Introductory

The last quarter of a year has been a very productive period for the majority of the MOBILIS partners. Almost all of the measures have now started and the first results have been obtained. Some of them are summarized in the present newsletter.

This quarter year has also been the occasion to continue to call attention to our work. During the European Mobility Show which was held in Paris in June, the CIVITAS MOBILIS Project was presented through a dedicated stand and on a smaller scale, our partner Rupprecht Consult organized a workshop dealing with parking management policies in Cologne.

Closing with the production of the annual reports, this period has made it possible to confirm the ambitions of the 32 partners. New changes are announced for the coming months with the evolution of the specific institutional contexts of each city; however, the adhesion to the CIVITAS Program and its objectives has been reiterated by the 5 cities.

After the well deserved rest of all the MOBILIS teams, the coming period is announced as very busy with the participation of the 5 cities in the CIVITAS Forum which will take place in Burgos at the end of September. All of the MOBILIS team in charge of dissemination are currently preparing for the event with the view to best present our concrete achievements.

While hoping to meet you on this occasion, I wish you a pleasant and informative read of this fourth newsletter.

Alexandre Blaquière
MOBILIS Project Coordinator

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Visit at the Kölcsey Convention Centre in Debrecen

Kölcsey Convention Centre, the most modern and the second largest convention centre in Hungary was opened in February 2006. Its 12 conference halls in nearly 13 000 square meters provide an ideal venue not only for conferences, but concerts, fairs, exhibitions, receptions, large balls and wedding parties as well. The Conference Centre has direct access to a modern and exclusive four-star business hotel which provides an excellent opportunity for all the conferences’ guests to have a rest without having a long walk to their rooms. The hotel, located at the edge of the new pedestrian area is an ideal starting point for visiting the city centre for some shopping or sightseeing.

At the planning stage of the Convention Centre, special attention was paid to people with limited abilities. When entering the reception hall, wide, automatically opening doors allow people with wheelchairs to enter safely. In the reception hall, there is a clearly noticeable system of three dimensional lines on the floor that goes round the building, connecting all the most important areas, with special marks at doors and stairs, allowing blind visitors to orientate inside the building. All the elevators are wide enough to include a wheelchair and all the buttons – just like all the signs inside the building – are readable by touching their surface. Every floor provides at least one toilet for disabled people where everything can be set and operated just by pushing the proper button on a remote control.

These facilities are planned for the new Museum of Modern Arts as well, where temporary and permanent exhibitions are going to take place on 3 floors.

Below the centre lies a 9 000 square meter underground garage which can take up to 300 cars. There is place for additional 3 busses in the open-air parking lot of the Convention Centre as well. Car and bus drivers can get real-time information about the availability of these parking facilities from electronic displays located at several points of the city with dense traffic.

The creation of this parking capacity is an important step towards the extension of the pedestrian area and the limitation of vehicle access in the city centre. Visitors of the city’s numerous conferences will not have to look for a – rather expensive – parking place in the city centre, but can leave their vehicles in a modern, guarded garage, in the immediate neighbourhood of all the city’s monuments, museums, galleries or major shopping centers. All these attractions will be connected through an extensive pedestrian area in the near future. The vision of the unified city centre with spacious squares, ambient streets and shady parks is just being created by several architects, among whom we can find the creator of the much-appreciated main square, so the integrity of the newly attached areas can be taken for granted.

Debrecen has decided to leave the cars outside and let people in. The newly built Kölcsey Convention Centre fulfils both tasks. It is the point, where visitors of our city meet, work, and can have a rest. It is the point where people leave their cars and start discovering the city centre on foot. The centre which is vivid, which provides a common space for everybody, coming downtown for a conference, to see the sights, or just for an ice cream...

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Controlling the access of traffic to Mestre city centre

The measure focuses on mitigating traffic and the consequent atmospheric and noise pollution through the introduction of an access control system in Mestre. The system will be used firstly for the monitoring and regulation of traffic and then for the evaluation of the benefits that may be had by the introduction of a congestion charge.

