



## Mobility Initiatives for Local Integration and Sustainability

**Newsletter number 5**  
November 2006

We are now approaching the mid-project and the first concrete results are becoming visible on the five sites of the CIVITAS MOBILIS project. By the way, the last CIVITAS Forum which was organized in Burgos at the end of September was the opportunity for several partners to present their first results.

For the second time, the CIVITAS Forum was primarily focused on the works which have been carried out in the framework of the four running demonstration projects. And, as during last year in Nantes, the political and technical representatives were MOBILISed to illustrate the measures which are being implemented at the local level.

The past period was also focused on the production of the evaluation plan under the coordination of CETE-ZELT. This deliverable is about to be finalised and will be submitted to the European Commission by the time you read this newsletter. This document gives a good overview of the evaluations which are going to be carried out by the MOBILIS partners on each of the 48 measures of the project. On November 23, a workshop was organised in Ljubljana to identify measures in favour of the use of bicycles.

The coming period will also be busy. This period will be dedicated to the preparation of the second annual report. An important event, the third Political Steering Group meeting, will be organised in Debrecen on February 2. This meeting which will gather the political representatives of the five MOBILIS cities for the third time will deal with urban development and sustainable mobility.

You are of course welcome to attend these events and don't hesitate to contact us for further information; I invite you to go through this fifth CIVITAS MOBILIS newsletter.

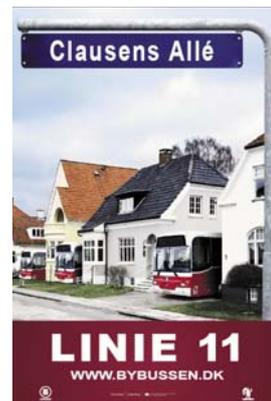
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**MOBILIS Project Coordinator**



**Happy New Year 2007!**

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## Focus Article

# Policy aspects of the CIVITAS Initiative

Being an initiative "from cities for cities", CIVITAS aims at the exchange of ideas, concepts and solutions between the European agglomerations, increasingly considering itself a network rather than a project limited in time. In this sense, CIVITAS forms a kind of a laboratory for urban mobility for the future, regarding both policies and actual implementations basing on it.

This article focuses on policy aspects of the CIVITAS initiative. After last year's White Paper review, 2007 will see a new Green Paper on Urban Transport, forming the policy background for Mobility in European cities. This year's CIVITAS Forum in Burgos showed that the cities can influ-

ence these European policy frameworks. After CIVITAS-I, successful measures - such as the congestion charging scheme in Stockholm or the car sharing & car pooling approaches in various cities - are likely to form a basis for joint European solutions. A further lesson from CIVITAS is that integrated approaches will be much more effective in generating added value than isolated measures.

As Mrs Anneli Hulthen, Vice Mayor of Göteborg and Chair of the Policy Advisory Committee, highlighted, the CIVITAS cities are addressing both economical and environmental aspects of urban transport under the umbrella of sustainability. CIVITAS cities expect the EC and the Urban Transport Green Paper to support them in establishing economic growth without traffic growth, enhancing environmental protection at the same time. This assistance can include both - regulations and funding opportunities.

Having recognised that policy and integration issues are crucial for the success of the CIVITAS initiative, MOBILIS has developed a particular task dealing with these themes. This task aims at addressing cross-cutting key policy issues which are overlooked easily when concentrating on the implementation of measures. In order to achieve this, five key policies have been identified and the MOBILIS measures are analysed following this pattern. In a further step, guidance to address these policy themes will be provided, exchange between the MOBILIS cities established and finally this approach will be promoted at CIVITAS level. Parallely, political level of the five cities is involved through joint discussion of cross-cutting themes. Even though the cities are different concerning their size, culture and history, they often share the same challenges and can benefit from each other through sharing solutions.

The European Commission is currently preparing a third CIVITAS call to be announced early in 2007. Based on the outlines of the earlier calls, some changes are to be expected. Among others, the EC expects a Local Transport Plan to be in place at least in the leading cities. This again highlights the outstanding role of integrated policies within the CIVITAS initiative.

Matthias Fiedler, Rupprecht Consult, m.fiedler@rupprecht-consult.de



## CIVITAS MOBILIS at CIVITAS FORUM in Burgos 2006

The CIVITAS Forum, hosted by the city of Burgos (E) from 25 to 27 September, was attended by some 300 representatives from local and regional authorities as well as by officials from four Directorate Generals of the European Commission and representatives from the Intelligent Energy Europe Agency.

