



## Mobility Initiatives for Local Integration and Sustainability

**Newsletter number 11**

July 2008

Dear Readers,

The last six months of CIVITAS MOBILIS resonate with results and evaluation but also with important events that will highlight the main achievements of the project. The technical demonstration is coming to an end and given the important number of measures, hard work has already begun with the evaluation period. The compilation of results and the evaluation analysis already fill the majority of the time of our teams. This is a step by step effort that will permit to end in the best conditions our four years project and then we will endeavour to pass the baton to the following CIVITAS generation programme.

But before thinking about the future, a moment of reflection is necessary mainly to remind us of the great time we spent in the City of Odense at the end of May. The Workshop titled "Reinventing the bicycle in modern society – Mobility culture and transport behaviour" was a real success. The presentations have shown European cycling culture diversity and the local solutions that have been developed to reinforce the role of bicycle. The meeting of the Political Steering Group (PSG) members also held in Odense permitted to present the local MOBILIS cycling achievements and the local projects that are going to be set up to encourage the use of the bicycle more and more.

The next technical Workshop will take place in Ljubljana at the beginning of October on clean vehicles. A sort of informal PSG will also be organised in Bled with the official members of the MOBILIS PSG in order to define the main policy recommendations after MOBILIS. In November, the CIVITAS Forum will be the occasion to bring together the CIVITAS family to the wonderful city of Bologna.

Last but not least, because we think six months before it is a good time to start speaking about it: we inform you that the CIVITAS II Final Conference will take place on the 21<sup>st</sup>, 22<sup>nd</sup> and 23<sup>rd</sup> of January 2009 in Toulouse. So, save the date and later on we will give you all the information you will need regarding this big event! Hoping that many of you will attend this event, I wish you an interesting read of this 11<sup>th</sup> CIVITAS MOBILIS newsletter.

Alexandre Blaqui re  
Project Coordinator



City of Toulouse (F)

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## Project implementation reports

### Controlling the access of traffic to Mestre city centre



The electronic access system in Mestre has been introduced with the aim of monitoring and regulating traffic, and of preparing the ground for a possible introduction of a congestion charge. Through the electronic system, permits to gain access to the limited traffic area can be circumscribed in time and space for each vehicle, and can also depend on vehicle typology (eg. emissions).

To date, the 12 telecameras foreseen by MOBILIS, equipped with both radio and laser camera controlled at the central level, have been installed and six of them are used for fines.

Starting from the results of the analysis of the data collected by the telecameras, the City of Venice has carried out a feasibility study of road pricing: the main objective is the reduction of the number of cars entering the area and, therefore, a reduction in traffic congestion. The funds that would be earned by the City administration, would be used for developing sustainable mobility interventions.

For further information please contact Silvia Grandese, [silvia.grandese@comune.venezia.it](mailto:silvia.grandese@comune.venezia.it)