The electronic access system project is based on the installation and use of circa 25 electronic entry and access points following the identification of optimal locations for intercepting traffic along the main access roads of the city. Access points in the controlled area are equipped with a digital camera and radio system controlled at the central level.

Authorisation to gain access to the limited traffic area can be circumscribed in time (certain times of day) and space (only some areas or some entry points) for each vehicle, and also can depend on vehicle typology (e.g. emissions).

The measure has three distinct phases: the design of the system; installation of the electronic access control equipment and testing of the system; a feasibility study regarding the eventual introduction of a congestion charge.

To date, the design of the system has been finalised and installation work on the data transmission network has begun. The design and installation contract has been awarded for the first 12 access points.

For further information please contact Silvia Grandese, silvia.grandese@comune.venezia.it

Complementary measures for a 100% clean public transport fleet in Toulouse

In Toulouse, the first discussions, assessment and specification of public transport actors’ objectives in relation to bio diesel and biogas have taken place. Several working groups have been established to prepare the state-of-the-art in the fields of soot filters, biodiesel, biogas, and potential CNG motor performance improvements.

Among other things, this has resulted in a set of recommendations and requirements for the use of biogas and bio diesel. The outcomes of the first analysis are currently being worked on by a dedicated team of professors and students from a number of local engineering schools (E.g. Ensiacet, IMFT and UPS). This should result in a specific implementation plan.

In parallel, the so-called “soot filters” working group has organised the equipping of the present diesel buses with the latest generation soot filters. 67 Soot filters have already been purchased and installed. In the coming months 27 buses will be equipped with soot filters, therewith finalising an important step in our plan to have a 100% clean public transport fleet by 2008.

For more information, please contact Patrick van Egmond, patrick.vanegmond@smtcat.fr

The progress of the Debrecen access management plan

The public procurement procedure concerning the study of access and parking management in the city centre has been finished and the contract has been signed. The mobility workgroup – which was set up in the framework of measure 11.5.D - defined the basic structure of the feasibility study and decided the directions and orientation of the work. During the workgroup meeting the contractor’s experts presented their opinion and visions concerning the content of the study which had been discussed by the members of the workgroup.

For more information please contact László Krajczár, krajczar@ph.debrecen.hu

The city-traffic development plan for Debrecen – there’s still a lot to do

The Sustainable city-traffic development plan for Debrecen is still under construction.

The public procurement procedure concerning the implementation plan for the pedestrian zone has been started. In accordance with national laws, a special procurement procedure is needed before signing the contract. During the procedure a competition has to be held in order to have several blueprints for implementation. The municipality’s expert group will choose the design best applicable to the accomplishment. The tendering procedure has not finished yet.
A new freight delivery regulation in Toulouse

The consultation carried out with the professionals (carriers and shopkeepers) has made it possible to simplify the regulation on deliveries in the whole city centre area according to length (9 meters length) and schedule (deliveries are prohibited from 11 AM till 9 AM the day after except in dedicated delivery areas) requirements. The prerogatives of the application of this new regulation are: the creation of a delivery chart, work on the delivery areas, the reinforcement of municipal police control, and an earlier opening of the shops.

Following drawing up the state of the art on the U.D.C. (Urban Distribution Centre), the market research on the city centre area, the investigation of the flows of carriers and the elaboration of the income statement, a call to candidature will be launched in September 2006. The objective will be to appoint a carrier or a group of carriers whose responsibility will be to implement this U.D.C. In compensation, this carrier will become a partner of the CIVITAS MOBILIS Project with a view to getting extra support. Moreover, a dedicated platform of 2,000 m² will be reserved for renting in the north of the city of Toulouse.

For more information please contact Serge Mathieu, serge.mathieu@mairie-toulouse.fr

CNG buses in Venice

The measure aims to increase the number of clean energy efficient vehicles that run with natural gas in the public transport bus fleet, thus increasing the attractiveness of public transport as a whole and reducing polluting emissions. The activities foreseen are the construction of a natural gas distribution network and installation of a refuelling station, the conversion of 30 existing buses from diesel to CNG and the procurement of 5 CNG minibuses to be used as feeders for the park & ride car parks.

