

CiViTAS
Cleaner and better transport in cities

VANGUARD
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Deliverable 5.3 CIVITAS Forum 2012 Report Part 1: Proceedings

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January 2013



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Introduction

This public document summarises the main content-related “outcomes” of the CIVITAS Forum 2012 by reporting on the opening and closing plenary sessions, the technical sessions, as well as the Politicians Forum. It provides key indicators on participation, and also reflects on the event’s media coverage. It serves as a “pseudo” proceedings of the conference. The 2012 Forum Conference agenda is given in Annex 1¹.

A separate internal document (“Part 2”) accompanies this report, and has been prepared for the benefit of the project team, the European Commission, the CIVITAS Plus Dissemination Liaison Group and future CIVITAS Forum organisers. That contains detailed facts and figures on event participation and feedback, enabling those involved in organising the event to better plan future Forums as well as achieve the Initiative’s objectives (e.g. Forum Network member involvement, outreach etc.).

The document’s content was peer reviewed by CIVITAS VANGUARD partner, POLIS with EUROCITIES and also the Municipality of the host city: Vitoria-Gasteiz.

1. Participation

The tenth CIVITAS Forum 2012/CIVITAS Plus Final Conference took place in the city of Vitoria-Gasteiz, Spain between 24th and 26th September 2012. It was well attended. As Chart 1 (overleaf) shows, some 400 registrations were received by the close of business on Friday 21st September².

The country best represented at the Forum was the host country – Spain with more than 75 participants. Surprisingly this year the second best represented country (as usually) was not Belgium owing to the strong contingent of the European Commission (EC) and Brussels-based organisations; but it was Italy with 43 participants, while only 31 from Belgium. All together 36 countries were represented from the five continents.

The development in the representation of non-EU countries of the Mediterranean basin was spectacular this year. While last year only the five Turkish participants represented the Mediterranean basin, this year Algeria, Egypt, Jordan, Lebanon, Tunisia and Turkey were represented through 18 participants.

A list of registered conference participants is included within Annex 2.

¹ The conference website is at: <http://www.civitas-initiative.org/index.php?id=153>

² Inevitably a number of registered persons did not participate, while others appeared without having registered. A list of signatories showed appx. 400 participants, although it’s also clear that almost 30 persons participated who didn’t ‘sign in.’ Because of these anomalies, statistics presented rather reflect expected than actual participation