### The local Car Parks Action Plan in Toulouse

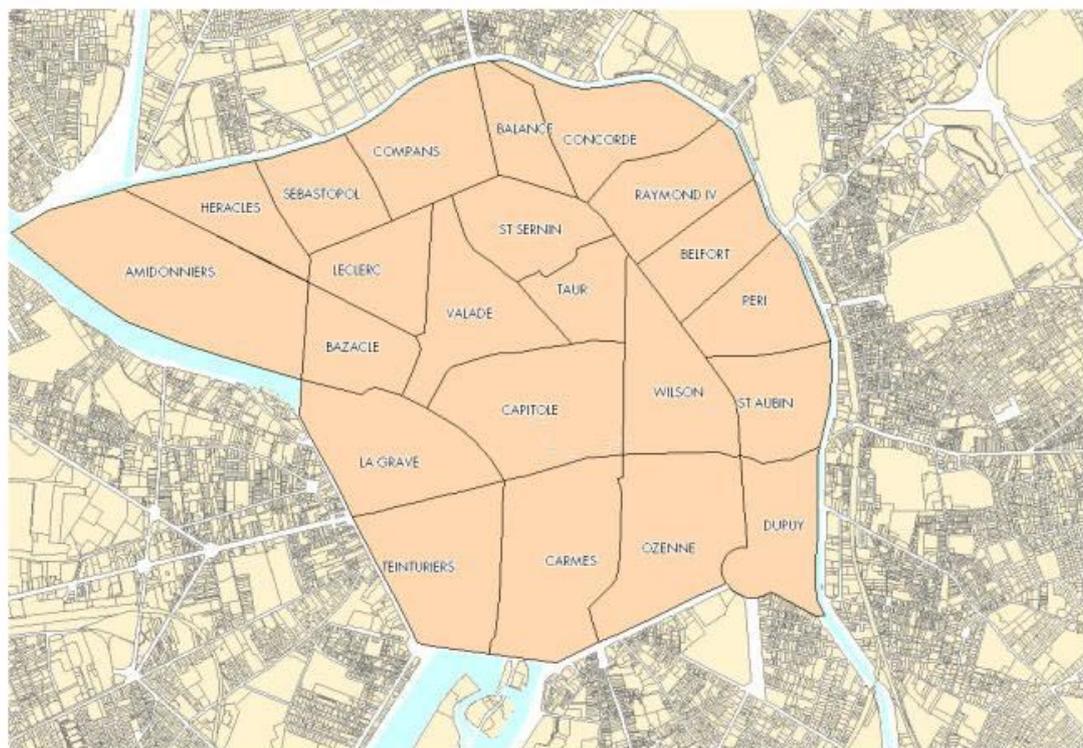
The aim of the local Car Parks Action Plan (CPAP) of the City of Toulouse was to improve the parking conditions in the city centre for the inhabitants of the sector, but also for the customers of the numerous shops. Since 2005, the CPAP has been progressively implemented and it now covers most of the districts of the city centre and its main goals seem to be reached. According to the surveys carried out between 2005 and 2007, the new rules have permitted to limit the number of cars that remain parked during an important part of the day and have reduced the parking pressure. The time needed for finding a parking space has decreased. Thanks to the CPAP, more vehicles can park in the same place. Nowadays, residents and shop visitors seem to be satisfied.

For more information, please contact Guillem Coquelet (AUAT) [gcoquelet@auat-toulouse.org](mailto:gcoquelet@auat-toulouse.org)

### A new P+R possibility in Debrecen

A new parking lot has been set up for P+R purposes in the northern part of Debrecen, just behind the second biggest sports hall of the country. A VMS (Variable Message Sign) display has been purchased and installed for the P+R facility on which car drivers entering the city from the north will see useful information concerning P+R possibility. The display is connected to the traffic control centre of the city, thus, in case of a sports or other kind of event the display can easily be switched to normal parking mode based on the decision of the event organizers. According to the plans, and with some further developments of the system the display will be able to give information about the program as well while on normal days the number of free parking spaces could be displayed. Hopefully, the new facility will give some relief to the overcrowded streets of Debrecen in the future.

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





### Positive biofuel test results in Debrecen

At the Centre for Agriculture and Technical Studies tests concerning biofuel have been conducted for several months. The final results are positive so the new material is ready to be used in the converted vehicles.

Hajdú Volán, the mass transportation company of Debrecen has already finished the conversion of 7 buses to CNG. As soon as the company will be granted the permission to use biofuel in their buses, the new vehicles can enter the mass transportation of Debrecen, hopefully in the summer.

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

### The BICIBUS Project in Venice



The Measure for the promotion of the use of the bicycle in Venice includes the setting up of an Officer Scheme that foresees the accompanying of groups of elementary school children by local volunteers on the safe routes defined. This activity, called the BICIBUS Project, has been recently implemented during the Bimbibici event which is held every year in May.

Three elementary schools on the Venice mainland were invited to participate in the BICIBUS Project by FIAB, the Friends of the Bicycle Association: some parents and volunteers accompanied circa 60 children along three



different routes, previously defined and equipped with the necessary signage.

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

### The development of the cycling network has been finished in Debrecen

The development of the cycling network in Debrecen has been finished. The implementation of over 50 bicycle racks was the first step to achieve a real working bicycle network. The next event was the development of the road network. In the northern part of the city, a one kilometer long bicycle lane has been created with the appropriate road signs and marks. This enabled many inhabitants of the northern suburbs to access the city – and more closely, a campus of the University – more securely. One of the most densely populated parts of the city – called Tóció – has been the subject of the same development as well. Over 3 kilometers of bicycle lane have been created around the district. These developments mean an easier, more secure and cleaner way to access the city centre for over 70.000 inhabitants.