The distribution network has been slightly delayed but work to lay down the pipeline will begin in autumn 2006. Two prototype converted buses were studied during 2005 and it was found that conversion of vehicles is not economically viable; ACTV has therefore bought 35 new CNG buses which are in circulation since February 2006. The minibuses will be bought by the beginning of next year. The combined positive impact, in terms of reduced emissions, of the CIVITAS MOBILIS vehicles with another 60 buses which ACTV is investing in is considerable when one notes that the original fleet consists of 286 buses, of which only 6 were hybrid and the rest diesel.

For further information please contact Elio Zaggia, elio.zaggia@actv.it

Three more buses for purchase in Debrecen

Hajdú Volán ZRt asked for stance to the Hungarian Tax and Custom Office about the legislative framework of using biogas and biodiesel in Hungary. The Hungarian laws are very supportive to the use of these alternative fuels: current Hungarian legislation assures favoured tax-tariffs on the bio-components. Thus, there are no legislative obstacles for converting the fleet to alternative fuels. A public procurement procedure was carried out to purchase 3 more CNG buses. In addition, the company has called for bids for the materials that are necessary for the CNG conversion of old diesel buses.

The currently successful process of conversion is to be continued.

For more information please contact András Teleki, telekia@hajduvolan.hu

Biodiesel offers lower engine emissions

At this time, most currently working diesel engines have been developed for operation with mineral diesel fuels. For these engines, biodiesel fuels can obviously not be used without any precautions. For this reason, many

For more information please contact László Krajczár, krajczar@ph.debrecen.hu
vestigations are necessary to prevent or at least mitigate different engine or environmental problems. The results vary slightly depending on the biodiesel used as well as on the engine employed.

Many experiments were performed on the LPP bus engine MAN D 2566 with direct injection M system with prescribed injection pump timing of 23o CA BTC for diesel (D2) fuel. The tested neat biodiesel (B100) was produced from rape-seed oil by the Slovenian company Pinus. In order to find the optimal engine set-up for B100, at first attention was focused on the comparison of all engine characteristics when using B100 and D2 fuels.

All of the engine characteristics at all engine regimes change significantly when the D2 fuel is replaced by B100. Because of the lower heating value of B100, the engine’s effective power is reduced by about 5% and the specific fuel consumption is increased by about 10%, while the thermal efficiency is practically the same for both fuels, as can be seen in Figure 1. The temperatures of exhaust gases as well as the in-cylinder pressures were lower than those obtained with D2.

By comparing the emissions of NOx, smoke, CO and unburned HC, it is evident from Figure 2, that the NOx emission increases at full load when using B100, meanwhile it decreases at idle. An opposite effect is observed for the smoke. The CO and HC emissions are lower when using B100 almost at all engine speeds, except at low ones. NOx emissions increases with higher engine speed. With respect to increasing engine speed, the CO emissions slightly decreases, meanwhile the HC emission is practically the same. The lower CO, HC and smoke emissions, when using B100, are probably due primarily to the fact that biodiesel contains more oxygen, which helps to oxidize these combustion products in the cylinder.

From the results obtained at different loads and engine speeds, Figure 3, it is evident that the lowest NOx emissions are measured at 25% load for D2 fuel. The lowest CO emissions are obtained at 75% load with B100 at medium engine speeds, meanwhile at other speeds the 50% load and D2 give the lowest CO. The lowest HC emissions are obtained at 75% load with B100 fuel at practically all engine speed regimes. Regarding the smoke, the lowest values are obtained at 25% by using D2.

On the basis of experimentally obtained results it can be concluded that the influence of biodiesel on engine characteristics depends on the speed and load regimes.

For further information please contact Breda Kegl, breda.kegl@uni-mb.si
Opening of a new bicycle station in Toulouse

The Basso Cambo station is the terminus of the line A of the Toulouse underground. This station is the heart of a large pole of hubs between buses and subway and cars and subway (including a P&R with 550 spaces). It is located close to an important economic activity zone connected, among others, by dedicated cycling infrastructure.

