CiViTAS
Cleaner and better transport in cities

MOBILIS
TOULOUSE • VENEZIA • LJUBLJANA • DEBRECEN • ODENSE

Mobility Initiatives for Local Integration and Sustainability

Newsletter Number 8
October 2007

Dear reader,

CIVITAS MOBILIS is currently showing its first results. Evaluation activities have started for several measures and I hope that all the European cities will be able to learn from our project soon.
While writing these lines, all the project partners are just back from having met the growing CIVITAS family during the CIVITAS Forum in the Lithuanian city of Kaunas (03-05 October). During this major event, all the five CIVITAS MOBILIS cities have done their best in order to represent the project in the most proper and efficient way. Important efforts have been put on dissemination activities. A DVD presenting the five cities, all their measures and some mobility movies is now available and has been distributed at the CIVITAS MOBILIS stand. In addition, this Forum was also for the MOBILIS cities and their politicians an important opportunity to reaffirm their support of the CIVITAS Initiative. A round table with some politicians from Toulouse, Debrecen and Ljubljana has highlighted the best mobility practices of these three cities.
On the 25th of September, the European Commission has just presented its Green Paper on Urban Transport. Obviously, this document has been a central and essential element of the debates which took place during the CIVITAS Forum in Kaunas. The CIVITAS politicians (through the Policy Advisory Committee) will prepare their contribution to the current consultation process which will give birth to a detailed action plan in autumn 2008.
At the end of November, Toulouse will host the coming CIVITAS MOBILIS coordination meeting and will organize a workshop dealing with "ticketing system and public transport fares". Do not hesitate to contact us if you want to attend this event.
Wishing you an instructive and pleasant read of this 8th edition of the CIVITAS MOBILIS newsletter,

Alexandre BLAQUIERE
Project Coordinator

In this issue:

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Focus Article

Toulouse: opening of the line B of the metro

On the 30th of June 2007, Toulouse inaugurated its second metro line. For this occasion, Tisséo-SMTC organized an important communication operation. Animations in all of the metro stations, fireworks, free public transport tickets and concerts are the main manifestations which have been organized this week-end. The new line B was inaugurated with the presence of the French Minister of Transport Mr. Jean-Louis Borloo and all the local stakeholders in charge of mobility policies.

The works of the VAL (name of the metro automatic system which is being used in Toulouse) which have just been achieved were among some of the most important building sites in France. The investment reaches 1.4 million euros and the works have lasted almost 6 years and mobilized around 150 companies and 5000 people. The results are the fruit of a very intensive coordinated work. With this new North-South oriented and 15.8 Km long metro line, Toulouse now has at its disposal a high quality public transport system around which a totally renewed bus network has been organized.
According to Jean-Luc Moudenc, Mayor of Toulouse and President of Tisséo-SMTC (Public Transport Authority of the greater Toulouse area):

"This second metro line is very important for the daily life of the inhabitants of Toulouse because it provides a solution to a major problem. Only two figures are sufficient to show its importance. On the line A, we currently have 170 000 passengers / day and with the line B, we will suddenly reach 380 000 passengers /day."
More than a half of the population of Toulouse and almost 200 000 jobs are located in the influence area of the Saint-André cross (symbol of the nearby Gascogne region) which is formed by the two lines.
The line B connects the northern neighborhood of

Borderouge which is in a situation of urban reorganisation (10 000 inhabitants more within a few years) to the southern municipality of Ramonville which is located in the heart of the universities area. It takes 27 minutes to run through the whole line. Mainly following the boulevards, the line serves a lot of important traffic generators: State administration headquarters, congress centre, County Council, education Authority, football stadium, exhibition park. The line B crosses the line A at the Jean-Jaurès station right in the city centre. During peak hours, the 26 meter long trains follow each other with a 1 minute and 5 seconds frequency. All the platforms are 52 meters long in order to allow a doubling of the trains' length. During the preliminary studies of the line A, traffic forecasts were not high enough and only 14 stations out of 18 have been constructed with some 52 meters long platforms (extension works are foreseen for 2012).

The new line B is a 100% underground infrastructure which contains 20 stations along its route. Lines A & B are both directly operated from the Basso-Cambo central control centre. The VAL system has the particularity of being an entirely automatic system.