According to the CIVITAS sources ([www.civitas-initiative.org](http://www.civitas-initiative.org)), "after the publication of the Mid-Term Review of the White Paper on Transport in June 2006 and the announcement of the Green Paper on Urban Transport, this Forum was a perfect occasion to start a very productive exchange of views between all institutional actors." Not only that, it was also an opportunity for CIVITAS Initiative projects to show their first results. Along with other CIVITAS cities, CIVITAS MOBILIS was also presented at the Forum. Posters, roll-ups, specially designed leaflets and other information materials were prepared and disseminated among the participants - our table at the exhibition hall was full.

Eight workshops and nine roundtables were organised during the Forum, addressing "concrete matters covering a wide range of mobility issues from urban freight and public participation to demand management strategies." Forum was an occasion to meet professionals from governments and administrations, to exchange experience and opinions, offering an opportunity to gather different perspectives regarding the introduction of innovative transport measures, facing and challenging "poor policy integration or unsupportive legal framework".

Experts and decision-makers from CIVITAS MOBILIS cities took active part at the Forum, as presenters, key note speakers, discussants and roundtable chairmen.

Claire Villard, HQBC Projects Manager from Tisséo-SMTC (Toulouse), presented development of high quality bus corridors in the agglomeration of Toulouse. They are defined as "corridors, dedicated for buses, characterized by specific refurbishment. Main objective of the HQBC is to provide to suburbs a performing transport system for connection to the metro lines. Presented were different modes of standardized corridors with the objective of protecting the path, dedicated to buses, from the general



traffic in order to permit a better frequency, an increased commercial speed and gains in terms of running time. First assessment of the results were pointed out in a very graphic presentation.

Troels Anderson from City of Odense, "the leading cycle city in northern Europe", presented a new online game for pupils - It is called "B-game" and was developed and implemented in cooperation with the local school department and with help from national stakeholders such as The Danish Road Safety Council. The purpose of the game is to give children knowledge and understanding of potentially dangerous situations as cyclists in traffic. Furthermore, children can practise typical situations in



traffic in a safe way and learn how to notice warnings of sound and visual character. The interactive game, accessible on internet (<http://www.b-game.dk/>), can also teach children about distances, speed and motion. In addition to the presentation, B-Game was available to the Forum participants in the lobby of the Forum venue.



Milena Marega from REC Regional Environmental Center (Ljubljana) was chairing the roundtable F, titled “Challenges for new Member States - Increasing the quality of public transport and funding opportunities for public transport”.



Its objective was to discuss what new Member States (NMS) need to do in order to increase the quality of public transport and find funding opportunities for improving their

public transport. Participants identified a clear need for appropriate capacities for (1) successful public transport management and cost effective solutions, (2) integration of transport, land use and urban planning as well as integration of different transport modes, (3) innovation, (4) mobility management for end users, (5) increasing public transport, cycling and walking infrastructure investments and (6) increasing the absorption capacity for structural funds.

Fabio Carrera from Forma Urbis S.a.s (Venice) made a presentation during the CIVITAS Forum: on “Demand Management And Access Restriction”. The increase in waterborne traffic levels and the consequent worsening of the motorboat wake effects (“moto ondoso”) are some of the most complex problems in Venice. Forma Urbis S.a.s is designing a Boat Traffic Decision Support System for decision makers and for public users to give information about boat traffic circulation and its impact on the city. To analyse these data, the system will be integrated with the data collected by two sets of automated equipment: Ultrasonic Traffic and Wake measuring device and a GPS-based Turbulence Mapper. Furthermore, Forma Urbis is designing a web-enable information system for the management of permanent and temporary parking in the canals. The objectives are the rationalization of the use of docks and the reducing of the traffic congestion and, consequently, of the motorboat wake and of the noise pollution.

Laszlo Krajczar from City of Debrecen made a presentation on “Access Restriction in the City Centre of Debrecen”, where several measures are being implemented with a main objective to reduce car traffic in the city centre. Most of these measures are connected to the newly built conference centre. The city is planning to extend the present pedestrian zone towards the conference centre in order to protect the heart of the city from heavy traffic. The construction will have a considerable effect on the structure of the city, therefore several parallel interventions and developments are necessary to get public support from the citizens (e.g. development of the public transportation, traffic management interventions, VMS installation, electronic countdown displays installation etc.). These small-scale developments have strong influence on the traffic system of the city. Only tram transportation has exclusive access to the protected area, thus the development of the tram network has the highest priority among the measures. Within the development the tram stops and the vehicles



have been equipped with real time passenger information displays and on-board computers in order to make the tram transportation more appealing. The new system is based on the automatic vehicle location system (AVL) that is also necessary for testing the tram priority system.