The objective within the CIVITAS MOBILIS project is to add a secure bicycle parking area to this multimodal exchange pole. This facility will make it possible for the metro users, who would like to carry out part of their trip by bicycle, to park their bicycle under protected and secure conditions in the bicycle parking area.

This bicycle station will at first be able to accommodate 50 bicycles, and at a later stage 100. In addition, a little repair shop will be opened that allows for small repairs of bicycles. This facility is an important tool in the local authorities’ efforts to promote bicycle use and more sustainable mobility behaviour.

The opening of this bicycle station is foreseen for the end of 2006 – beginning of 2007 with the idea to extend this type of bicycle station to other locations in the agglomeration of Toulouse.

For more information, please contact Fabienne Dupoux, fabienne.dupoux@smtcat.fr

Car Free Families in Odense

The project The Car Free Family was launched in February and marketed with posters, 5-7 features on local TV, false fines on cars and a website. 165 families in Odense signed up on www.familienbilfri.dk.

The aim of the campaign is to focus on alternatives to the car, through a package of solutions for each family:

- Discount on bicycles (adults 100 € and children 65 €)
- Free membership to Hertz’s car sharing-club + 25 € of free driving
- 10 % in discount when going by taxi (2 companies)
- 25 trips by bus
- 10 trips by the regional bus
- Journal to register trips during the day
- Small gifts
- Monthly newsletter focusing on sustainable traffic

At the end of the project we will evaluate the journals to see the changes in travel habits. Hopefully the families will have learned how to use the car less.

For further information please contact Troels Andersen, ta@odense.dk
Cycling activities during the campaign »Za lepše Ljubljano« (For a more beautiful Ljubljana).

The February CIVITAS MOBILIS cycling workshop gave us new objectives towards better cycling in Ljubljana. The first step was the campaign »For a more beautiful Ljubljana«. From March 22 till April 22 stakeholders representing the City administration and inspection, the Ljubljana Police directorate, the Kapa bicycle rental company, the Ljubljana Cycling Network and Council for road traffic safety and education, carried out activities for better parking and traffic order and for the reduction of irregular parking on cycle lanes and pedestrian walkways.

The Police directorate and city inspectors have increased day-to-day surveillance and recorded more than 1800 irregular parked cars. Almost 500 warnings and more than 1300 penalties were delivered. During surveillance an unpleasant event occurred when a car driver attacked a city inspector.

During the last two weeks of the campaign 75 bicycles were offered for rental at seven locations. More than 1000 two-hours and almost 100 daily rentals were recorded. Three new covered bicycle shelters were installed. Counting of parked bicycles was carried out at 14 locations. Apart from when the weather conditions were not optimal, the results showed a very good occupation ratio of the new “body chain” bicycle racks and new covered bicycle shelters.

At the end of the campaign the Police directorate and Council for road traffic safety and education have taken part in bicycle traffic education and promotion of safe cycling. Promotional activities also included free bicycle repairs.

All actively involved have agreed that we should continue with these activities. During the European mobility week in September we will organise a workshop for “(No) car parking on cycle lanes” and continue with promotion and increased surveillance.

For further information please contact Miloš Bajt, milos.bajt@ljubljana.si

Passenger information displays on the Debrecen tramline

Passenger information displays have been installed on the Debrecen tramline. The test operation is still running. During February, March, April 2006 the prototypes of the equipment to be installed in the vehicles were prepared. The way of installation and the exact location of the equipment have been defined. The cabling of the vehicles, the programming and modification of software, the preparation of databases, and the adaptation of the station infrastructure has been started.

There are passenger information displays at every tram stop, currently displaying the time and some pictures of Debrecen as they are still in the test phase, but later, during ordinary operation, they will display the CIVITAS-logo as well.

For more information please contact Péter Frick, fmea@dkv.hu
Visiting Citizens in Odense

In May a new project started in Odense. A group of 8 students were sent out to visit the citizens of Odense telling them about alternatives to the car. They are equipped with bicycle trailers, print-screens of important sites in connection to sustainable mobility and portfolios for the citizens.