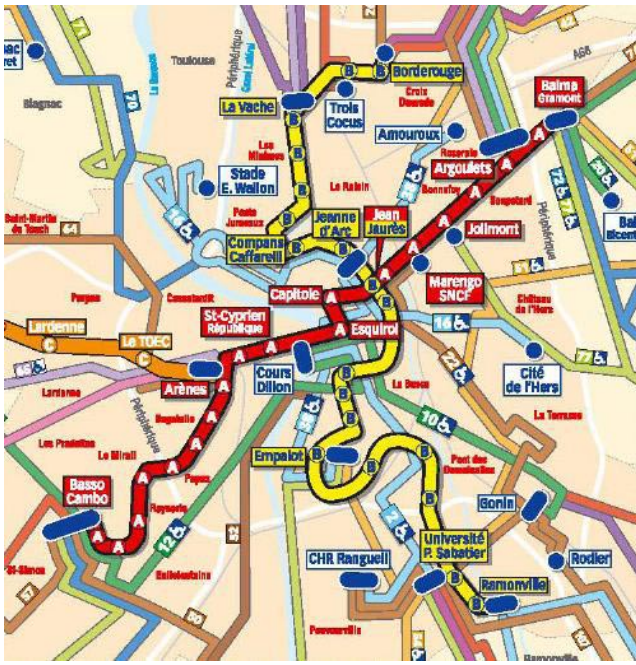
Three P&R facilities have also been positioned at the extremities of the new line B in which we have 2300 parking lots (of which 50 are for disabled drivers). Together with the line A, P&R facilities have a total of almost 6000 parking lots.

For the construction of the two metro lines, an important effort has been put into architecture and art issues. Considered as one of the most important underground art galleries in the world, the metro network has been designed by taking into account that each of the 38 stations should have a dedicated piece of art. Proud to count on the support of very well-known artists, Toulouse has invented a new way of moving around the city where thoughts, modernity and creativity are merging.

Considered as the spine of the CIVITAS MOBILIS project, the metro line B put in place the necessary basis for the successful implementation of the CIVITAS MOBILIS project measures. A new parking policy, a new design of the public space in the city-centre, the development of public transport passenger information, the improvement of the quality service in public transport are among the most representative measures depending on the opening of the new metro line B . With the CIVITAS MOBILIS project and the construction & development of the new

public transport infrastructures, Toulouse made a big step towards more sustainable mobility and the improvement of the quality of life of its citizens. The realization of the first tramway line between the metro station "Arènes" and the municipality of Blagnac and its Airbus company plants will constitute the next step (opening is foreseen in 2010).

For more information, please contact Jonathan Turgy, jonathan.turgy@smtcat.fr



Engaging Citizens

Environmental zones in housing areas – involving the citizens in the process

The City of Odense has recently made a strategy for environmental zones in Odense municipality – a strategy on how to implement 30 km/h in housing areas. With Mobilis it became possible to make a demonstration project in 2 housing areas called Bolbro and Korup.
The demonstration project contained:

- Exemption from the Department of Justice
- Involvement of residents
- Implementation of physical measures, street humps, signs, road closures etc.
- Local Campaign
- Opening event
- Evaluation
- Recommendation

Objectives for environmental zones

The objectives for the environmental zones were to increase quality of life for the residents. To do that there was a need to reduce the impact of motor vehicles on residential environments and increase traffic safety and the feeling of security. That would also increase the use of public road space for social interaction and bring back the streets to the children in the areas. In order to fulfil the objectives it was also necessary to execute campaigns and start a dialogue with involved stakeholders.

Housing areas in demonstration project

The City of Odense chose two housing areas for the demonstration project – Bolbro and Korup.
Bolbro is a neighbourhood from the forties with a lot of through-going traffic. There are 900 households in Bolbro. Korup is a neighbourhood from the seventies. The streets are long and straight which invite road users to increase the speed when going through the area. There are 1000 households in Korup.

Involvement of local residents

To ensure a successful project we wanted to involve the local residents in the project from the beginning. The local residents know the areas better than us because they live there and see the problems in everyday. The residents could also be local safety ambassadors setting the standard.

