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CIVITAS PORTIS INNOVATION

INNOVATIVE & SUSTAINABLE URBAN MOBILITY SOLUTIONS

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EDITORIAL
INNOVATION

Dear Reader!

Our cover shot for this issue shows the imposing dome of Antwerp Central station, and the refurbished street space of the approach along De Keyserlei that provides a welcoming and vibrant environment for pedestrians and cyclists. 1,900km to the south east our CIVITAS PORTIS partners in Constanta have been pursuing a similar vision for the reprioritisation and revitalisation of public road space to favour sustainable modes. Our first article therefore provides an introduction to the major programme of works to the main boulevards running into and through the city, which will provide dedicated bus lanes, cycle lanes and much enhanced pavement areas.

Recognising the extent to which such projects can transform the whole feel of a city, we explore further the fusion between mobility planning and place making with a feature on Trieste’s regeneration of its Old Port as a mixed-use district and transport hub. We also report on the approach of Aberdeen City Council and its partners to citizen engagement as it seeks to ensure that it makes well-informed decisions on walking and cycling improvements and schemes, and that a collective mood for change is fostered.

Returning to Antwerp, we take a look at an innovative Bike-Bus service that enables a quick and safe bus ride for cyclists through the tunnel under the River Scheldt. Considering the success of this initiative, we challenge you to think of where this concept could be applied in your own city-region.

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CIVITAS PORTIS is testing innovative and sustainable urban mobility solutions in five European port cities, and will also exchange knowledge and experience with follower city Ningbo, China. For an overview of the project, as well as further news and resources, please visit <http://civitas.eu/portis>

TRANSFORMING CONSTANTA’S BOULEVARDS
FOR WALKING, CYCLING & PUBLIC TRANSPORT

The metropolitan area of Constanta is home to more than 491,000 people, and the city is also a premier Romanian tourism location, attracting over 600,000 additional people per year to visit its Black Sea beaches. Providing a liveable and high quality street environment is therefore a top priority for the city as it balances the movement of people with the movement of freight from the city’s port, the largest on the Black Sea. Following many years of under-investment in its streetscape, and limited parking controls, Constanta is now undergoing a transformation. In 2014 the historic heart of the city, Ovidius Square, was pedestrianised enabling vibrant street life to emerge. However, the City of Constanta and Constanta Metropolitan Zone (ZMC) wish to ensure that a city level approach is followed, ensuring benefits for all.

Around the small historic core, the urban structure of Constanta is defined by a series of very wide boulevards, accommodating up to eight lanes of traffic in some places. These include the Boulevard 1 May and Alexandru Lapusneanu that provides the main north-south artery through the city, connecting the city centre with the Mamaia resort and Ovidius University, as well as the City with the other localities from the Metropolitan Area. Changing the nature

of these boulevards means changing the nature of how the city is experienced.

With CIVITAS PORTIS acting as an important enabler for planning activities and consensus building amongst stakeholders, the City of Constanta and ZMC are designing and delivering change. Commencing from December 2020, an extensive programme of works to reprioritise the boulevards in favour of walking, cycling and public transport will commence (with a total budget in excess of 40-million Euros). This article provides an overview of the planning approaches taken, and the extent of the infrastructure works to be undertaken, while also highlighting aspects of innovation in governance, implementation, and street space reallocation designs for the Boulevards.

Planning the transformation – forums for collaboration and applying a street use hierarchy

Constanta’s plans for the boulevards originated during the development of the city’s SUMP (approved in 2018), which was prepared as part of the Romanian Growth Poles initiative funded by the National Government in cooperation with EBRD (European Bank for Reconstruction and Development). Inspired by approaches such as the ‘Bicycle Innovation Lab Reverse Traffic Pyramid’ that favours active and collective modes of mobility, the City of Constanta and its partners set out within PORTIS to develop a plan for the