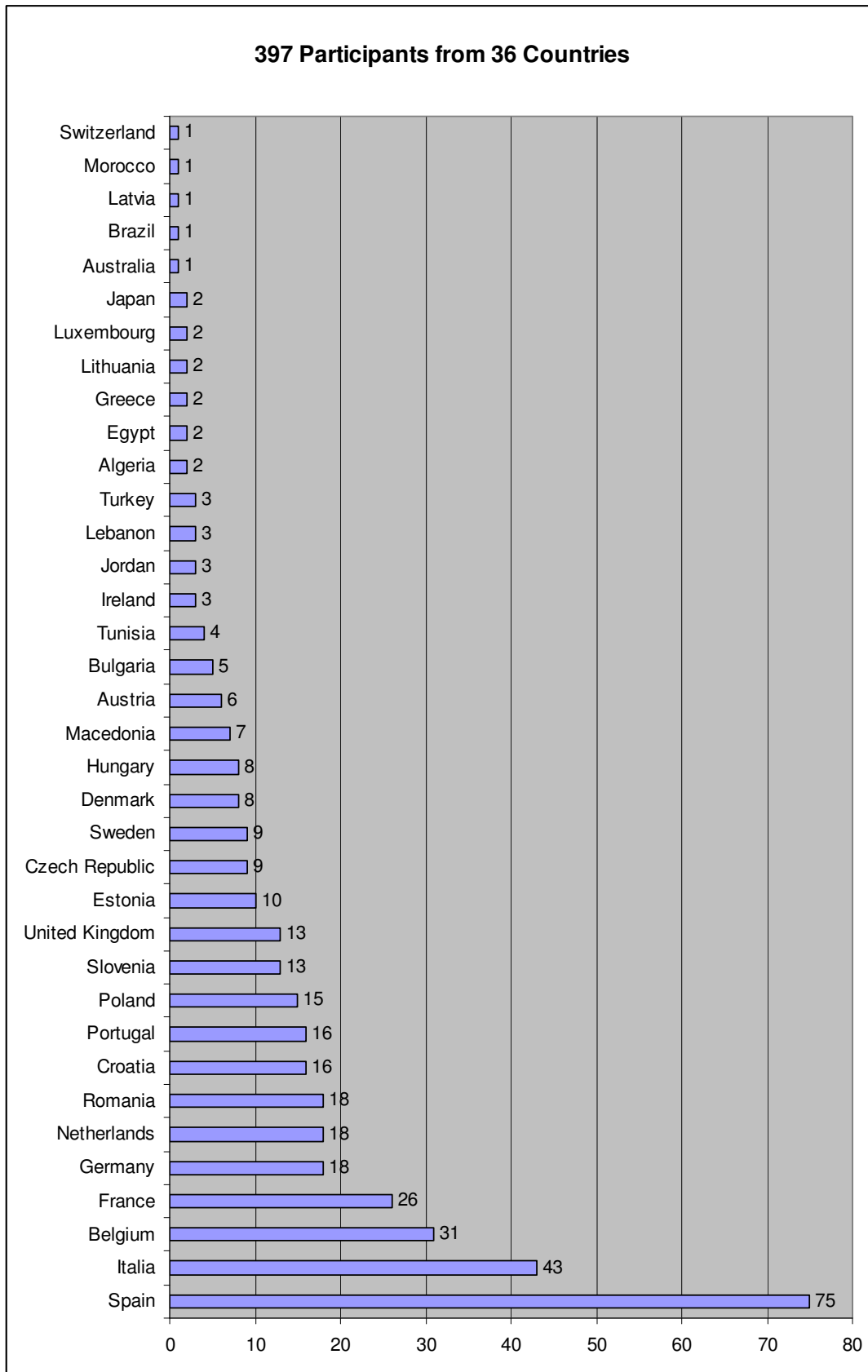


Chart 1: CIVITAS Forum 2012 – Participants by Countries

We can see in Chart 2 below that around one third of the participants are transport practitioners within municipal administrations (this rate in 2010 was almost 50 percent). The rate of politicians decreased (from 13.9 percent in 2011 to 7.8 percent in 2012), while the rate of European Commissioners did not change. Rate of journalist did not change significantly neither – thanks to the comprehensive media work. The percentage of the NGO representatives show a significant decline (from 3,3 percent in 2011 to 0,8 percent in 2012). On the other hand the rate of academics increased from 6,7 percentage in 2011 to 8,6 percentage in 2012.

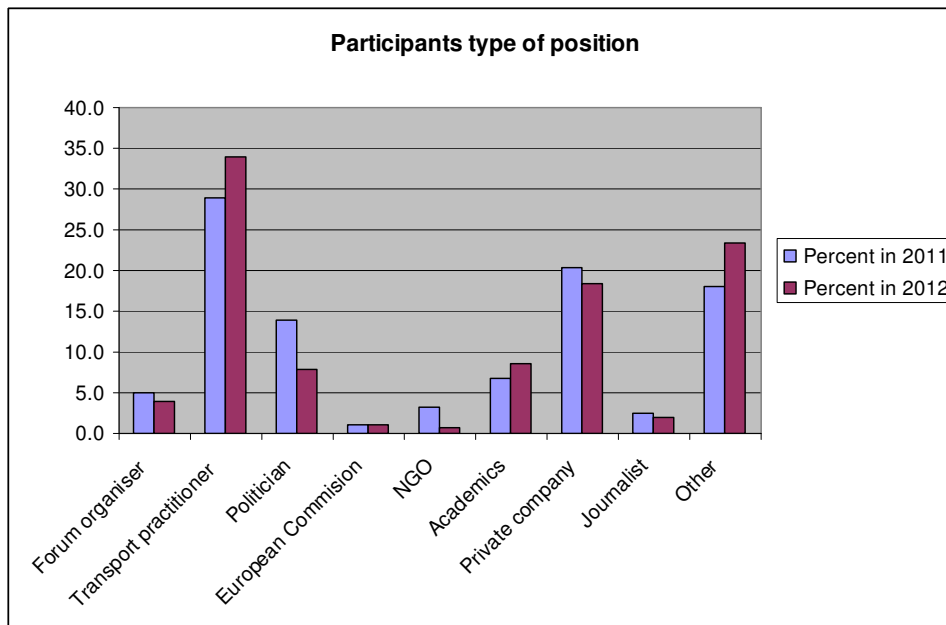


Chart 2: CIVITAS Forum 2012 – Participants’ Positions

Analysis within Chart 3 provides a view on organizational participation (based on completed evaluation forms). Consistent with the above chart, it shows that 42 percent represented municipal administrations (38 percent last year). In harmony with the previous chart, it is also visible that while private companies have a weaker representation this year, academy is more and more interested in CIVITAS fora.

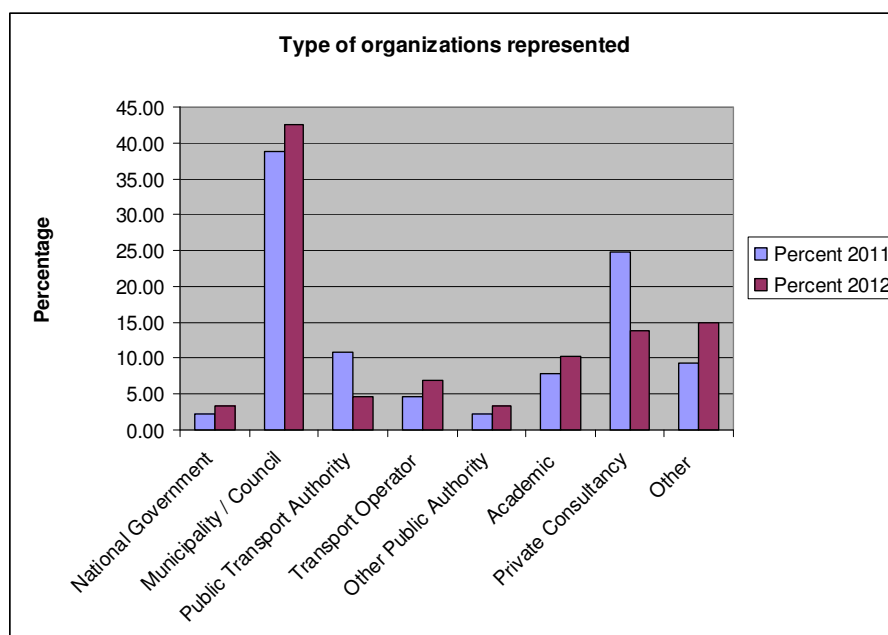


Chart 3: Organizations represented at CIVITAS Forum Conference in 2011 and in 2012