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



### **Ljubljana extended safer cycling facilities**

During the CIVITAS MOBILIS period of 2006-2008 35 pieces of 5-stand stainless bicycle racks and 46 fixed stainless bicycle racks were installed in the city, providing better and safer shelter to 442 bicycles. In the same period eight new covered bicycle shelters were installed, providing 80 new bicycles stands. In the decision about the locations, the suggestions and recommendations of the cyclists were consulted.

Ljubljana has been developing and testing a participation model on an issue of locating covered bicycle shelters by including stakeholders in the decision making process.

For further information please contact Boris Jagodič, [boris.jagodic@ljubljana.si](mailto:boris.jagodic@ljubljana.si)

### **Set-up of a mobility agency and customised services in Toulouse**



By the end of 2005, the mobility house was set up in Labège Innopole, South East of Toulouse. This office gathers information and advice about multimodal transport in order to avoid the use of the personal car. The office is opened daily from 7.30 am to

7.15 pm and has its own website. Through all these ways, the mobility house has more than 800 contacts per month with information requests on Public Transport, Bicycle, Carpooling, ... The mobility house also provides advice to companies of the agglomeration about sustainable mobility by setting up stands and information meetings. In addition, the mobility house provides bicycle renting for people using Public Transport. This service is used by more than 130 people per month and is still increasing. After a period of running, the office is fully effective, and has reached its limits as they are only three people to run the office. The mobility house has proved its usefulness and answer to large demand. As there is strong political will, this kind of service is going to develop with the setting up of a global mobility agency with several offices such as the Labège Innopole on the whole Toulouse agglomeration.

For more information, please contact Cyril Ladier (ZELT/CETE SO), [cyril.ladier@developpement-durable.gouv.fr](mailto:cyril.ladier@developpement-durable.gouv.fr)

## Expert Corner

# Decentralised production of pure plant oil for biodiesel

The 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 the industrial process of oil production using extraction with solvents. An important characteristic of the mechanical process of pressing is the fact that it needs a low input 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.

### Decentralised units producing plant oil



Decentralised producers of oil intended for direct use in remodelled diesel engines or for further processing in biodiesel fuel have been spreading in the world and in EU countries recently which is the result of oil production by means of mechanical pressing in small production units.

Decentralised oil production stands for pressing from 0.1 to 5 t seed/day by oil plant seed processing units (in some countries the production limit denotes the capacity of 25 t seed/day).

### Advantages of decentralised units for plant oil production

Decentralised production units can work economically and in an environmentally friendly manner since their technical equipment and work processes are very simple and require the low use of energy (80 kWh/t of processed seeds). Decentralised oil production uses 6 times less energy on the average than industrial oil production. This type of oil production also has other important advantages such as: it is performed near the locations of agricultural production, it is directly or indirectly connected with the agricultural production itself (no intermediaries), investment costs in equipment are low, there is no wastewater, high flexibility of production (quick transfer to pressing of other types of oil seed, f. ex.: for consumers' use, which increases the utilisation rate of the machine), shorter transport distances (up to 30 km from the production site) resulting in lower costs, it provides higher added value to agriculture in certain area, the by-product produced by mechanical extraction is oilseed cake used for animal food and has high nutritive value (it contains 12 – 17 % of oil in contrast to industrial cake which contains less than 1 % of oil).



### Decentralised units for the production of plant oil in Slovenia

For the Slovene territory we prefer a decentralised form of oil production for direct use or further transesterification for producing biodiesel fuel in special production units (pressing capacity 0.1 t/day to 5 t/day), which may be placed at different locations over the country (the importance of fragmentation of production units).

A producer who is going to press oilseed rape or other oil seeds on his own farm could earn extra income which

would mean an additional motivation for a more extensive production of oilseed rape and other oil seeds and spreading of the decentralised type of oil production on the territory of Slovenia. The oil pressed may also be used as direct energy provider carrier on the farm itself (cogeneration units for producing electricity and heat).