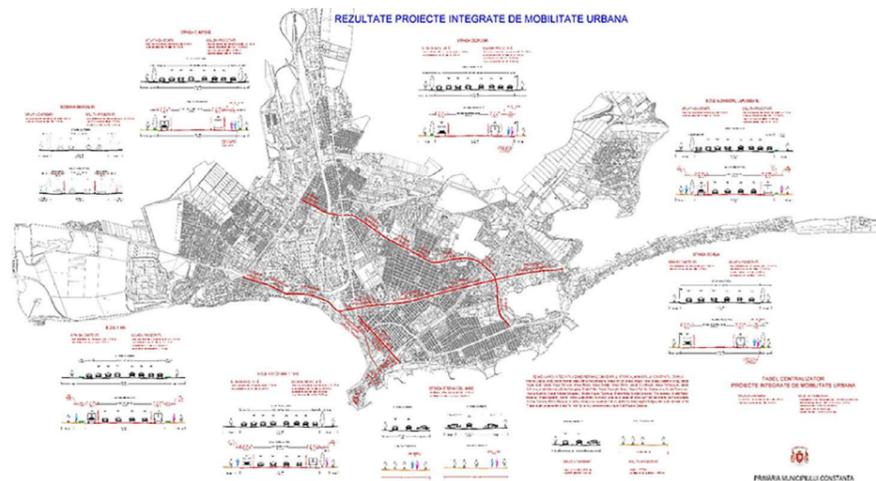


Figure 1 - Map of Constanta: Overview of boulevard transformation

reallocation of street space in the city centre and along the main boulevard corridors. The city's involvement in complementary EU projects such as FLOW (<http://h2020-flow.eu>), which focussed on creating more opportunities for walking and cycling applying advanced multi-modal modelling techniques, and the on-going MORE project (www.roadspace.eu), which is focusing on a better allocation of space on the streets connecting to the TEN-T network, have further supported this important planning and design initiative.

Creating consensus for such major works amongst stakeholders, and enabling input to the design process by different actors, has been a major contribution of CIVITAS PORTIS. Establishment of a mobility planning and decision-support forum has enabled on-going dialogue since the project commenced in 2017, putting in place frameworks for dialogue that were previously absent. Stakeholders involved included the Port Authority, who have a high interest in reducing congestion, as well as the Constanta Metropolitan Area Association, and others like Police, Emergency Situation Inspectorate, Constanta Environment Agency, Public Health Directorate, School Inspectorate, Universities, Businesses, NGOs and interested citizens. In the reality of funding programme situations, where specific timescales for different planning and design stages need to be achieved, facilitating timely input and avoiding conflict through an engagement process is highly desirable. For this reason, a series of Working Groups tackling key subjects such as parking policy were established. The Forum typically met at least once every month through the project timeframe, in General Meetings which were open to everyone, where different issues were presented and discussed and whenever necessary, in Working Groups dedicated to experts representing public authorities and institutions.

Scale and status of mobility and place-making activities

As a city-wide plan is prepared, it is not possible to implement all changes at once, but the City of Constanta and partners has been successful in securing funding for Phase One works which involve a combination of boulevard mobility corridors and 'place-making' oriented schemes in the city centre. The largest portion of the 40-million Euro funding package is provided through the European Commission's Regional Operational Programme, while 15% is funded by the Romanian Government and 2% is provided directly by the municipal authority.

The 1 May Boulevard, which enters the city from the south, provided local partners with a complex design challenge as the highway is two lanes in each direction in some places, but expands up to three-four lanes per direction. Works to commence soon include the refurbishment of the pavements and resurfacing of the roadway, with segregated cycle lanes being introduced wherever possible. Separated and dedicated bus lanes are to be provided for the final, approx. 1km congested section of road that leads up to the central railway station. These works continue to the north along the Alexandru Lapusneanu Boulevard, although in this case with dedicated bus lanes and segregated cycle lanes running along the full length. Alongside refurbishment of the pavements, street lighting will also be renewed with energy efficient lamp types.

Further projects around the city centre have greater emphasis on providing space for pedestrians, supporting the regeneration of shopping districts that have suffered from the loss of trade following the construction of large malls. Stefan cel Mare Street has high potential to provide an attractive walking route to the coast, but sections of the route are

currently dominated by car parking and so pedestrianisation, together with tree and garden planting, are planned to help revitalise this area. It is also planned that the network of historic streets around Constanta's central square will be refurbished in this way, creating an Old Town environment with clean sea air and space for interaction and reflection, in the spirit of Roman poet, Ovidius, himself.

In total, it is estimated that these works to the boulevards will result in the removal of 1,500 on street parking spaces, presenting a further important incentive for Constanta's residents and visitors to shift to collective and active modes of mobility.