Some other participants from our cities also took active part in roundtable discussions, thus contributing to the overall success of CIVITAS Forum in Burgos. For example, new delivery model which is being developed in Venice was presented by Daniela Pavan at the urban freight roundtable. Currently, the Venice canals are experiencing great

problems of congestion due to the interference between traffic boats and local deliveries, the presence of parked boats and the frequent maintenance works on the docks. A

unified system for the administrative management of permanent and temporary parking permits is being designed in order to rationalize urban freight delivery. At the same time, logistics warehouses were proposed to enable a shift from “deliveries by product” to “deliveries by

destination”. With this revolutionary proposal the City of Venice would be divided into 16 zones with commensurate delivery demands and so it would be possible to

estimate the total number of necessary boats to deliver all merchandise to all stores in each zone.

CIVITAS Forum in Burgos once again confirmed that it is always lucrative, worthwhile to bring decision-makers and practitioners together in discussion: enabling them to understand better how tricky and complex introducing innovative transport measures is from different perspectives.

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## Project implementation reports

### Feasibility study of a car-sharing service in Toulouse

From May to September 2006, the SICOVAL (a group of communities south-east from Toulouse) carried out an in-depth assessment of potential implementation of a car-sharing service on its territory. Activities were coordinated by Tisséo-SMTC (the public transport authority).

The expert focused on the potential of a car-sharing system in suburban areas in combination with more dense parts, like the municipality of Ramonville Saint Agne (south-east of Toulouse).

Several neighbourhood meetings were organised to present the concept. Along with some opinion polls, these meetings revealed there was a large interest for such a service.

Among many possible scenarios, the constitution of a so-called Cooperative Society with Collective Interest (SCIC) seems to be appreciated by the general public. The idea of this organisational form is that a group of around 50 citizens buy and share a number of cars (envisaged 5). The vehicles are bought with the support of the local authorities and are equipped with an on-board computer to allow a booking and invoicing service.

On the basis of this feasibility study, a geographic location of experimentation was selected from several potential areas; interviews/surveys/opinion polls were carried out to better understand the needs of local citizens; a detailed study was prepared on recent French experimentations and on common characteristics to understand the specific organisation form, an assessment of different organisational models of car-sharing and booking/invoicing systems, the juridical aspects, the recommendations and the conception of an operational process to allow for a real-life experimentation.

For more information, please contact Patrick Van Egmond, [patrick.vanegmond@smtcat.fr](mailto:patrick.vanegmond@smtcat.fr)

### Arrival of the new ticketing system on the Tisséo network - Toulouse

With the approaching arrival of the metro line B and the ageing of the magnetic ticketing system (installed in 1992), it was decided to deploy the contact less ticketing system during spring 2007. This operation has a 29 million euros budget and a contract of 24,8 million euros has been signed with the manufacturer ACS.

A new brand was created: the "PASTEL" contact less card. From spring 2007, this card will replace the current "Key card" and the magnetic ticket of more than 300 000 beneficiaries and will propose an array of new services by providing easier and faster access to public transport.

The installation of new equipment started at the beginning of 2006. At the time being, almost entire line A of the metro and the entire bus fleet are able to receive the new contact less ticketing system. The central system is currently being finalised with the view to get the first phase of takings during the first trimester of 2007.

Parallely, more than 300 000 pastel cards will have to be graphically and electronically personalized with customers' data. This extremely critical phase started in June 2006 with the employees of Tisséo and will be followed by the beneficiaries of the young fare. This phase will only be finished in June 2007 by integrating the fact that all paying subscribers have to be in possession of their new cards by March 2007.

The contact less ticketing system is foreseen to be put into service by April 10 2007. An important communication plan is being prepared in order to accompany the arrival of the new contact less card.