The process

To start the process we set up a website www.levendeveje.dk where all information about the project was uploaded:

- Traffic data
- Résumés from meeting in the working group (later on in the process)
- Project plans etc.
- Enquiry
- Comment box – project/process
- Newsletters

Questionnaire

On the website we also uploaded a digital questionnaire for the residents to answer. The questions were mostly about traffic and safety. The questionnaire was a help for us to define problems in the area and map the traffic behaviour of the residents. We also used the questionnaire as a platform for residents to volunteer for a working group.
To make the residents aware of the questionnaire we handed out brochures with information to every household in both areas.

The working group

All in all 40 persons volunteered and we chose 6 for one area and 7 people for the other area. We held 5 meetings in Korup and 7 in Bolbro. At the meetings we discussed the physical project, local campaign and the event for the opening.

The working groups were very successful. The local knowledge led to at least one change in the original project. And the working groups were very involved and engaged in arranging the opening event.

Campaign

The working group also helped in the work with the campaign to raise awareness about the changes in the areas. They handed out flyers, helped with posters and spread the word in their neighbourhood.
To raise awareness we made posters to display in the streets. Children from the areas were models holding signs with a happy sign showing 30 km/h. We also put up speed counters and painted the happy 30 km/h sign on the streets. And as mentioned every household received a flyer telling about changes and the upcoming event.

Opening event – living streets

The changes in the areas were celebrated with an event in each area. There were all kinds of activities – e.g. a lawn on the street for picnic and music with local musicians. The children had free ice cream and they could play in the street during the event. Local sponsors were also involved.
A lot of residents came to the event and had a pleasant day. They also heard Deputy Mayor Anker Boye giving an opening speech and thanking the working group for their great engagement and hard work.

Evaluation so far

- Involvement of residents
- Questionnaire on the internet: 300 households answered (15%)
- 2 working groups with residents were required – 40 enrolled
- Process consultant was involved – alternatively a colleague next time
- Web-site – highest score when flyers had been passed around, few used the newsletter
- Information board was set up in each area – good alternative for elder people who don't use the internet
- Working group: dynamic process, committed people, local ambassadors, awareness of complexity in traffic planning, local influence on project.

- Working group requires a lot of time – especially planning an event

Future action

- Evaluation of physical measures: speed, traffic accidents, through-going traffic etc.
- Evaluation of process
- Evaluation of involvement of residents
- Repeating the questionnaire (also including the information level)
- Interview of working group
- Process consultant
- Spent time
- Recommendation for next environmental zone

Recommendation so far

Our recommendation so far is:

- Web-site – an easy way to get information out to all areas on the same website
- Questionnaire to all residents
- Questionnaire on the internet
- Further examination is required to increase the number of participants
- Working group with residents
- Influence on physical measures
- Opening event – local residents can help
- Process consultant in working group – it is suggested that a colleague will replace the process consultant.
- Information board – a good source for information if the residents don't use the internet

For more information, please contact Kristina Edrén, kme@odense.dk

Project implementation reports

The Alsace-Lorraine Street renewal

Since the opening of the line B of the metro in June 2007, the city-centre of Toulouse is served with 5 new metro stations. In parallel, the Tisséo urban bus network has been completely reorganized and all the bus lines which were running on the Alsace-Lorraine Street have been transferred to the "boulevards" ring.
The Alsace-Lorraine Street is 800m long and contained two dedicated bus corridors before its renewal. This street is linking the place Jeanne d'Arc to the place Esquirol. Daily traffic was to around 8000 cars and 970 buses.
With the removal of the bus lines, a new definition of the public space has been conceptualized by giving more importance to soft modes and to the needs of the commercial and leisure functions of the street. In order to achieve the renewal of the street, an architect competition was launched with the objectives to accomplish the works within two months and with a constrained budget.
The "D'une ville à l'autre" agency has been selected by the City Council. Its architect Pierre Roca d'Huyteca specifies that this project aims to create an event by experimenting some new uses of the public space.
The Alsace-Lorraine Street is reduced to only one traffic way including bicycles facilities. The whole street is now a "30km/h" limited area.
The West side walk side has been extended. It is now 9m wide. Some painted lanes and logos indicate the cycling counter-sense and the delivery areas. The East side walk side remained unchanged. At the level of the De Gaulle square, the area is completely closed to car traffic and is totally dedicated to soft modes and to the fire department lane.
After the opening of the Alsace-Lorraine Street, the first traffic counts are showing an average decrease of 53% for the daily traffic.
The area is also adorned with some decorating elements and street furniture. Banners, panels, colored benches, huge window boxes containing trees, an entertainment area as well as a resting area are now modifying the shape of the De Gaulle square.

