum will be held in Burgos.

http://www.civitas-initiative.org/

Upcoming events

CIVITAS MOBILIS meeting in Venice, January 12-13, 2006

Local Politicians from the five CIVITAS MOBILIS cities will meet on the 13th of January in Venice to discuss “Planning and organising mobility at agglomeration level”. This is one of the projects policy themes and focuses on how to coordinate actions at the right spatial scale as urban mobility does not stop at administrative or institutional boundaries. The contents of the debate will be an important contribution to the policy recommendations which the project will produce.

The Venice local consortium will also organise a site visit for its guests relating to this subject for the afternoon of the 13th of January.

The CIVITAS MOBILIS consortium will avail of this workshop to hold one of their regular meetings to discuss progress of measures, evaluation and dissemination on the 11th and 12th of January.

For more details please contact Isabella Marangoni at Isabella.marangoni@comune.venezia.it

Conference on Clean Air for European Cities - How to overcome obstacles?

Urban Transport has become a European Issue. The White Paper on Transport has a special focus on urban transport: European Clean Air and Noise Abatement policies are aiming at improvements in the quality of urban life. Beside these “push” instruments we also see the “pull” measures - such as the European CIVITAS initiative. Integrated measures are supported by the European Commission and implemented in the participating cities. Bremen (Germany) is one of the pilot cities within the CIVITAS Vivaldi project and is hosting this conference on January 19, 2006.

Based on visible problems but also on good examples, the conference wants to pinpoint the achievements but also discuss future developments on technologies and urban traffic strategies. Where are the solutions to fulfil the requirements of air quality targets? What will be the contribution of (new) technologies, of alternative fuels, of logistics etc.?

On-line registration:
http://www.vivaldiproject.org/inscription.cfm/
CIVITAS MOBILIS cities and partners

In 2004 the cities of Toulouse (France), Debrecen (Hungary), Ljubljana (Slovenia), Odense (Denmark), and Venice (Italy), and their main local mobility stakeholders established a European partnership for “Implementing Mobility Initiatives for Local Sustainability” – of which the CIVITAS MOBILIS project is the physical result. MOBILIS aims to implement radical strategies for clean urban transport in all five cities and to create a new culture for clean urban mobility in the wider framework of sustainable development. The project will enable the involvement of all relevant stakeholders and the transfer of good practices to other urban communities across Europe.

Altogether 30 partners work on a range of mobility improvements scattered within eight technical and five policy themes during the four years lifetime of the project.

The Main Partners:

**DEBRECEN (H)**
http://www.debrecen.hu/
- Municipality of Debrecen
- DKV Debrecen Transport Company
- Hajdu Volán Transportation Inc.
- Hajdu-Bihar County State Road Maintenance Company
- University of Debrecen

**VENICE (I)**
http://www.comune.venezia.it/
- City of Venice
- ACTV S.p.A.
- Azienda Servizi Mobilità S.P.A.
- VESTA S.p.A. Venezia Servizi Territoriali Ambientali
- Agency – Agency Veneziana per l’Energia
- Commissario Delegato dal Governo per il Traffico Acqueo nella Laguna di Venezia
- Forma Urbis S.a. S

**SUPPORTING PARTNERS**
- Mobil21 (B)
- Rupprecht Consult – Forschung & Beratung GmbH, (D)

Objectives:
- to promote and implement sustainable, clean and energy efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in all categories of measures
- to build up critical mass and markets for innovation

Two horizontal projects support the CIVITAS demonstration projects & cities by:
- Cross-site evaluation and European wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CMTAS Forum members
- Providing the Secretariat for the Policy Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of CIVITAS

Key elements of CIVITAS
- CIVITAS is co-ordinated by cities: it is a programme “of cities for cities”
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living ‘Laboratories’ for learning and evaluating