Moreover and in the framework of the MOBILIS project, a marketing survey will soon be launched in order to get a better understanding of the purchase and consumption logics related to the Tisséo fare products. By the end of 2007/the beginning of 2008, some experimentations related to contracts and innovating services will be carried out. Beyond the interest to test some of the new products and behaviours, one of the main objectives of this study will be to regulate the customers as well as to prepare the transition towards a total contact less system.

For more information, please contact Alexandre Blaquièrre, [alexandre.blaquiere@smtcat.fr](mailto:alexandre.blaquiere@smtcat.fr)



## Feasibility study for the use of Biogas in public transport

The objective of this study is to find out the potential availability of biogas in the Midi-Pyrenees region and its use in the busses of Tisséo SMTC, the public transport authority of the Greater Toulouse.

In Europe the biogas production is around 3 000 ktoe (2 762 in 2002). In order to reach European Commission White Paper objectives of 15 000 ktoe in 2010, an annual growth of biogas use between 20% and 30% is necessary.

The purification of biogas is an important production step for vehicle fuel use. In the purification process, the absorption process has a double advantage: it efficiently purifies important quantities of gas and at the same time it removes two undesirable biogas components, carbon dioxide and hydrogen sulphide.

Many biogas purification processes are based on water absorption (urban community of Lille in France, Kristiansstad in Sweden), whereas natural gas purification processes from Lacq (studied at chemical engineering laboratory, LGC) are based on amine absorption.

According to cost analysis, it is possible to produce a fuel that can be competitive with the fossil natural gas. The production costs of purified biogas (with transportation costs included) is estimated at 0.51 c /kWh while the cost of the fossil fuel is currently at 2.6 c /kWh. The environmental balance shows that the use of biogas reduces CO<sub>2</sub> emissions by 9400t or 4150 TEP of fossil fuel, which would be the pollution generated by 2000 Europeans, annually.

As expressed by the National gas transportation network operator, the only constraints are the difficulties related to the injection of biogas in the general network, even though biogas is injected in the general networks in numerous Member States. This injection would avoid the polluting and potentially dangerous transportation of the biogas by trucks.

For more information, please contact Patrick Van Egmond, [patrick.vanegmond@smtcat.fr](mailto:patrick.vanegmond@smtcat.fr)

## Parking management strategies for Mestre (Venice mainland)

The objective was to enhance the offer of parking areas around the centre of Mestre: most of it is free of charge in order to promote the use of the park & ride scheme. Its use is growing very slowly, even though the City of Venice has carried out an information campaign for citizens regarding the car-parks and their position and a leaflet presenting park-and-ride areas as well as the alternative transport modes offered for each area.

The parking tariffs have been modified in such a way as to be higher in the central area than in the suburbs.

The application of the parking regulation in the entire central area is almost completed.

Signalling and real time information for park users has been transferred to A.S.M. S.p.A.: the sites for the panels have been identified and, to date, the City of Venice has authorized 4 electronic variable information panels.

For more information, please contact Gabriele Vergani, [gabriele.vergani@comune.venezia.it](mailto:gabriele.vergani@comune.venezia.it)



## Management decision support system for waterborne traffic in Venice

This measure focuses on producing a dynamic waterborne traffic management decision support system for the management and control of boat traffic circulation in Venice Lagoon. The municipal police will have access to all information while other target users will have access to information useful for route planning.



The simulation model will be created by Forma Urbis s.a.s. which is at the moment choosing the best data collection locations in order to visualize and assess the traffic volume.

Moreover, Forma Urbis s.a.s. is working on the collection of impact data relating to impact indicators such as physical impacts on the canal walls, the impact on the resident population and the impact on local business. Some of these indicators have never been calculated.

Focus group workshops with a variety of stakeholders have been held in order to analyse the different needs and the final web interface.

For more information, please contact Alberto Gallo, [gallo@formaurbis.com](mailto:gallo@formaurbis.com)



## **Ljubljana roundtable on alternative fuels gathered key national players**

In the framework of the European Mobility Week, a national roundtable on future of alternative fuels in transport in Slovenia was organized by CIVITAS MOBILIS partners in Ljubljana. Gathering key persons on the issue at the Ljubljana City Hall, discussion identified special need for further cooperation among stakeholders on various levels. However, once again, it was emphasized that strategic management and policy priorities on the national level are too vague. It is important to ensure permanent and focused measures on strengthening the supporting environment for research and introduction of alternative fuels in transport. Several speakers expressed their opinion that world fuel market conditions are suitable for introduction of various (existing) fuel options.