For more information, please contact Gérard Chabaud, gerard.chabaud@mairie-toulouse.fr

For a more secure public transport in Debrecen

There was a safety and security training held in the summer of 2007 for several dozens of public transport drivers at Hajdú Volán and DKV. The drivers had some theoretical subjects to master, whereby they learnt the basics of conflict treatment and diverse security issues. The application of the theoretical material has been done through some practical tests where drivers could try their driving skills and the ability to cope with difficult situations on a special track. The drivers were satisfied with the training, but more important, the inhabitants of Debrecen will feel the positive results too.

For more information, please contact Siklós Balázs, balazs.siklos@econ.unideb.hu

Introduction of low impact, access for all waterbuses in Venice

At the end of 2004, the project for the construction of low impact and access for disabled passengers waterbuses with the technical characteristics for the navigation on the around the city lines (which include the island of Murano) was approved.
The waterbuses provide adequate space for the transport of passengers with disabilities, ramps which facilitate getting on and off the boat, increased capacity, lower noise impact, more energy efficient engines and a design which reduces environmental impact on the Lagoon.
The activities in this measure can be considered as completed: in fact 18 waterbuses are now operating. The construction of each waterbus has been supervised at the shipyards and RINA official tests have been done.
Evaluation of the measure has now begun.

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

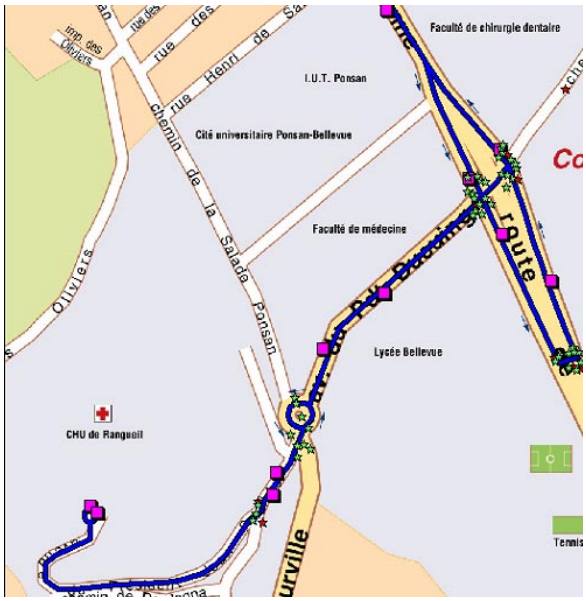
Fine-tuning of the real-time passenger information system in Debrecen

The tramway priority system is undergoing significant development these days. The necessary equipment has been purchased and the installation will be finished in about a month. The real-time passenger information system is currently under supervision which also includes the fine-tuning of the countdown system. This means some inconvenience for the passengers, as the countdowners use 30 seconds' steps instead of counting by seconds. This little inconvenience will last only for a few weeks, and hopefully, after this period a more exact system will be available for all the passengers..

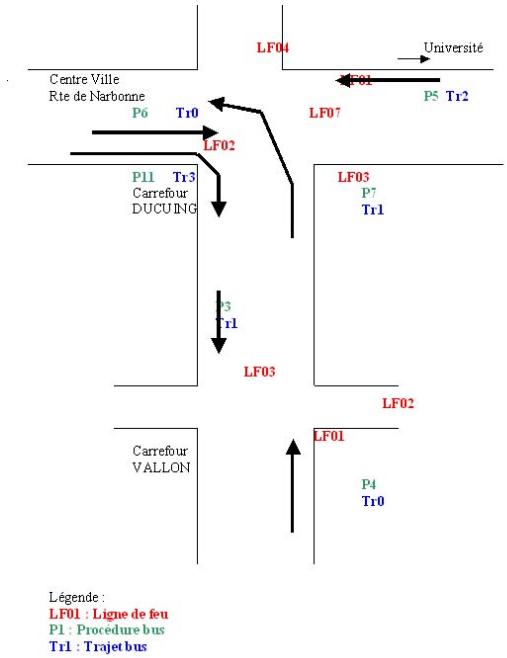
For further information, please contact Siklós Balázs, balazs.siklos@econ.unideb.hu