Innovation Activities and lessons learnt

The PORTIS Innovation Process was created to generate ideas for how PORTIS activities could be enhanced in relation to four main categories of Innovation: Organisational; Planning and Implementation; Business Model and Marketing; and Product and Service (see Innovation PORTIS E-Brochure 1). In the context of these major boulevard refurbishment works, the broad scope for innovative ideas and actions was clear. Here we focus on three activities resulting from PORTIS partner meetings that were taken forward in the scope of the project:

Planning and marketing: Mobility Week – any project that results in the removal of up to 1,500 parking spaces and reduced street space for cars is likely to create some controversy. In order to create a supportive mood across the city for this type of action, it was apparent that demonstration activities would be of benefit. Unfortunately, the first proposal to hold a car-free day in 2018 was not successful, but by 2019 it was possible for the city to close the Tomis Boulevard. Varying sporting activities for children were organised and citizens were invited to discuss the boulevard proposals with the planning team. Further information can be found here <https://mobilityweek.eu/2020-participants/?-year=2019&ci=OU0cP2C1>. The events were viewed as a tremendous success, with many requests for more car free days resulting.

Implementation and financial case: Procurement and whole-life costs – boulevard refurbishment creates exciting opportunities to enhance streetscape, both in terms of its allocation and its architectural and landscape design. Nevertheless, alongside budgeting for the initial capital costs, it is important that the long-term maintenance costs are also considered. In order to address this point, the City of



Constanta decided to include a guarantee of works clause within its competitive tendering of the construction projects. Each contractor is invited to state for how long their works are guaranteed, helping to ensure that material choices and build quality are factored in.

Smart public transport infrastructure – Alongside improvements to bus service punctuality and speed that will result from the provision of dedicated lanes, the PORTIS partners have also sought to ensure that bus stop infrastructure is safe, comfortable, convenient, and energy efficient. Lighting, bus service information, surveillance cameras, and Wi-Fi routers will be powered through solar panels on the bus shelter roofs. Additional sensors, including air quality and temperature, as well as counters for passenger numbers, are incorporated within the specific designs.

PORTIS has contributed to this city vision becoming a detailed design and implementation plan. It will be exciting to watch as the streetscapes of Constanta are transformed in the coming years. For further information on this topic then please see the recording of PORTIS Webinar 3: 'Behavioural Change: the Physical Dimension' ([LINK HERE](#)). CIVITAS PORTIS will end in November 2020, but further related planning and design work in relation to the Boulevard I.C. Bratianu will continue in the context of the EU MORE project: www.roadspace.eu.

CITY OF CONSTANTA AND ITS PARTNERS SET OUT WITHIN PORTIS TO DEVELOP A PLAN FOR THE REALLOCATION OF STREET SPACE IN THE CITY CENTRE AND ALONG THE MAIN BOULEVARD CORRIDORS

CITIZEN INVOLVEMENT AND DATA COLLECTION TO INFORM WALKING & CYCLING MEASURES IN ABERDEEN

Aberdeen has a strong tradition of citizen engagement and stakeholder cooperation in planning activities. In 2012, the city won the first European SUMP Award in the category ‘stakeholder and citizen engagement’ and when representatives from PORTIS partners in Klaipeda visited the city in 2018, they were very impressed by the visitor centre that has been established to keep residents updated regarding the Aberdeen Harbour Expansion Project. Within PORTIS, the city partners (Aberdeen City Council, Aberdeenshire Council and NESTRANS) have been keen to maintain their strong track record and also undertake new forms of engagement. For example, an Innovation Activity for co-development of a journey planning app was introduced to the measure design process.

It therefore comes as no surprise that Aberdeen have undertaken multiple data gathering and citizen engagement activities to inform the design of their active travel measures. Car mode share in the city area remains relatively high at 58% and the City Centre Masterplan and SUMP have identified a portfolio of projects that would make it easy and attractive to walk and cycle around. These include:

- Pedestrianisation and open space improvement schemes for city centre streets (Broad Street and Schoolhill)
- Development of a cycle hire/ cycle-sharing scheme
- Provision of cycle parking hubs linked to collected travel hubs, and
- Improvement of wayfinding and the urban environment to encourage walking