Jošt Šmajdek from Ljubljana Public Transport company described their experience with the introduction of biodiesel, facing dilemma on costs and benefits of the measure. On the other side, Robert Špendl from Chronos presented experience with introduction of bioethanol. Alternative fuels today in Slovenia are facing low level economy of scale, low interest of the distribution companies, slow development of the market demand and low public image of biofuels in the country. Hinko Šolinc from the Ministry of Environment presented the government plan to support measures on sustainable energy and hydrogen economy.

However, once again, it was emphasized that strengthening of strategic management and policy priorities on national level are needed to ensure the increase of alternative fuels use in Slovenia.

For more information, please contact Albin Keuc, [albin.keuc@guest.arnes.si](mailto:albin.keuc@guest.arnes.si)



## Ljubljana is developing new course on cycling policy planning

As a result of the past workshops concerning cycling in Ljubljana, a new event was organized by the CIVITAS MOBILIS partners. At the carefully planned facilitated workshop on cycling safety issue, participation of the key institutions was ensured. City administrators, representatives of the police, city planners, cyclists association, inspectorates, and traffic safety council were working together through several phases to identify proper cycling safety measures.

Miloš Bajt, City of Ljubljana, introduced the current parking status and cycling in the city. Participants identified the main reasons for parking cars on cycling paths, lanes and on pedestrian areas. Different facilitation group techniques were employed to ensure that no opinion was omitted. Series of weaknesses of the existing institutional and systemic framework were identified. Among that weak enforcement, permissiveness, low level of preventive activities and bad infrastructure were pointed out. Such state of affairs is present not only in the center but also in other parts of Ljubljana.

Two priorities were pointed out after the evaluation of the available options: improvement of the traffic order and supporting proper parking behavior. Improvement of the city traffic order shall be achieved by following measures: additional enforcement personnel and higher control frequency, city center closure for cars, development of physical barriers and establishment of the permanent cycling safety consultative body.

For more information, please contact Miloš Bajt, [milos.bajt@ljubljana.si](mailto:milos.bajt@ljubljana.si)

## Three more CNG busses in Debrecen

Three months ago, a public procurement procedure was carried to purchase 3 more CNG buses. The procedure proved to be successful, so Hajdú Volán now possesses three new CNG busses, the newest and most modern members of the fleet.

The three vehicles are currently under revision and they are expected to enter the city's mass transportation traffic in the near future. Besides, the company asked for bids to the materials that are necessary for the biodiesel and CNG conversion of old diesel buses. The currently successful process of conversion is to be continued.

For more information contact: András Teleki [telekia@hajduvolan.hu](mailto:telekia@hajduvolan.hu)

## The plan for the new pedestrian zone in Debrecen is finished!

The public procurement procedure concerning the implementation plan of the pedestrian zone is finished and the contract has been signed. As national laws require a special procurement, the procedure was needed before the signature of the contract. During the procedure, the competition had to be managed in order to have several blueprints for the implementation.

Implementation is expected to begin in the near future. This will mean a short uncomfortable period for the inhabitants, but according to several public forums, people know that it will be worth waiting.

For more information contact László Krajczár [krajczar@ph.debrecen.hu](mailto:krajczar@ph.debrecen.hu)

## The city-traffic development plan for Debrecen - discussions

The public procurement procedure concerning the sustainable city traffic development plan is finished and the contract has been signed. The mobility workgroup defined the basic structure of the feasibility study and decided the directions and orientation of the work. During the work-





group meeting the experts of the contractor presented their opinion and visions concerning the content of the study which had been discussed by the members of the workgroup.

The first working document, part of the study about the present status, has been prepared.

For more information contact László Krajczár [krajczar@ph.debrecen.hu](mailto:krajczar@ph.debrecen.hu)

## **The real-time passenger information system in Debrecen is to come!**

The real-time passenger information system is almost ready. The vehicles have been equipped with on-board computers which allocate the position of every tram and manage all the information given to the passengers. The computer network supporting the AVL system has been prepared and passenger information devices at tram stops and on board the vehicles are functioning.

The traffic management system supported by the map display system is also working. Only a few minor modifications are needed. The tram priority system is currently being tested.

The next-generation passenger information system for DKV Rt. is only a few weeks away.