### The quality of oil

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 engine. The results of tests have shown that the content of phosphorus in oil produced by cold pressing may be below 10 mg/kg which is an additional advantage in favour of decentralised oil production.

With 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 the 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 which goes to 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 energy carriers
- exploitation of overgrown land for production of, f. ex., oilseed rape
- the possibility of production of, f. ex., oilseed rape on land set-aside
- 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
- environmentally friendly production (no chemical solvents or heat treatment of seeds, no waste water)



Complete decentralised unit for plant oil production produced in Slovenia

### Biodiesel and the environment

In European and Slovene circumstances (climate conditions, agricultural issues, production technologies, biofuel prices, etc.) plant oil biodiesel is the most appropriate among all liquid biofuels from biomass.

From the biofuels production chain point of view, biodiesel production using oil plants is the most simple mode. Also processing costs are lower in comparison with other biofuels. Today 80% of biodiesel in the world is produced from oilseed rape and the rest from other plant oil. Plant oil that can be directly used as a fuel in specially transformed diesel engines can be produced from various plant seeds. However, by employing the esterification process we can produce biodiesel fuel, by characteristics similar to diesel fuel, derived from mineral oil (gas oil), suitable for fuelling diesel engines. It is very important that biodiesel, produced in the esterification process from oilseed rape,

sunflower, soya beans, etc., is used for existing models of diesel engines in vehicles and other machines, used in all areas of human activity. That is a huge advantage in comparison with other energy sources where we have to develop completely new engines, like fuel cells for using hydrogen.

One of the possibilities for energy evaluation of the biomass, i.e. biofuels is use of their energy balance coefficient, consisting of the energy ratio between energy, obtained from the plant (final product) and energy, spent for the production of that plant. Biodiesel or esterified rape seed oil has an energy balance of 1 : 5,5 hay inclusive and 1 : 3,2 hay exclusive (calculated as energy feedstock). We can see from the data the high positive biodiesel energy balance.

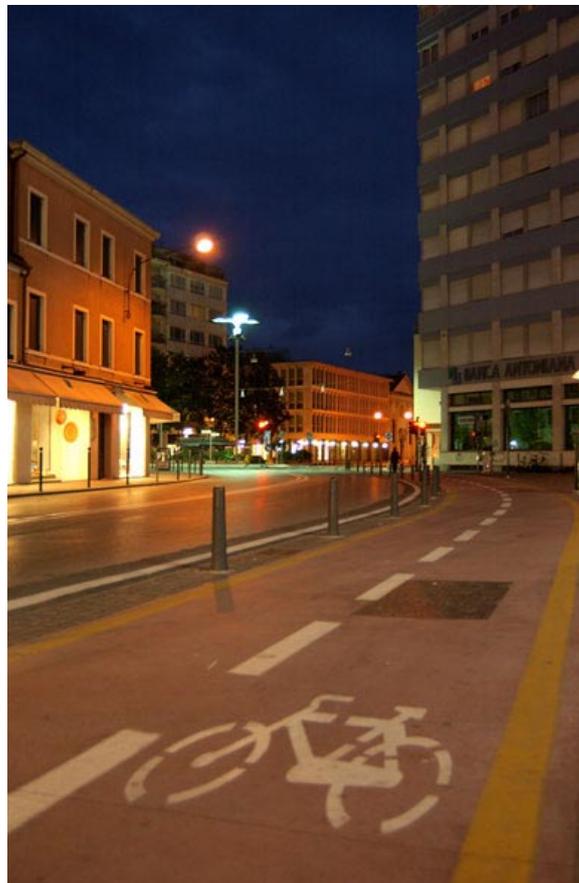
Biodiesel production requires fossil energy input in various phases: mineral fertilisers production, use of agricultural mechanisation in oilseed rape production, drying of the oilseed rape, oil extraction from seeds on mechanical or chemical way, methanol production for transesterification, and so on (it is also possible to use biodiesel in some phases, at least for drying and for mechanisation). In the case of used edible oil, the energy ratio is even more positive, as fertilizer and oilseed rape production are falling away.