Experiment of a bus priority system in Toulouse

In June 2007, an experimental measure of bus priority in Toulouse, managed by the community of Toulouse in coordination with TISSEO-SMTC (the public transport authority), intended to improve public transport quality and to influence modal splits. The test was implemented on bus line 2 at two crossroads located between the university of science and the main hospital. A bus stop is located between the two crossroads.
All the line 2 buses were equipped with the priority request system in order to interact with the three phases of the main crossroads traffic lights and with the main phase in direct movement of secondary crossroads as indicated on the above drawing.
Over a period of two weeks, a lot of data was collected : the number of personal vehicles (PV) in waiting lines, PV and bus travel times and the length of time the traffic lights remain green.



To avoid bias due to different exterior traffic conditions, bus priority days were alternated: one day with and one day without.



The CETE /ZELT evaluation shows good impact performances. The system functioned properly and the bus drivers appreciated it. The bus regularity and travel times were improved. The average bus waiting time at traffic light was reduced by 52 % (9 seconds) ; it varies between 17% and 65% depending of the bus travel route. Nevertheless, the surrounding crossroads area layout has a large influence on the bus priority system results. The following critical factors were noticed: especially a bus last stop placed near the crossroads, a bus stop placed near a traffic light pole or a short approach line. No negative impact results were noticed on the crossing direction traffic flow, neither for the travel time nor the waiting lines, but this might be in relation to this road's low saturation level.

For more information, please contact Marie-Reine Bakry, Marie-Reine.Bakry@equipement.gouv.fr

Car-pooling service tailored to students in Debrecen

The way of software installation and development has been discussed with the technicians of the municipality. The study concept has been prepared as well. The developers of the base software had fruitful roundtable discussions with the representatives of the students' government about their expectations and the possibilities of development. Currenty, the base software is being developed according to the results of these negotiations, in order to fit the students' expectations most.

For more information, please contact Siklós Balázs, balazs.siklos@econ.unideb.hu

Expansion and diversification of the car sharing scheme in Venice

The objective was to expand the car/sharing fleet and to increase the proportion of vehicles which runs on alternative fuels. ASM has drawn up agreements with 9 large organizations for the use of its vehicles by their employees and 494 agreements with firms for the corporate car-sharing business option. ASM has in parallel increased the number of collection and return points.
Twelve new vehicles are now part of the fleet, two of them equipped for the transport of disabled passengers.
Many car sharing information and promotion days have been organised during the project period.

Moreover ASM, together with the Venice MOBILIS team, has chosen this measure as a Gender sensitive measure. A brief questionnaire has been produced: it aims at identifying the different needs between male and female users in order to promote the service in an efficient and targeted way. On the basis of the analysis results, the initiatives to be launched will be identified.

For further information please contact ASM, asm@asmvenezia.it

New P+R opportunity for Debrecen

Now, a VMS (Variable Message Sign) display is being installed at the parking lot of the Fönix Hall that will inform drivers about the number of parking places available for P+R reasons. For the electrical implementation and control, a plan is needed which is being prepared now. After implementation, Debrecen's first real P+R parking lot that serves the needs of many commuters will be founded..

For further information please contact Siklós Balázs, balazs.siklos@econ.unideb.hu

Biodiesel offers lower engine emissions

The effects of biodiesel usage on a bus engine MAN D 2566 with direct injection M system was investigated. The tested fuel was neat biodiesel (B100) produced from rapeseed oil at Pinus, Rače. The engine characteristics of tested fuels B100 and its blends B75, B50, and B25 are compared to those of mineral diesel D2.