For more information contact Péter Frick, [fmea@dkv.hu](mailto:fmea@dkv.hu)





## MOBILIS meets stakeholders

### Cycling safety in CIVITAS cities - Workshop in Ljubljana

In the framework of the CIVITAS MOBILIS technical coordination meeting, held in Ljubljana at the end of November 2006, a technical workshop titled "Safe cycling: Learning lessons among Civitas cities" was organized. The workshop took place in three parts. In the first part, the introductory presentations by the representatives of participating cities (Ljubljana, Odense, Toulouse, Venice) were given, highlighting selected safety issues in each of the cities. In the second part, round-walk through Ljubljana city centre was organized with the aim of familiarizing participants with selected cycling hot spots. In the final part, a workshop was organized in small groups focusing on the best practices in promoting safe cycling.

For Ljubljana, strengthening of the enforcement of parking rules was pointed out as one of the priorities, said Miloš Bajt, Ljubljana. Troels Andersen, Odense, presented several safety issues they are currently working on in Odense. These are: new speed regulation for cyclists in connection with green wave, introduction of new signs (information) for cyclists, safety of cyclists at intersections, new regulation for trucks at intersections, introduction of special chips against thefts of bikes, additional incentives for family cycling (parents escorting children to school), training programs for children. Blaise Delmas and Jean Capdeville from Toulouse presented an overview of the cycling policy development as well as modal split statistics

in Toulouse which show high increase of cycling in recent years. Main safety issue was safety of cyclists at intersections. Antonio Dalla Venezia provided a recent history of introducing new cycling policy in Mestre. The focus of the policy is to establish new and additional safe cycling lines. The policy is called BiciPlan.

There were two additional introductory presentations: one was a general overview on safety issues associated with cycling given by Matthias Fiedler, Rupprecht Consult, the other was a critical reflection to identified safety issues in terms of governance and coordination for improving the situation given by Albin Keuc, REC Ljubljana.

Presentations and reports are available at <http://www.ljubljana.si/si/mol/projekti/delavnica/default.html>



## Upcoming events

### Political steering group meeting in Debrecen, February 2007

In February 2007, in Debrecen political representatives of the CIVITAS MOBILIS cities will discuss urban development and sustainable mobility issues. This is one of the projects 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 CIVITAS MOBILIS consortium will avail of this workshop to hold one of their regular meetings to discuss progress of measures, evaluation and dissemination.

For more details please contact László Krajczár [krajczar@ph.debrecen.hu](mailto:krajczar@ph.debrecen.hu)



## 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

### The Main Partners:



#### Agglomeration of TOULOUSE (F)

<http://www.tisseo.fr/>

- Syndicat Mixte des Transports en Commu de l'agglomération toulousaine, Tisséo-SMTC
- Communauté d'Agglomération du Grand Toulouse
- Communauté d'Agglomération de Toulouse Sud-Est
- City of Toulouse
- City of Blagnac
- Connex Toulouse
- Gaz de France
- Centre d'Etudes Techniques de l'Equipement du Sud-Ouest
- Agence d'Urbanisme et d'Aménagement du Territoire Toulouse Aire Urbaine



#### DEBRECEN (H)

<http://www.debrecen.hu/>

- Municipality of Debrecen
- DKV Debrecen Transport Company
- Hajdú Volán Transportation Inc.
- Hajdú-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
- Agire – Agenzia Veneziana per l'Energia
- Commissario Delegato dal Governo per il Traffico Acqueo nella Laguna di Venezia
- Forma Urbis S.a. S

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.



#### ODENSE (DK)

<http://www.odense.dk/>

- City of Odense



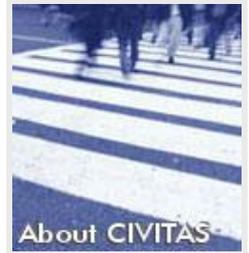
#### LJUBLJANA (SLO)

<http://www.ljubljana.si/>

- City of Ljubljana
- Ljubljana Public Transport Ltd.
- Chemical Industry TEOL
- University of Maribor, Faculty of Mechanical Engineering, Institute of Energy, Process and Environmental Engineering
- Agricultural Institute of Slovenia
- Regional Environmental Center for Central and Eastern Europe

#### SUPPORTING PARTNERS

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



**About CIVITAS**  
CIVITAS - cleaner and better transport in cities - stands for City-ViTAility-Sustainability.

With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

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 (2005-2009) 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 Europe 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



THE CIVITAS INITIATIVE  
IS CO-FINANCED BY  
THE EUROPEAN UNION

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