The portfolios contain materials to promote sustainable mobility such as the bicycle and public transport. In the portfolios there is also a post card with useful links to plan your trip. Furthermore there is a link to a new portal where you can estimate how many kilos you can lose or how much money you can save by changing transport habits. The address is www.cykelby.dk/budget.

Our aim is to visit 25,000 persons in Odense.

For further information please contact Troels Andersen, ta@odense.dk

Workshop on parking policies & parking management in Cologne

During the MOBILIS meeting which was held in Cologne in June, a technical workshop on parking policies & parking management was organised. Manfred Wacker from Stuttgart University presented the basic concepts of parking management. Two issues were addressed: is it possible to influence parking behaviour? Can we use parking to solve urban transportation issues? The answers were yes, but only with regard to the characteristics of the types of people parking and as far as we can offer alternatives if needed.

Carlo Andriolo, the MOBILIS Venice site manager, pointed out new developments in the P&R scheme in Venice, where access to information and integration are the main issue (real time information panels, car sharing and bike sharing, adapted tariff system for the central area, instalment of electronic access control).

Manfred Wacker presented the current situation on parking management in Cologne, which has developed a comprehensive and integrated parking model. This model consists of proactive distribution and accessibility of information, parking management, resident parking, a parking guidance system, P+R facilities and bicycle parking. More information at http://www.koeln.de/stadtinfo/verkehr/.

Patrick van Egmond (SMTC-Tisseo) pointed out three main objectives of the Toulouse actions on introducing a new parking scheme in the city center: (1) provide the maximum of comfort to the residents of the city centre and enable parking close to their homes, (2) enable new development of, and enforce present, economic and commercial activities by the improvement of the “rotation” of the vehicles in the shopping streets and therewith
CIVITAS on television

Over recent months, CIVITAS has appeared several times in the local and national media.

Péter Frick (DKV Rt.) attended an interview on the Debrecen local television channel and talked about the Civitas initiative and its impact on the traffic in the city. He also gave a similar interview on Eco TV, a channel that can be received countrywide. The local Debrecen newspaper published a one-page article about the new tram priority and passenger information system in its 19th issue (24th May).

All these events helped to focus the inhabitants’ attention on to the changes in the traffic system, and besides on to the CIVITAS initiative.

For more information please contact: Péter Frick, fmea@dkv.hu

Workshop on Advantages of alternative fuels in Slovenia

The workshop on the topic “Advantages of alternative fuels in Slovenia” was held on May 19, 2006 at the Faculty of Mechanical Engineering (FME) in Maribor under patronage of the Engine Research Laboratory. More than 50 students and experts from faculties and Slovenian companies, related to alternative fuels participated in this workshop.
The workshop consisted of two parts. In the first part the Slovenian experts working on biodiesel gave lectures. In the second part all participants were invited to take part actively in the practical laboratory testing of a bus engine and in the numerical simulation of processes in the tested engine (Figure 1).

The lectures were related to the challenges of introduction and usage of biodiesel in Slovenia as well as to the production of rapeseed and biodiesel fuel from domestic rapeseed. Then the results of the experimentally tested bus engine as well as of the practical application were presented and discussed. The presented lectures were published in the Proceedings of the workshop. Many questions related to the biodiesel were answered in this workshop.

For further information please contact Breda Kegl, breda.kegl@uni-mb.si

MOBILIS at the European Mobility Exhibition

During its second edition (from the 13th to the 15th of June 2006 – Paris), the European Mobility Exhibition brought together all stakeholders involved in the promotion of public transport and sustainable mobility in France and Europe.

On the stand of the partner Tisséo SMTC, the CIVITAS MOBILIS consortium presented their project to a wide public of public transport actors. A highlight was the meeting between Mr Jean-Luc Moudenc, Mayor of Toulouse and President of Tisséo-SMTC and Mr Jacques Barrot, Vice-President of the European Commission in charge of transport.