At the end of mechanical extraction after the pressing process we have more than 60% of the by product – animal feed in the form of oilcake or pellets. We can accordingly also say, that the by product is basically the main product. Less than 40 presents oil, to be used for the biodiesel production. From that fact, oilseed rape production for biodiesel is improving a supply of animal feedstock. Europe (and Slovenia) is a big importer of the high protein foodstuffs, used in animal nutrition. With the production of oilseed rape we can decrease our high protein foodstuff import dependence.

## Plenty of space for biogenic fuels

EU biofuels targets can be met with conventional feedstocks and current technology without major agricultural land use changes and environmental consequences. Biofuels potential (biodiesel, pure plant oil etc.) can become available without compromising food and feed supply (it does not require conversion of grassland, forestland and nature conservation areas into arable land). Agriculture has also opportunities for increasing crop and livestock yields, freeing up agricultural land for biofuel feedstock cultivation.

For further information please contact Viktor Jejčič, Agricultural Institute of Slovenia, [viktor.jejcic@kis.si](mailto:viktor.jejcic@kis.si)



# MOBILIS meets stakeholders

## New cycling portal in Ljubljana

At the Odense Cycle workshop Ljubljana presented its new cycle and footpath portal, available at the [www.gremonapot.si](http://www.gremonapot.si). The project was started for several reasons. The main reasons are to enable safe and interesting recreation and to contribute to the quality of tourism offer. The portal is striving to achieve that by promoting cycling, walking, running through the provision of cycling and trekking routes in the region.

According to the developers, the City of Ljubljana and Ljubljanski urbanistični zavod, d.d. "this web site is meant to be just the beginning of further activities and at the same time the basis for new planned projects to promote and improve popularity of cycling and raise the quality of recreational and tourism offer in Ljubljana urban region (LUR)". They foresee various future projects: from building more cycle and footpaths in the region, improving traffic safety (special sign posting), organized bicycle renting (rental stations), building rental stations and bicycle shelters at starting points of routes, to providing parking lots at starting points, linking starting points with public transport and publishing printed guides and maps.

For further information please contact Peter Skušek, City of Ljubljana, [peter.skusek@ljubljana.si](mailto:peter.skusek@ljubljana.si) or Darko Tanko, LUZ d.d., [darko.tanko@luz.si](mailto:darko.tanko@luz.si)

## The bicycle - Paradigm shift or fashion trend



Though it is still motorized traffic that takes up a lot of space in European cities the comeback of the bicycle is permanent and not only a fashion trend. To create even more attention about the bicycle the cities in CIVITAS Mobilis must continue to work together to promote cycling and share knowledge.

On May 22 and 23 Odense was the setting for a workshop about cycling and the PSG meeting in Mobilis. Common to both days was the exchange of knowledge and how to promote and work with cycling.

Even though the car is a status symbol for many people the participants in both events all agreed that the future belongs to the bicycle.

"I think the situation of the bicycle changes because the bicycle is a symbol of a new way of life", said Councillor Gyula Györi from Debrecen. He was impressed with the conditions for cyclists in Odense. To illustrate that Odense is in another league for most other cities the Councillor said that Debrecen has a population of 207.000 but only 22 kms of cycle paths. In Odense the population of 186.000 has 501 km of cycle paths.

During the PSG-meeting the politicians agreed that many things in the development of the world point to the fact that the future belongs to the cyclists, and therefore cycling is not only a fashion trend.

"Bearing the current climate changes and air pollution in mind cycling should be a permanent condition", said Deputy Mayor Lisa Rucker from Graz in Austria.

Also in Venice the work is ongoing on improving the conditions for cyclists and not only because of environmental issues.

“We believe that the bicycle ensures mobility when going around in the city”, the Deputy Mayor Pierantonio Belcaro said –on the mainland.

Councillor Thomas Funding from Odense also considers the renaissance of the bicycle as permanent. “The increasing oil prices forces people away from the cars and that is a good thing. Everybody can afford a bicycle which ensures mobility”. Thomas Funding is very happy with the fact that Odense can act as a role model for other cities when it comes to improving the conditions for cyclists.

“That is yet another reason to join the co work if we can help in that way. But we also take great pleasure in exchanging experiences with our partner cities. We can always learn more and get great ideas”, Thomas Funding said.