2. Plenary and Parallel Sessions

2.1 Plenary Sessions

Opening Plenary

Welcome addresses

The opening plenary of Forum 2012 kicked off with a welcome address by Vitoria-Gasteiz Mayor Javier Maroto Aranzábal. The mayor noted that the city was proud to have won the double distinction of being the European Green Capital of 2012 and also the host of the CIVITAS Forum Conference. He summarized some of the city's recent achievements in sustainable mobility – introduction of its first two trams lines, implementation of its “superblocks” system involving significant pedestrianisation and traffic-calming measures while displacing hundreds of on-street car-parking spaces, and the raising of its cycling modal share from 3-7 percent in the past five years.

Hanna Hinrikus, a member of European Transport Commissioner Siim Kallas' Cabinet, followed, affirming the importance of the CIVITAS Initiative as the number-one European research and demonstration project on sustainable mobility. She briefly outlined the future supporting framework for transport research under Horizon 2020, including the upcoming FP 8 supporting the next seven years of mobility research. Bruno Pereira, chair of CIVITAS Political Advisory Committee and deputy mayor of Funchal, Portugal, followed by thanking the European Committee for supporting CIVITAS, while also stressing the need for continued funding to ensure that lessons learned are exploited and cities of the European Union continue to progress in the pursuit of cleaner, more vital urban environments.

Keynote speeches

The CIVITAS Forum Conference 2012 embraced the theme, Managing Mobility – Planning for Sustainable Cities. It was meant to showcase the progressive urban approach of host city Vitoria-Gasteiz, named European Green City of 2012, and also the achievements of CIVITAS Plus, the latest phase of the Initiative. Keynote speakers were:

- Salvador Rueda, Director, Urban Ecology Agency of Barcelona, Spain;
- Mohamed Mezghani, EuroMed Transport – Road, Rail and Urban Transport, France; and
- Robert Stussi, a Mobility Consultant who has been working on the CIVITAS MODERN project.

Rueda spoke first, detailing the philosophical and theoretical concepts behind “superblocks”. Under the concept, the city clusters groups of neighbouring blocks together into superblocks, within which motor vehicles are subject to various restrictions (e.g. reduced speed limits, raised parking fees, freight-vehicle bans) as well as an array of traffic calming and shared-space measures. The level of vehicle access and restriction varies and is a question of flexibility. The main point is that public space should not be allocated for private uses (i.e. use and storage of private cars) but instead opened up for the needs and pleasure of people. In Vitoria-Gasteiz, the superblocks concept, in parallel with public transport improvements and extension of the cycling network, has helped to preserve a walking modal share of more than 50 percent and has raised the share for cycling from 3 to 7 percent.

Next Mohamed Mezghani, representing EuroMed Transport, spoke about mobility issues in cities in the Mediterranean South, in northern Africa and the Middle East. He spoke about transport challenges common to that region and Europe, and suggest opportunities for cooperation with CIVITAS. As in Europe, the Mediterranean South is rapidly urbanizing, with 60 percent of the population now living in or near cities. The region has lower car ownership rates than in the EU, however congestion is an increasing problem and people have more difficulty paying for fuel and they increasingly suffer from car-related environmental problems. Mezghani said the region is open to new solutions, that it looks for them on the global market and that there is increasing public awareness of a need for new approaches. He concluded by suggesting several possibilities for cooperation with CIVITAS:

- joint-projects;
- training;

- staff exchange;
- technical assistance; and
- study tours.

Robert Stussi reflected on the first 10 years of CIVITAS, showed dozen of slides the politicians, technicians and othes involved in the Initiative from its inception. Some of his observations:

- In terms of innovation, CIVITAS measures are not generally cutting edge in a global context, but rather to the particular cities or countries where they're implemented.
- The network of Forum member cities has grown steadily throughout the Initiative and may be expected to reach 300+ during CIVITAS Plus II
- Accessibility has been a major focus, with measures enhancing mobility for the elderly, children and the disabled.
- A positive modal shift during CIVITAS may well be helped by the economic crisis.

After the keynote addresses, members of the audience put questions to the speakers. The first question was why more cities don't create superblocks. To this Rueda replied that the scheme isn't a one-size-fits-solution and also that, despite the idea's many benefits, the main stakeholder groups of politicians and businesses don't always see eye to eye.

Another audience member asked where citizens in superblocks parked their cars. Rueda noted that superblocks aren't necessarily car-free, and may included parking garages or even street parking – the concept is flexible, he said, adding, "It may take years to realize car-free cities."

Mezghani added that it's key to have political champions for such ideas, noting that this was key in getting a metro system for Dubai.

Session 1: A Shift Toward Liveability: What has CIVITAS Plus Achieved?

Each CIVITAS Plus collaborative project represented by two of their key city VIPs hosted a short presentation in which they summarised key headline messages from their four years financial and human resource investments under CIVITAS, totalling some Eur 80m. Their interventions reflected their challenges and solutions in advancing cleaner and better transport in cities through an integrated and innovative approach, achieving healthier and safer environments, sustainable lifestyles and social inclusion, against the backdrop of global economic crises.