A major topic of their discussion was linked to their shared ideas on urban sustainable mobility issues. In line with the objectives of the CIVITAS Initiative, they are of the opinion that urban mobility, as it is touching the daily practices of 80% of the European population, should be treated in the wider framework of European transport policies.

Jacques Barrot and Jean-Luc Moudenc
Upcoming events

Cities in Motion: Towards a New Role for Cities in European Transport Policy

The CIVITAS Forum 2006 will be hosted by the Spanish city of Burgos on 25-27 September 2006. This year’s CIVITAS Forum will again bring together the CIVITAS Community for an annual meeting. Cities are the centres of Europe’s economy, but are faced with ever increasing transport problems. Innovative solutions for urban transport are required, and CIVITAS is central to a reorientation of urban transport policy for cities. The Forum provides a good occasion to network and to exchange information on integrated strategies for clean urban transport, both at the political and practical level. A special information session on future funding opportunities offered by European programmes will take place on 25th September 2006.


Participation in the CIVITAS FORUM has several advantages at various levels including assistance with policy formation, learning and sharing of information, and funding information among CIVITAS Initiative cities.

The ‘policy formation dimension’:
- CIVITAS FORUM cities belong to an association of cities that are pioneering clean urban transport in Europe.
- CIVITAS FORUM cities can showcase their local experiences and achievements at a European level.

The ‘learning and information sharing dimension’:
- CIVITAS FORUM cities benefit from the active exchange of ideas and experiences.
- CIVITAS FORUM cities can compare their own transport policy with transport policies in other cities, especially the advanced CIVITAS cities, using the CIVITAS evaluation experience.

The ‘funding dimension’:
- CIVITAS FORUM cities will receive up-to-date information on future EU funding possibilities.
- CIVITAS FORUM cities will have preferential rights to participate in the new phase of the Urban Transport Benchmarking Initiative.

Questions relating to registration should be sent to info@otrburgos.com

Presentation at the Debrecen Mayor’s office

Gaining politicians’ support is crucial for the success of the program, and it is also important for politicians to know what they vote for. The Debrecen CIVITAS team is going to hold a presentation at the Mayor’s office for the representatives of the city assembly, providing communication and the necessary feedback for the representatives about the current state of the CIVITAS initiative and programs in Debrecen, while creating mutual understanding of all of the stakeholder’s needs and goals.

This event will be important for gaining support for the CIVITAS initiative in the future.

For more information please contact László Krajczár krajczar@ph.debrecen.hu

Conference Announcement:
Roads and Pricing

On Friday, 22nd September 9.30-13:00 at Palazzo Ducale, Venice, Italy.

As part of the activities taking place during European Mobility Week, the City of Venice and ASSTRA (Italian Transport Association) are organising a conference which focuses on congestion charging, analysing the different situations existing in Europe and new perspectives; in addition to local politicians and administrators, presentations and speeches will be made by:
- Enrico Mingardi - City of Venice Deputy Mayor for Mobility
- Lars Nordstrand, Traffic Director - Stockholm Authority for Public Transport
- Chris Watt - United Kingdom Commission Secretary for Integrated Transport
- Guido Del Mese - General Manager of Asstra (Italian Transport Association)
- Paolo Costa, President of the European Parliament Commission for Transport and Tourism

For more information, please contact Silvia Grandese, silvia.grandese@comune.venezia.it
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:

CIVITAS INITIATIVE (http://www.civitas-initiative.org/). The MOBILIS E-Newsletter is published quarterly (during the project time span). If you want to register for a free subscription, please send an e-mail to milena.marega@guest.arnes.si.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme); CIVITAS II started in early 2005 (within the 6th Framework Research Programme).

Within CIVITAS I (2002-2006) there are 19 cities clustered in 4 demonstration projects, whilst within CIVITAS II (2006-2009) 17 cities in 4 demonstration projects are taking part. These 36 cities all over Europe will be funded by the EU with 100 M and the overall budget of the Initiative will be more than 300 M.

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 8 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 CIVITAS 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