Understanding frequently-used routes – With respect to data gathering, preparation of an Origin and Destination (O&D) Study demonstrated that 59% of Aberdonians live within 5km of their place of work, so often are within walking and cycling friendly distances. This study examined all journeys made by people aged 16+ for work or

education with an origin and/ or destination in Aberdeen City of up to 10km and, by splitting Aberdeen City into 49 intermediate zones and Aberdeenshire into 59, examined which zones these journeys were taking place between. It then broke them down further by distance, for journeys of up to 3km, 3-5km, 5-10km and 10km+, in order to establish which journeys were of walking and cycling friendly distances and then by mode to see which mode of transport people were currently using to make those journeys. Further analysis by socio-economic classification / annual income, age, sex and car ownership was also undertaken providing useful insights on the travel habits of potential target groups. Although obtaining necessary data for this study was delayed during the period that the GDPR data protection requirements came into place (much of it was held by the Scottish Government), the resulting infographics became very a very useful basis for understanding movements (more information is provided in the CIVITAS Forum presentation on the O&D Study – https://civitas.eu/sites/default/files/civitas_forum19_session_1_alan_simpson.pdf).

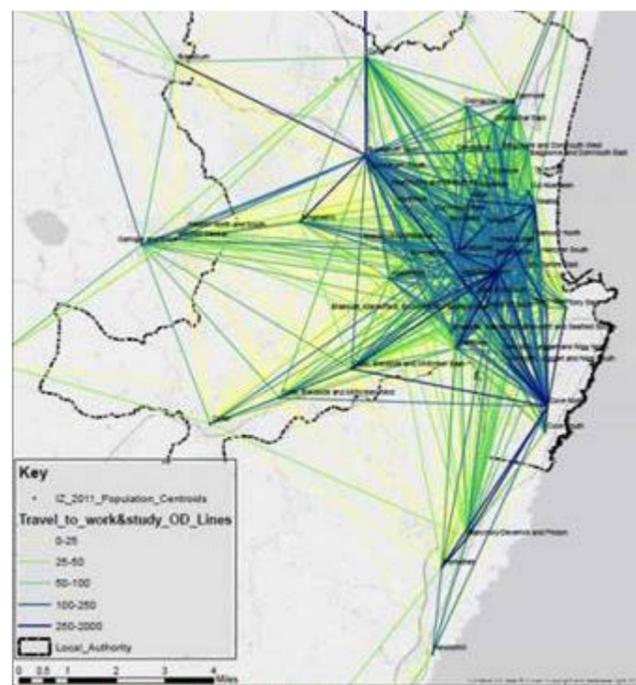


Figure 2 - Travel to Work Study in Aberdeen



Engaging interest groups - During the Innovation Workshops, the strong ethos for engagement immediately became apparent. In addition to the Innovation Workshops, interest groups were also engaged in ways such as:

- Employees working in the two target areas of North Dee and South Dee were given the opportunity to attend a business breakfast (as part of the 2ABZ3 Business Travel Planning measure), both to make them aware of the work the city was undertaking to encourage sustainable transport and also to find out from them, first hand, what were the barriers and opportunities for sustainable travel to, from, and around these areas.
- A consultation on the City’s pedestrian wayfinding network took place in autumn, during the October break. This was to attract both visitors to the city and also the many new students who come to Aberdeen to study, as both groups were likely to be unfamiliar with the city and provide useful insight into how it could be made easier to navigate on foot.
- For both the Wayfinding and Bike Hire schemes, two rounds of consultation were undertaken to both gather information, and to present the information gathered and how it had informed the project.

The local evaluation partner (Robert Gordon University) were particularly intrigued by the potential connections between walking and cycling in Aberdeen, and the urban environment. To this end, they designed a series of site-based analyses, which for each site included a visual analysis of the surrounding buildings, streetscape and issues including access and visibility. This work was particularly innovative in that they used mobile laser scanning