The following people participated in the panel:

- Representing CIVITAS ARCHIMEDES: Ian Davey, Deputy Mayor for Transport, Brighton & Hove City and Mette Skamris Holm, Project Coordinator, City of Aalborg
- Representing CIVITAS ELAN: Gonçalo Gonçalves, Deputy Mayor of Urbanism and Mobility Porto, PAC and Zdenka Simonovic, Project Coordinator, City of Ljubljana
- Representing CIVITAS MIMOSA: Bruno Pereira, Deputy Mayor Funchal, Chair PAC and Manuela Marsano, MIMOSA project coordinator Bologna
- Representing CIVITAS MODER: Sorin MANDA, Deputy Mayor Craiova MODERN lead city and Marco Mastretta, Technical coordinator
- Representing CIVITAS RENAISSANCE: Leonardo Naldini, City of Perugia and project coordinator and Laurie Pickup Technical & Scientific Manager
- Special quests: María Alfayate, formerly DG FOR MOBILITY & TRANSPORT, ALDESA Industrial and Sandra Kropa, Latvian radio

The presentations delivered in this session are available for download here:

http://www.civitas.eu/docs/CIVITASForumVitoriaGasteiz_PlenaryDebateSession1.pdf

Session 2: Where do we go from here?

Each of the five collaborative projects responded through their key city VIPs on the question 'where do we go from here' and others put forward by the session participants – keeping in mind the economic crises, while according special attention to the original remit for CIVITAS Plus where cities were invited to update

mobility plans or make progress in developing SUMP. The new CIVITAS Plus II projects (represented by their coordinators) received their wisdom, gave their reactions and took over the CIVITAS steering wheel.

Where the previous session was focused on the CIVITAS Plus projects, this session opened the floor to the EC representatives and the CIVITAS Plus II projects. The discussions partly built on the inputs from the World Café held on day 1 of the conference for which concerns the topic 'lessons learned' and 'recommendations to CIVITAS Plus II'.

The debate basically had three parts: purpose and plans of CIVITAS Plus II, recommendations to CIVITAS Plus II from CPs, discussion on where to go from here in CIVITAS Plus Cities.

The following people participated in the debate:

- Representing CIVITAS ARCHIMEDES: Paolo Confalonieri, Deputy Mayor Transport, Monza and Gerardo Lertxundi, Director of DBus, Donostia San Sebastian
- Representing CIVITAS ELAN: Iva Machalova, Site Coordinator, City of Brno, and Ann Plas, Site Coordinator, City of Gent
- Representing CIVITAS MIMOSA: Claudio Mantero, Site Manager, Funchal and Dominique Simhoffer, Dissemination Manager, Utrecht
- Representing CIVITAS MODERN: J. P Barbosa de Melo, Mayor of Coimbra, PAC member, and Luigi Sardi, Technical coordinator
- Representing CIVITAS RENAISSANCE: Dragan Davcevski, Deputy Mayor, City of Skopje, Republic of Macedonia and Colin Rees, site leader Bath
- Representing the EC: William Borthwick and Daniela Rosca, Head of Unit - DG FOR MOBILITY & TRANSPORT
- Special guests: Elena Zudaire, freelance journalist Vitoria-Gasteiz,
- Representing CIVITAS support actions: Fred Dotter, CIVITAS VANGUARD World Café, Tariq van Rooijen POINTER Marie Launay, CIVINET, Jerome Simpson VANGUARD and CIVITAS WIKI, Don Guikink
- CIVITAS 2MOVE2: Filippo Contenti, Malaga
- CIVITAS DYN@MO: Eckard LAROSCH, Project Coordinator Aachen and Alicia Pawlowska, Gdynia

Jerome Simpson, VANGUARD coordinator emphasized that mainstreaming the best of research practices – including CIVITAS results – is a key recommendation of a recent EEA report on urban environments. As presented by Mohammed Mezghani of the EUROMED programme on the day before, cities need joint projects, technical assistance, staff exchanges, study tours etc. And the needs in mainland Europe are not different – which a recent CIVITAS survey confirmed.

A current EC call to capitalize CIVITAS sets out to join forces by hosting an activity fund, staff exchange programmes, advisory and thematic groups.

Apart from this, Jerome Simpson encourages the CPs and cities to share their experiences, positive and negative, and also to continue to actively participate in the Forum Network, attend the conference, participate in the awards. Don't stop, even if your project have!

The presentations delivered in this session are available for download here:

http://www.civitas.eu/docs/CIVITASForumVitoriaGasteiz_PlenaryDebateSession2.pdf

Closing plenary

The closing plenary, according to tradition, focused on a wrap up the previous days' 16 parallel sessions. This year, the chore was shared by two speakers:

- Tom Rye, Department of Technology and Society, Lund University, Sweden; and
- Peter Jones, University College London – Centre for Transport and Sustainable Development Studies

Rye started with an attempt to summarise the 16 sessions, a task he described as “impossible” and one that invariably involved subjective judgments. Given that, he began by laying out some common success factors, including:

- financial support from CIVITAS (though not for all);
- a quality-driven approach
- measures that are offered not in isolation but in a complete package
- involvement of stakeholders/public participation
 - you must know who they are
 - must prepare well before working with them
 - should anticipate what they might want and think about how to respond beforehand

Meanwhile, some common challenges include:

- financial barriers,
- complicated tendering procedures and bureaucracy
- old-school, stubborn technicians
- cultural barriers

Rye concluded with some reflections on the 10th anniversary of CIVITAS:

- Experience has shown that CIVITAS is, indeed, a powerful Initiative
- Participants gain a lot from the opportunities for real-world experience exchange
- Cultures, including attendant mobility habits, can and do change

Jones took up where Rye left off on the theme of CIVITAS’s 10th anniversary. He noted that CIVITAS is now a “mature” initiative, with lots of results, a recognized brand-name, a record of leveraging funds, and an awareness that success in mobility measures depends on people as much as technology.