The engine test bed, Figure 1, consists of an engine and electro-dynamometer Zöllner A-350AC, 300kW, air flow rate meter RMG, fuel consumption dynamic measuring system AVL, UHC analyser Ratfisch, NO_x chemoluminiscent analyzer Thermoelectron, O_2 analyzer Programmelectronic, CO analyzer Maihak, and smoke meter AVL. Using a data acquisition system the instantaneous pressure in the fuel high pressure tube, instantaneous pressure in the cylinder, temperatures of fuel, ambient air, intake air,

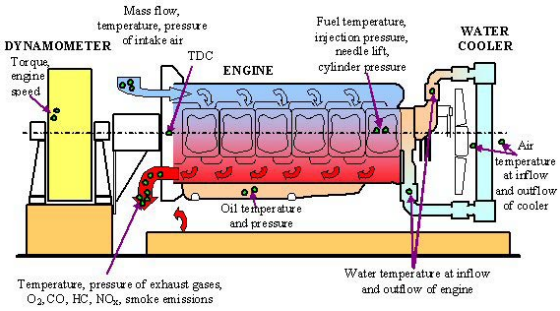
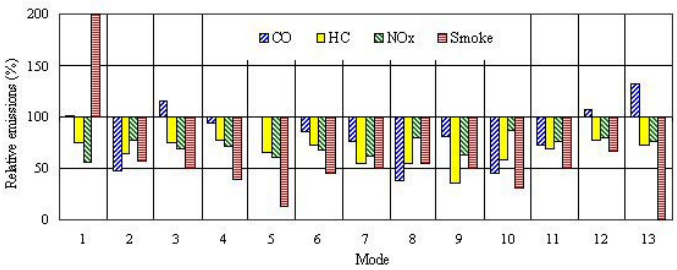


Figure 1. The engine test bed scheme

cooling water at inflow and outflow of the engine, oil and exhaust gases temperatures, are measured.

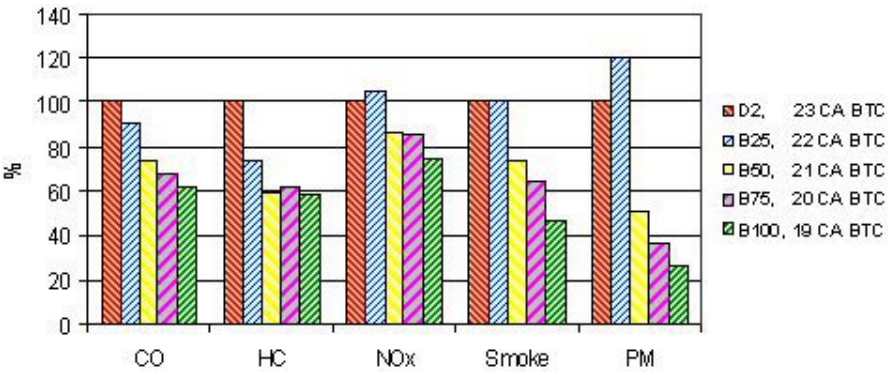
In order to confirm the optimal injection pump timing for B100, the engine was tested according to the ESC test. These results have also been compared to those obtained by using D2 at producer's engine settings for D2. Figure 2 shows that at all ESC modes the HC emission for B100 is lower than for D2. CO emission for B100 is higher than for D2 only at three ESC points. NO_x emissions indexes of B100 are also lower at all 13 ESC modes, meanwhile the smoke emission is higher at idle regime only.

Figure 2. Relative emissions using B100 and D2 at optimal engine settings



From the obtained results, it is evident that the influence of fuel on all engine characteristics depends on engine load and speed significantly. Therefore, to get better insight into the overall performance of tested fuels, one can multiply the results of individual ESC modes by the corresponding weighting factors and sum the weighted quantities over all modes. The harmful emissions, weighted and summed over 13 ESC modes, are shown in Figure 3. Note that for each individual fuel its corresponding optimal injection pump timing was used. From Figure 3 one can see that

Figure 3. Harmful emissions summed over 13 modes of ESC test at optimal engine settings for each fuel



the most encouraging results are obtained with B100. Namely, when using B100, all of the measured harmful emissions are evidently the smallest. The optimized injection pump timing for B100 offers a reduction of emissions as follows: CO and HC by about 40%, NO_x by about 25%, smoke by about 50%, and PM by about 75%. These are cumulative results with respect to ECS test and the corresponding weighting factors.