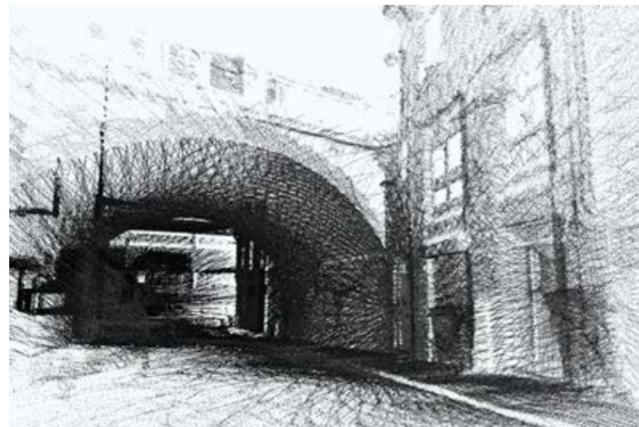
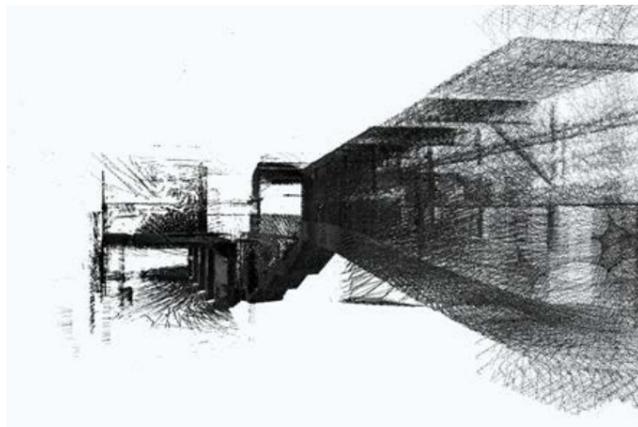


equipment to digitally record walking routes in the city, which provided the evaluation with an accurate record of the spaces which was also quite visually different to how people might normally view and think of “the city”.

A series of public workshops were organised, with invitations open to any interested parties. The workshops were also visited on both days by groups of local school children, who were able to view the exhibition and to take part in discussions about walking in Aberdeen. They also seemed quite interested in the laser scanner!

The focus group activity, involving up to 10 people at a time, consisted of a semi-structured discussion about the incentives, support, and barriers to walking which they felt exist in Aberdeen. The outcomes from that work have been captured in a subsequent and additional evaluation document – presented as a design portfolio – and it is suggested that this approach could be adopted much more widely. The evaluation team also collected numer-





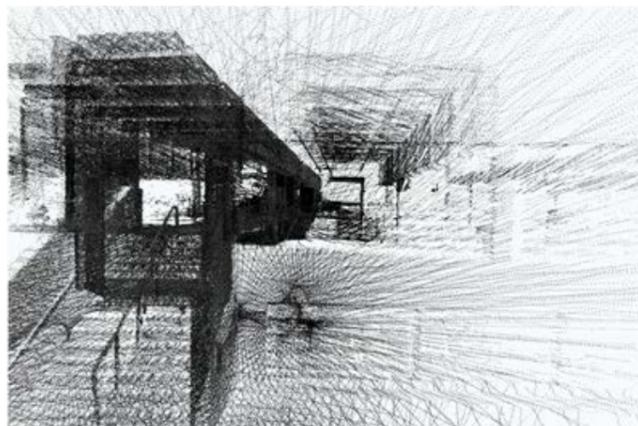
ous quantitative data sets during PORTIS, but such an approach presents a challenge where activities have not yet passed a ‘tipping point’ of widespread adoption. By also collecting this quantitative and visual record, it is felt that we have captured a far deeper understanding of the local situation, have arguably managed to add something of great value to the ‘story’ of PORTIS, and have produced a record which will have lasting value.

The City’s Voice – Aberdeen organises a long-running engagement and panel initiative, City Voice, which seeks to understand the views of the community on a wide range of themes. The City Council seeks to ensure balanced representation of age groups, social groups and different areas of the city and, each year, contacts its panellists asking them to complete two questionnaire surveys. Questions include how individuals travel to work, perceptions of travelling around the city as well as important factors in journey decision-making.

Aberdeen is investigating a bike hire scheme. The proposed bike hire scheme, through a competitive pricing structure, will encourage both regular users (e.g. commuters) and irregular users (e.g. tourists) to actively participate in the scheme. The scheme is likely to be 100% electric, further encouraging those less physically able to participate in active travel with hire locations at both popular trip generators and deprived areas, enhancing social inclusion.