The Initiative has several challenges in the near term: a reduction in funding, as evidenced by the much smaller scale of CIVITAS Plus II; the financial challenges of cities in general due the economic recession; and the threat that a reduced CIVITAS could become a “fireworks” action that fades out of sight.

For the future, Jones recommended that CIVITAS broaden its scope to address cities in all their complexity. A focus on just mobility is limited, as mobility is derived from demand. He said two examples discussed during the conference offered good examples of this path:

- SUMP, which address a wide array of stakeholders, and which inter-relate with general urban planning; and
- superblocks, a concept that treats sustainable mobility in a much broader context – including land use, economic and social patterns.

Discussion followed, and Jones started by noting that innovative initiatives needed an entrepreneurial rather than conservative approach. Jones remarked that a more patient attitude should prevail “One should not expect every CIVITAS measure to be a success,” Jones said. “It’s a bit like drilling for oil.”

There followed a question on the need to document stories of failure, not just success. Rye said it would be useful, while acknowledging that it would be difficult to find authors to discuss their own failures.

On the bright side, Rye noted that the trend toward a SUMP approach showed a willingness to plan for the long term, which didn’t exist 20 years ago.

Another positive development, noted by Jones, was electric vehicles and bicycles were considered “viable options” – not so 10 years ago.

During questions, a couple recommendations were made for the future. Jones noted that there needed to be more discussion of business models and sectoral integration while Rye said he hoped to see more measures about parking. “Parking management is a real sustainable mobility measure,” he said.

Afterwards, Pascal Van den Noort handed out awards for the best Pecha Kucha presentations. Of the 22 total presenters, runner-up was Wim Schuddinck from Ghent (“Angry Andy hates CIVITAS”), and the

winner was Shin-pei Tsay from New York City (“Transforming urban mobility requires innovation of all kinds”).

Another contest, the “CIVITAS Investment Forum” had two runner ups: SUMP Skopje (thank for their comprehensive approach and also for their persistent lobby work during the Forum Conference) and Orienteering Funchal (thank for making public transport more know on a very pleasant and cost effective way and to the high visual quality of their Investment Poster). The winner was the Investment poster on SUMP Skopje, which confirms the vitality of overall complex approach of CIVITAS.

Head of Unit Clean Transport and Sustainable Urban Mobility in DG MOVE Daniela Rosca gave a closing address thanking the host city and other participants for making the Forum 2012 a success. She invited all in attendance to comment on their vision of the Future of European Transport, a public consultation of which was open until December 15, 2012.

According to tradition, the selected host of the following year’s Forum Conference was announced: Brest, France. The city’s deputy mayor for transport, Michel Joanny, presented the city and invited one and all to attend.

2.2 Parallel Technical Sessions

Technical sessions are a platform for mobility experts to present and discuss the challenges and successes that they've encountered in carrying out CIVITAS demonstration measures. As this was the final Forum Conference of CIVITAS Plus, this year's sessions shine the spotlight on project partners from the latest phase of the Initiative. They were asked to share results as well as plans for carrying their measures forward and exploiting lessons learned. For presenters from the CIVITAS I and II phases (and others involved in sustainable urban mobility), this was a chance to reflect on the legacies of mobility results.

In contrast to previous practice, this year's presentations were expected to take less of a "lighthouse" approach and instead discuss measures in the broader context of each city's mobility strategy. Although each session had a specialized theme, presentations considered the relation of the focal measures to other demonstrations, and how they reinforced one another. With an eye on the integrated approach championed by CIVITAS, priority is given to presentations that suggest "winning combinations" of mobility measures.