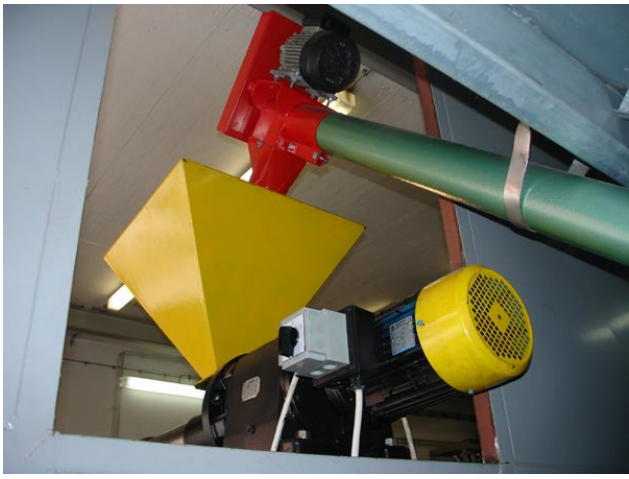
For more information, please contact Breda Kegl, breda.kegl@uni-mb.si

Decentralised production of plant oil for biodiesel in Slovenia

Plant oil may be produced by mechanical process of extraction – pressing - or by industrial extraction with solvents. The process of oil production by pressing does not require any demanding machines compared with industrial process of oil production using extraction with solvents. An important characteristic of the mechanical process of pressing is the fact that it needs low inputs of energy and does not require using chemicals for extraction (ecologically questionable). Machines used for mechanical oil pressing may work continuously and do not require any special care while working.

For the Slovene territory we prefer a decentralised form of plant oil production for biodiesel fuel in special production units (pressing capacity 0.1 t/day to 5 t/day, micro or small scale production of plant oil), which may be placed on different locations over the country (the importance of fragmentation of production units). A producer who is going to press the oilseed rape for biodiesel on his own farm could earn extra income which would mean an additional motivation for a more extensive production of oilseed rape and spreading of a decentralised type of oil production on the territory of Slovenia.

Quality plant oil used for driving of engines or esterification to biodiesel should have as low phosphorus content (below 10 mg/kg) and solid particles (impurities) as possible. Too high phosphorus content in plant oil and in biodiesel made of plant oil has a negative influence on the combustion in the engine. At the cold pressing the majority of phosphorus found in seed passes into oilseed cake and not into oil. This is a great advantage of cold pressing in comparison with industrial heat method in which the high content of phosphorus in oil should be lowered by means of costly refinement.



Economic advantage of decentralised production of plant oil
- opening new working places at home
- lower energy dependence on imported fossil liquid fuels
- money spent for purchase of fuel remains at home; replacement of one part of fossil fuels in economy and/or agriculture with biodiesel fuel from domestic raw material would allow one part of income led away into oil producer countries to remain in the local economy and/or agriculture

Agricultural advantage of decentralised production of plant oil
- by-products obtained at pressing of oil plant seed that may be used for animal food or as energent energy carriers
- exploitation of overgrown land for production of, i.e. oilseed rape
- the possibility of production of, i.e. oilseed rape on land set-aside
- subsidy payment for energy plant (oilseed rape)
- oilseed rape is important for crop rotation
- oilseed rape improves soil
- decentralised oil production by pressing oilseed rape or other oil plants allows farmers to reach higher value added on farm
- high nutritive value of oilseed cake made of oilseed rape (10 – 17 % oil in the cake)

Ecologic advantage of decentralised production of plant oil
- low use of energy (80 kWh/t of seeds), 6 times lower on the average than in industrial extraction
- environmental friendly production (no chemical solvents or heat treatment of seeds, no waste water)

For more information, please contact dr. Viktor Jejčič, viktor.jejcic@kis.si

The Sustainable city-traffic development plan for Debrecen has been accepted!