Cross-City Connections – Additionally, and as part of an initiative for integrated land use and mobility planning, citizens have been involved at two main stages of developing a “Cross-City Connections” study. Active travel options focus on creating a network for commuting use and are primarily focused on cycling connections. A range of sustainable transport options have been identified for further exploration and Committee gave approval to Officers to seek additional funding to develop detailed designs. <https://news.aberdeencity.gov.uk/transport-schemes-identified-for-aberdeen-cross-city-connections/>

ABERDEEN IS INVESTIGATING A BIKE HIRE SCHEME. THE PROPOSED BIKE HIRE SCHEME, THROUGH A COMPETITIVE PRICING STRUCTURE, WILL ENCOURAGE BOTH REGULAR USERS (E.G. COMMUTERS) AND IRREGULAR USERS (E.G. TOURISTS) TO ACTIVELY PARTICIPATE IN THE SCHEME.



REVITALISING TRIESTE OLD PORT AS VISITOR ATTRACTION & AS A VIBRANT INNOVATION & MOBILITY HUB

Trieste is a popular tourist city with its characteristic mixture of languages, people, and religions. The most symbolic of all its squares, Piazza Unità d’Italia, and the buildings around it perfectly summarise Trieste’s history. Located on Italy’s border with Slovenia, Trieste has changed hands several times in its 2,000-year history. It’s been an Austrian Habsburg port, the site of a Napoleonic occupation, and even, briefly, an independent city-state.

Many visitors arrive in Trieste along the coastal road from the northwest, which passes the Old Port area before entering the city centre. Porto Vecchio (the Old Port) is therefore well located to act both as a tourism attraction and a mobility hub for onward travel into the city. Commercial shipping is now handled at the Port of Trieste’s quays to the south of the city centre, meaning that repurposing the buildings and newly public streetscape of the historic docklands is a strategic priority for the city. Proposals and projects of the City of Trieste and its partners include a cable-car link to the upper city and the development of a hub for active travel options.

The regeneration of the Old Port & its role as a mobility hub
The Old Port area recently became city-owned and represents an extraordinary opportunity for development and growth. Porto Vecchio (the Old Port) is considered

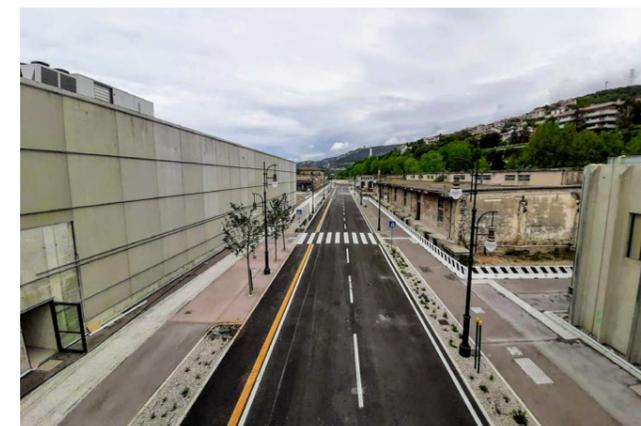
an excellent example of nineteenth century European industrial port architecture and in 2012, as a first phase of regeneration, the hydrodynamic plant was refurbished as a museum and visitor centre. The overall aim of the regeneration of this 60Ha area is to create a Port of Ideas and Innovation, reinforcing the role of Trieste as a pole of attraction for activities dedicated to innovation.

Recognising the strategic potential of the Old Port, and in the frame of CIVITAS PORTIS, the City of Trieste has been developing the following ambitious suite of mobility proposals and projects:

- A new Park & Ride solution, Park Bovedo, to provide new choices to users who want to leave their car outside the city centre
- A cable car link to the upper city
- A network of cycle lanes connecting the Old Port with the city centre, and
- Place-making to make public areas of the docklands more attractive and walkable

Park and ride or cycle from Bovedo

Providing a convenient parking location for visitors approaching the city, there is a clear opportunity to provide a Park & Ride at Bovedo, adjoining the Old Port area to the north, in the short-term. Plans are therefore in place to provide a new public transport stop on the main Viale



Miramare road, with accompanying measures to ensure safe and attractive pedestrian crossing routes across this busy route to the city.

In the longer-term, the urban structure of the Old Port of Trieste, which provides direct routes through to the city centre, presents exciting opportunities to promote active travel in a redeveloped urban quarter. The ongoing second phase of the regeneration will provide further walking and protected cycling paths to the Adriatic waterfront of the city centre. Combined with new green infrastructure works such as planting of trees, shrubs and seasonal plants along the main routes, it is intended that that sustainable and attractive mobility options will be taken up by the residents of new housing in the district and those visiting the area.