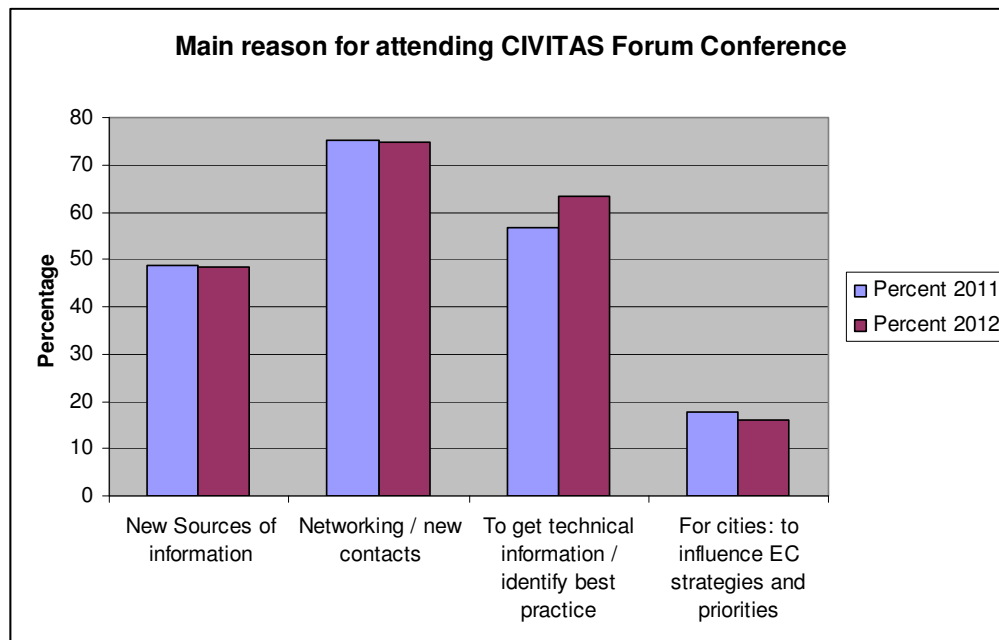


Chart 4: CIVITAS Forum 2012 – Reasons for attending the CIVITAS Forum Conference

Exchanging information and experience remains important, and the main opportunities for this are the technical sessions.

With the 2012 Forum focused on summarizing the achievements of CIVITAS Plus projects, the event had no Roundtable Sessions, but had 16 Technical Sessions. Their content is described within Annex 1. Briefly, the technical sessions intended to share information on the innovations and achievements of the CIVITAS cities in a range of fields, and on this occasion, were linked to the eight thematic categories of CIVITAS.

The results of each of the 16 technical sessions were typically (but not exclusively) summarised on a separate powerpoint format (moderators and rapporteurs were asked to follow a strict reporting template). The content of those slides are available in Annex 4.

3. CIVITAS Politicians' Forum

The Politicians' Forum was held as a parallel session of the CIVITAS Forum and took place on Tuesday afternoon 25th October at the Palacio Villa Suso. The event serves as a discussion between political representatives of CIVITAS cities. The aim of this event was to discuss how to sustain urban mobility successes amidst the continuing economic crisis, a topic first raised during the 2009 Politicians' Forum.³

A city's growth is contingent on its being able to provide its citizens with timely access to goods and services (ie. freedom of mobility). This comes in the context of a variety of challenging boundary conditions: environmental standards (CO₂, noise, air quality), health and safety targets (reducing fatalities and injuries), calls to better social inclusion and most critically perhaps, demonstrate fiscal restraint amidst rising fuel prices. The quest then is how to achieve this 'holy grail' in spite of this landscape?

The session was moderated by Jose Maria Diez of the CIVINET Spanish and Portuguese Network Secretariat. He started by inviting city representatives to share their experiences since the financial crisis first reached Europe, including their solutions as well as keys to long-term success, ideally with social consensus.

To colour the discussion, Diez, who researched CIVITAS politicians' statements on how to realise sustainable urban mobility (for example, *"in crises time we have to make more efficient use of our resources"*), invites them to identify the source. This sparks interest and debate.



Paul Kouijzer of Utrecht, the Netherlands is the first to react and notes "we have to be both cheap and efficient," while Maciej Lisicki of Gdansk, Poland sees opportunity where there's threat, noting "the crises is a good time to make changes because it's easier."

Ian Davey, City Councillor of Brighton & Hove in the UK shares his experience, saying "Every Euro or Pound Sterling or kilojoule spent or saved needs to be taken advantage of, so that it can be demonstrated politicians are making a difference. Its much easier to be in opposition when there's a crises."

Dennis Leroy of La Rochelle agrees money is in short supply and Euros have to be spent diligently. "We have to do more with less by being intelligent and demonstrative." At the same time Mr. Leroy confesses he made the statement shared by Jose Maria. Bruno Pereira, Deputy Mayor of Funchal, Portugal wholeheartedly agrees with it, but adds that there are limits. "One has to prioritise and as the crisis in Greece shows, one has to begin with responding to basic needs like social services."

Helena Hecimovic, speaking on behalf of the small Croatian town of Koprivnica, calls on politicians to seize the opportunity to realize social inclusion, saying this is easier during the economic crises. Dennis Leroy believes the means for convincing citizens of the benefits of sustainable mobility will be 'human-centred' (psychological) as opposed to technology-based. But he advises other politicians to act quickly in the coming years!

But what about the role of new technologies in helping to reduce costs? Can they help, asks the moderator? João Paulo Barbosa de Melo, Mayor of Coimbra notes the operative words are 'can help' and Adela Martinez-Cacha, the Vice Mayor of Murcia, Spain agrees.

Jon Albizu, Mobility Councillor of Donostia–San Sebastian reminds the group about the importance of diligent spending, so as to avert investing in technologies that quickly become obsolete, for example, new vehicle fleets. Goncalo Goncalves, City Councillor for Porto (which won the CIVITAS



³ Please visit: http://www.civitas.eu/docs1/CIVITAS_FORUM_2009_Report_Part1.pdf

Award for Technical Innovation the previous day) embellishes Albiziu's point, emphasising the importance of sound planning for major technology investments, e.g. charging schemes for car-parking. But he agrees the economic crisis is an opportunity for mobility managers, with the demand for private transportation falling.