The measure is a strategic and ambitious measure and is in line with the planned schedule. The sustainable city traffic development plan consists of three working documents. The sustainable city-traffic development plan for Debrecen has been finally accepted by the general assembly. The assembly also accepted the program for access management and parking as well as the study for the integrated cycling network. With the acceptance of the most important plans, there is a green light for implementation.

For more information, please contact Siklós Balázs, balazs.siklos@econ.unideb.hu

New bicycle racks in Debrecen

Debrecen's last and most spectacular achievement in the framework of Civitas was the implementation of over 50 bicycle racks. These racks are more secure against theft, because while old-style racks only enabled bicycle wheels to be locked to, these ones enable even crossbars to be locked. A rack has a capacity for 7-8 bicycles, so there is a possibility of storing over 300 bicycles at the same time. The effects of the new racks will be evaluated in several months by the members of the Department of Sociology.

For more information, please contact Siklós Balázs, balazs.siklos@econ.unideb.hu

Upcoming events

New contact less ticketing system in Toulouse

In parallel to the opening of the line B of the metro (30th of June 2007), Toulouse has just launched its new contact less ticketing system. The newly developed smart card permits the public transport users to reduce their waiting time while entering into the metro station. Easier, faster and rechargeable, the new contact less card so-called "pastel" is considered as a big step towards a more friendly use of the public transport network. Some further applications are expected on this new contact less smart card with the view to convert it into a multifunction tool. Last July, 150 000 pastel cards were distributed among the public transport year-ticket holders.

For more information, please contact Alexandre Blaquière, alexandre.blaquiere@smtcat.fr

Toulouse, workshop on "Transport Management Systems: an eye on new ticketing systems"

On Wednesday the 28th of November 2007, Toulouse will organize a workshop dealing with the development of the new transport management tools with a special focus on the new ticketing systems. Toulouse has just inaugurated its new contact less ticketing system and will be pleased to share its experience with some other European experts. Some people from the cities of Toulouse, Venice, La Rochelle, Bremen, Odense, Debrecen and Ljubljana. have already confirmed their participation to this workshop. The workshop is opened to all the cities that have a special interest in the topic and it is still also possible to give a presentation during this event.

If you are interested in attending or giving a presentation during this workshop, please contact Jonathan Turgy, jonathan.turgy@smtcat.fr or +33 5 67 77 80 97

International conference ALTERNATIVE FUELS 2008 in Maribor

Maribor is actively involved in experimental and numerical testing of biodiesel on bus engines. In the scope of this work we are organizing the conference Alternative Fuels 2008, which will be held in Maribor, Slovenia in January 10-11, 2008. The goal of the conference is to bring together people from a variety of disciplines in order to promote modern alternative fuel technology and engines set-up to reduce harmful air pollution and the dependence on mineral diesel market. The experts, researchers, and practitioners who want to share their knowledge as well as theoretical and practical experience, related to alternative fuels, are kindly invited to join us in Maribor. The detailed information on the conference is available at: http://fs-server.uni-mb.si/si/conf/MobilisIC/.

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

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:

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

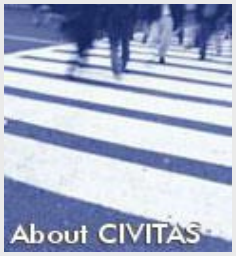
DEBRECEN (H)
http://www.debrecen.hu/
- Municipality of Debrecen
- DKV Debrecen Transport Company
- Hajdú Volán Transportation Inc.
- Hajdú-Bihar County State Road Maintenance Company
- University of Debrecen

VENICE (I)
http://www.comune.venezia.it/
- City of Venice
- ACTV S.p.A.
- Azienda Servizi Mobilita 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

ODENSE (DK)
http://www.odense.dk/
- City of Odense

LJUBLJANA (SLO)
http://www.ljubljana.si/
- City of Ljubljana
- Ljubljana Public Transport Ltd.
- Pinus, Rače
- 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
- Mobiel21 (B)
- Rupprecht Consult – Forschung & Beratung GmbH, (D)



CIVITAS - cleaner and better transport in cities - stands for **CI**ty–**VITA**lity–**S**ustainability.

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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The CIVITAS MOBILIS E-Newsletter is available at http://www.civitas-mobilis.org/.

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