Connecting Trieste's Karst uplands with the city centre

An idea that has existed for several years, which was assessed further through PORTIS, tackles the challenge of providing a collective transport link from Opicina in the hills above Trieste to the city centre. Located at an altitude of 300m on a karst plateau, serving this upper district of the city with rapid, comfortable and sustainable transport is a perennial problem.

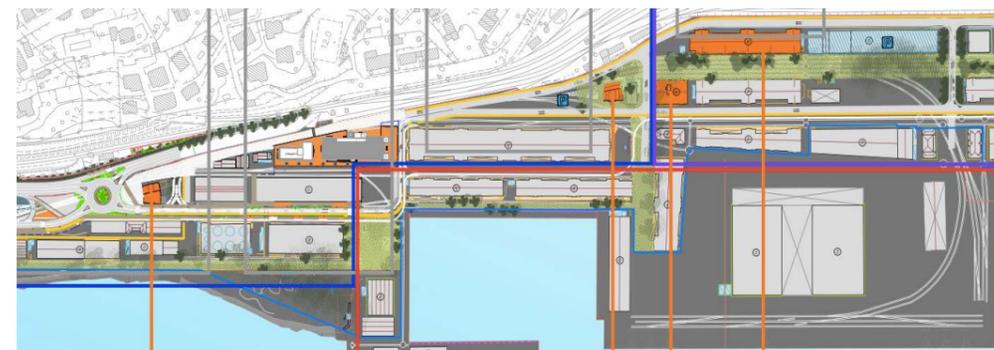


Figure 3 - Cycle and pedestrian mobility within the area of Porto Vecchio: Image showing pedestrian area that allows users to take advantage of the new areas

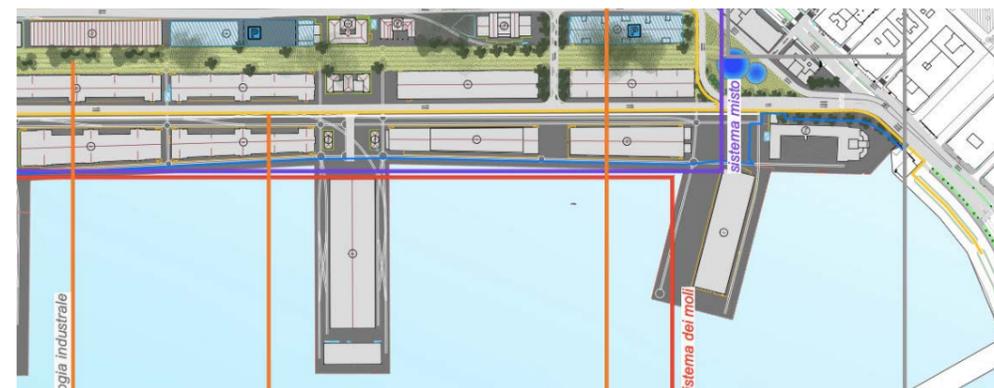


Figure 4- Connection between the cycle-pedestrian viability of the Port and the city network: illustrates the project proposals for the southern connection of the Old Port with the city banks (where a new cycle path will end and connect to the internal system of the Port)

A preliminary study for a cable car route has now been undertaken that would start with a station from Opicina, arriving at the first intermediate station near the Bovedo Park & Ride, and then passing through the Old Port before arriving in the Molo Quarto area of the city centre. This solution would facilitate an hourly capacity of 1,800 people and waiting times would be kept as short as possible, with a cab arriving every 20 seconds. A journey time of 16 minutes is anticipated for the full route.

Taking into account the historic setting of the cable car stations at the Old Port and city centre, further in-depth studies are to be undertaken in relation to these.

Reducing pollution and congestion for the city of Trieste

Combining the revitalisation of the Old Port as a new residential, employment and leisure area with an evolution of its role in the transport system will deliver multiple benefits. Assessments indicate that the provision of the Park & Ride, together with the introduction of the cable car, could reduce traffic by approximately 600 vehicles during the rush hour (and around 6,000 per day), leading to a significant improvement to city centre air quality and further creating the conditions for safe and attractive walking and cycling routes.

PROOF OF CONCEPT: THE ANTWERP BICYCLE BUS

Encouraging cycling to the port

Every day, thousands of employees commute to and from the Port of Antwerp. However, due to the Scheldt River, not all areas of the port area are currently accessible by bike. Going from the Left Bank to the Right Bank or vice versa used to require a detour along the Pedestrian Tunnel that departs from the centre of the city – a detour that increases the distance for a cyclist by approximately 15km!