Reflecting on Goncalves' last remark, Jose Maria Diez recalls another political statement: *"The city is a place to live, not for people to enter by car."* Ian Davey of Brighton & Hove reacts by saying that cities were not designed to accommodate cars but horses and as a result his home town today has a congestion problem. Yet he recognizes that as politicians "we need to overcome this, and the air pollution it causes." He adds that "Carrots and sticks can both be used and the car parking charge is one response," says Ian (who admits he was also responsible for the statement).

The representative of Torres Vedras, Mobility Councilor Carlos Bernardes looks forward to those innovative solutions the crisis spawns, but the Mayor of Coimbra, while appreciating the sense of opportunity around the table, issues a word of warning in that politicians should not view the crises as a good thing.

Porto's representative nevertheless encourages CIVITAS politicians "to take advantage of the crises! Go to the historical city of Amsterdam and you see people riding bicycles!" he says in response to the congestion issue. And he picks up on Dennis Leroy's earlier point and lends his view: "We have to change the way people think to achieve sustainable urban mobility." Mr Leroy adds that he sees the future in an 'ecological convention of the economy.' "A new way to see and to organise life together."

The moderator steers the conversation towards the potential of public private partnerships for electric vehicles via another statement:

"I can't see the reasons why cities have to deal with everything related to electro-mobility. I am thinking of new forms of funding, like the public private partnership (PPP)."

Goncalo Goncalves agrees public private partnerships are a solution in the time of crises. "Charging points need to be the domain of private companies" he states. Jon Albiziu tries to stress the importance of keeping "a public view of mobility" to which Goncalves responds: "The public need to help in the selection of their locations."

Ladislav Macek, Deputy Mayor of Brno, Czech Republic would rather let the free market drive mobility solutions forward. He for instance is keen to see whether Funchal's electric buses are transferable to Brno. But he recognizes the demand also has to be there. Bruno Pereira of Funchal hopes for a win-win solution, where not only the private sector is involved. But he admits, "We need a push."



Denis Leroy counters, however, that "you alone must invest in a new idea, like for instance our electric car in La Rochelle." He adds, "Electric-vehicle sharing is a popular solution nowadays in Paris. If one can demonstrate it's possible, then do it" he says. But Ian Davey of Brighton & Hove reminds the politicians that "we are not in the business of launching new enterprises, even if we may facilitate their growth, by working with private companies."

The Vice Mayor of Murcia explains that the costs associated with electrical vehicle infrastructure are a real challenge, and admits she issued the above statement, after her city debated whether to invite the private sector to take the lead. "In Umea, Sweden" Hans Lindberg, Member of the Executive Committee of the Municipal Assembly informs the group, "electric buses were introduced after the city stimulated the sector's involvement. Now we offer our solutions to other cities."

“We have no money to transfer best practices. We work with NGOs to succeed,”

is a statement quickly attributed to Helena Hecimovic. But she adds: “Crises has always been there, there has never been enough money. In Croatia, one relies on inventiveness and good collaboration with citizens through public participation in decisionmaking. Local entities are faster and have more contact with citizens and so they are more capable to solve problems and realise sustainability.”

The Mayor of Vitoria-Gasteiz, Javier Maroto chimes in, lamenting national governments whom he feels could benefit from this kind of approach (following his experiences at Rio+20), namely by listening more to their local politicians.

Koprivnica’s attitude, Hecimovic continues, earned them not only a European Mobility Week award, but a respectable place within the CIVITAS Forum, as they look forward to being part of CIVITAS Plus II. Nevertheless, “I do fear the future,” she says, “because as a politician you can never admit you can’t do something, because citizens count on politicians to lead and implement smart solutions according to their needs.”

Hans Lindberg of Umea recommends that with or without a financial crisis, the key to long-term success is a strategy to manage mobility. “Even if one politician doesn’t stay in office, his successor can take it over. A long term plan is key because there is a target. Money or no money, the strategy is key.”



Jose Maria Diez invites a round of concluding remarks from the floor.

Umea’s representative reminds the group of the importance of a transport strategy, suggesting this has to be the immediate goal. Its preparation costs relatively little and its importance is already recognised by politicians.

Paolo Gandolfi of Reggio Emilia notes that since the advent of the crisis in 2009, the vision (and need) is unchanged, only the crisis is deeper. He appreciates the EUs investments in infrastructure, connect the member countries and since cities are the drivers of the economy, sees sustainable urban mobility as the priority within Europe. But looking beyond our continent, he sees a future in strengthening relations with countries in the Americas, besides China and India.

Helena Hecimovic concedes that if we are still talking about windows of opportunity amidst crises in three years time, then we as politicians will have failed to capitalise on the greatest asset available at our disposal: the CIVITAS Forum Network of cities. The cities have the solutions. Her hope is with them.

Ian Davey of Brighton & Hove believes the crisis will still be on the agenda in three years time, and highlights that the UK government’s approach is to identify solutions that drive investment. He warns, however, that citizens, businesses, governments, and our colleagues too need to be convinced that investment in sustainable urban mobility is a winning one.

Denis Leroy implores further research in electric vehicles as he believes they are the future. He agrees that we have to invest with the longer term in mind.

Politicians from Spanish cities Murcia and Santander see opportunity within the crises to alter citizens’ unsustainable habits, but recognise that quality services need to be offered in order to rid cities of cars and move towards more sustainable solutions.