For further information please contact Kristina Edren, [kme@odense.dk](mailto:kme@odense.dk)

## Eiprova street reclaimed



CIVITAS MOBILIS as part of the sustainable mobility campaign supported and presented its activities at the public event called “Street party Eiprova street”. This reclaiming the streets type of event was organized by the urban initiative called “Za Mesto Po Dveh” (For City On Two). The whole event was a collage of artistic and social events, aiming to show the possible use of urban public space.

The key part of the event was a lecture of Jan Gehl, practicing Urban Design Consultant and Professor of Urban Design at the School of Architecture in Copenhagen. Being focused strongly on the facilitation of public life in public spaces, he made a vivid and cheerful public presentation about it.

CIVITAS MOBILIS was present with an info stand, where participants and citizens of Ljubljana were given information about the mobility issues in the city.

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





## Upcoming Events

### Ljubljana will host a workshop on clean vehicles



From the cover of the REC report on Clean Fuel and Vehicles in Central and Eastern Europe, 2006

On the 8<sup>th</sup> of October 2008, Ljubljana will host a thematic workshop with the title "Clean Vehicles". The programme is not yet complete but some keywords are clean vehicles, available technology and tangible solutions, campaigns and supporting environment.

For more information, please contact Zdenka Šimonovič, [zdenka.simonovic@ljubljana.si](mailto:zdenka.simonovic@ljubljana.si)

### CIVITAS Forum Conference 2008 in Bologna, 09-11 November 2008



Under the theme "Cities and Mobility: Change is possible" the CIVITAS Forum 2008 will take place from the 9<sup>th</sup> to the 11<sup>th</sup> of November in Bologna! "The city of Bologna will be the perfect location for providing an efficient platform for the exchange of ideas and experience and for visiting best practice examples on site thanks to its proven

commitment towards sustainable transport and its experiences in welcoming international groups" as is said on the [www.civitas.eu](http://www.civitas.eu) home page.

The CIVITAS Forum will focus this year on the main ideas of the European Green Paper on urban mobility and its Action Plan, planned in autumn of 2008. Change is possible and many good examples, practices and successes are available for exchange. It is important to make cities and their transport systems more accessible, fluid, greener and safer.

More information can be found at the CIVITAS Forum Conference 2008 website [www.civitas.eu/forum\\_conference\\_2008](http://www.civitas.eu/forum_conference_2008) or get in direct contact with Fred Dotter via the CIVITAS Forum Secretariat [civitas@fgm-amor.at](mailto:civitas@fgm-amor.at)

### CIVITAS II Final Conference in Toulouse, 21-23 January 2009



The CIVITAS II Final Conference will take place from the 21<sup>st</sup> to the 23<sup>rd</sup> of January 2009 in Toulouse. The Programme of the Conference is currently under preparation.

For more information, please contact Aurore Asorey, TIS-SEO-SMTC - Syndicat Mixte des Transports en Commun de l'Agglomération Toulousaine, [aurore.asorey@smtcat.fr](mailto:aurore.asorey@smtcat.fr)



## 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 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



#### ODENSE (DK)

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

- City of Odense



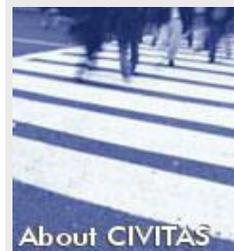
#### LJUBLJANA (SLO)

<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

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



**ABOUT CIVITAS**  
CIVITAS - cleaner and better transport in cities - stands for City-VITality-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 MOBILIS Newsletter is produced by the MOBILIS project partners, co-funded by European Commission through 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](mailto:milena.marega@guest.arnes.si). The CIVITAS MOBILIS E-Newsletter is available at <http://www.civitas-mobilis.org/>. Cover photos were taken from FGM AMOR Austrian Mobility Research CD "Emotions for Clean Urban Transport", 2004. Gerhard Steinwender (Austria). Toulouse cover photo courtesy SMTC Tisséo, Toulouse. Photos to the Eipprova article courtesy Aljaž Plevnik, Urbanistični inštitut Republike Slovenije and City of Ljubljana.

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