As part of the CIVITAS PORTS project, and with the support of the Flemish Government, the Antwerp Port Authority has been focusing on developing sustainable solutions for cycling commuters to overcome land and water barriers. In this context, on 3rd April 2018 the Antwerp Port Authority launched an entirely new concept in the mobility world: the Bicycle Bus.

Although the Bicycle Bus was devised to overcome a problem in a very specific situation, its success has led us to wonder where else this type of solution could be deployed.

Providing a high frequency and convenient service

The innovative Bicycle Bus takes commuters safely with their bicycles through the tunnel under the Kanaaldok and the River Scheldt, resulting in considerable time gains for many cyclists. Cycling through the tunnel would be extremely dangerous and is therefore not allowed. The bus has built-in bicycle racks to offer space for 30 cyclists to commute between the left and right banks. Reduced seating in comparison to a normal bus makes entering and exiting the bus quick and convenient.

The hop-on, hop-off bicycle bus is free to use, runs 7 days a week, and reservations are not necessary. The bus runs between 4:45am and 11pm, to provide accessibility to those working early or late shifts. During peak hours, the bicycle bus runs with a frequency of 4 per hour, and during off-peak hours there is one bus per hour.

There are 4 stops at the entrances and exits of the Tijmsmans and Liefkenshoek Tunnels. View the boarding locations and time schedule on the website of the Port of Antwerp.



Satisfied customers!

One of the goals of the Port is to increase the modal share of cyclists, and the Bicycle Bus has made a significant contribution towards achieving this. The first results of the bicycle bus show an average of 400 passengers on working days, and in the first year of operation (2018), there had already been 100,000 passengers – a successful and promising start to the project.

The modal share of cyclists overall has risen from a steady 6-7% from 2012 to 2016, to 16% in 2018, thanks to a combination of different initiatives encouraging cycling in the port that have been implemented during the lifetime of the CIVITAS PORTIS project.





This bicycle bus has been an innovative and effective way to combat a previously very long detour that commuters had to take if they wished to travel by bike, and makes travelling to the Port in a sustainable way much more attractive and convenient.

“The Bike Bus is the result of out-of-the-box thinking to find ways of raising mobility around the port,” says Jacques Vandermeiren, CEO of the Antwerp Port Authority. “In the past it was impossible for cycling commuters in the port to cross over the Scheldt. That situation will now change.”

An addition to your cycle network planning portfolio?

At a time when many cities are seeking to strengthen their cycle networks, project partners have been considering in what other circumstances a bicycle and bus ride combination could be an attractive option. Other than the tunnel

situation in Antwerp, long stretches along and crossing busy highways can be unattractive due to noise and feel of the environment, and therefore create a barrier to cycling. Where options for alternative routes are restricted, Bicycle Buses could provide a simple means to enable residents of suburbs and ‘commuter belt’ villages to congregate and travel quickly to a central location where they can again travel by bike to their different final destinations.

Another potential application could be to serve large out-of-town industrial and business parks. Taking multiple bus connections to reach a destination is not popular, but cycling to a bus stop knowing that you can easily bring your bike on board to bring you closer to your final destination could be appealing.

Based on the positive experience of the Port of Antwerp, we think it is worth keeping the Bicycle Bus idea in mind.



THIS BICYCLE BUS HAS BEEN AN INNOVATIVE AND EFFECTIVE WAY TO COMBAT A PREVIOUSLY VERY LONG DETOUR THAT COMMUTERS HAD TO TAKE IF THEY WISHED TO TRAVEL BY BIKE, AND MAKES TRAVELLING TO THE PORT IN A SUSTAINABLE WAY MUCH MORE ATTRACTIVE AND CONVENIENT.

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CIVITAS PORTIS

INNOVATIVE AND SUSTAINABLE URBAN MOBILITY SOLUTIONS IN FIVE EUROPEAN PORT CITIES

CIVITAS PORTIS involves 33 partners from five European port cities, a Chinese follower city, Ningbo, and six partners responsible for research activities, working together on sustainable mobility in terms of commuter traffic as well as transport and logistics. With European support, these cities will work together on good, innovative and sustainable solutions to improve access to their cities and ports.

IMPRINT

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