The mayor of Portuguese city, Coimbra looks forward to realising ‘value for money’ and echoes Hecimovic’s point about the role political leadership plays in giving hope to citizens, by doing the right things. He warns, however, against being complacent, once the crisis has passed. “There is always an

after-crisis. Then we quickly forget sacrifices and lessons learned and we overspend until we are back in a crisis. This undermines the good ideas which stand behind politicians.”



Funchal’s Bruno Pereira recognises the crises obliges citizens and politicians alike to do more with less: to improve efficiency. This is true as long as resources remain available. Once funds for basic needs such as bread are gone, culture vanishes. In order not to reach this point, we have to do more and save for key investments. This is why the availability of EU funds and loans are crucial, including CIVITAS, also as a means to become involved in other initiatives.

Monza’s representative, Paolo Giuseppe Confalonieri recognises the struggle and echoes Pereira’s point about the importance of EU support. “How can I justify Eur 2-3m public transport company losses to taxpayers? Who will pay this deficit to ensure I don’t have to cancel the service?” he appealed. “While there was money in the old days to cover this, it’s not available now.”

Maciej Lisicki of Gdansk reminds all about the importance of political will as the key to success, because cities are the engines of change, but Utrecht’s Paul Kouijzer warns against the threat posed by unemployment.

In the Danish town of Aalborg, Alderman, Mariann Nørgaard, notes the importance of having contingencies for economic downturns and stresses the importance of long term plans based around a goal which municipalities, as good business partners of citizens and companies, have committed to together. “This serves as an insurance policy” she says.

Jean Francois Retiere of Nantes, a city which will serve as next year’s green capital, agrees on the importance of long term plans and in sharing these and the related experience with other local politicians. He encourages future planning towards denser cities, agreeing as to who should pay for what (e.g. polluters, in the course of incorporating the full environmental cost of our actions), and direct talking with the opposition. In support, Jon Albiziu of Donostia–San Sebastian calls for a critical review of what we’ve done in our cities in the last 20 years, in order to avoid repeating the same mistakes.

Goncalo Goncalves of Porto agrees with Albiziu and also the suggestions of Paolo Gandolfi to look beyond Europe and to see what Europe can learn from and together with other developing continents.

Vitoria-Gasteiz’s Mayor concludes the Politicians’ Forum by encouraging optimism and the development of long term strategies. He recognizes there is less money about but that “Not all investments cost money. For instance one can improve recycling, which serves as an investment in environmental policy. It also doesn’t take a lot of money to increase the usage of bikes, that helps in turn to create a cheaper family economy and improves sustainability, accessibility and health, besides a greener city.” He recalls that they started three decades ago in Vitoria-Gasteiz which proves the long-term approach is a key to success. Policies do not only require financial investments. Engendering belief is also an investment, which can be supported by brochures and conversations. He encourages all the politicians to serve as examples, by buying and riding bikes.



All photos are in the Forum Gallery, online at: www.civitas.eu/index.php?id=139&event_id=453

4. The CIVITAS Awards

The ninth edition of the CIVITAS Awards took place on 24th September at the Municipal Theatre in Vitoria-Gasteiz. The awards are given to cities that demonstrate ambitious urban transport activities, programmes or policies supporting cleaner and better city transportation.

In the category of **Technical Innovation**, city of **Porto** (Portugal) won for its MOVE-ME smart phone travel planning application. The application "cuts through the information overload and competing interests of different public transport providers to offer users what they want: a recommended travel route based on real-time data and intermodal options". The MOVE-ME system has already been extended elsewhere in Portugal, and was praised for its replication potential.

In the Technical Innovation category, runner-up **Gdynia** (Poland) was recognised for its commitment towards energy efficiency and "for doing something original, useful and cost-efficient" by converting old diesel engine buses into trolleybuses, and for producing a conversion guidebook, also in English, to enable other cities to learn about and implement the unique technical solution.



Javier Maroto,
Mayor of Vitoria-Gasteiz

CIVITAS Forum city **Reggio Emilia** (Italy) won in the category of **Public Participation** for its walking school bus initiative. The development and promotion of a "Manifesto" for safe, sustainable and independent mobility in home-to-school routes – supported by city districts, school boards and managers, and a range of stakeholder organisations – made the city a worthy winner. The jury praised it for "its broad and systematic engagement with children on an everyday issue that could really reduce car use", and for the creation of a network of primary school "Mobility Managers". Around 13,000 youngsters have signed up to the manifesto, enabling them to travel safely to school on their own.

In the public participation category fierce competition came from the runner-up: **Nantes** (France). The city implemented an extensive public involvement process in drafting active mobility schemes and issuing citizens' feedback reports, "positively influencing the impact on the behaviour and perception of the city's citizens".

The prestigious CIVITAS **City of the Year** Award has been judged to **Donostia-San Sebastián** (Spain) "for a comprehensive approach that covers everything from cycling to public transport to personalised travel planning, all decided on with the help of an advisory council representing 29 stakeholder groups". The judges acknowledged the city's approach to selling "controversial measures" and for achieving results despite major budgetary cuts. They praised the city for raising public awareness and for "presenting urban mobility initiatives as part of an effort to improve urban life". The winner's achievements included an eleven percent increase in cyclists per year over the last three years, and one of the highest rates of public transport use in Europe.

Brighton and Hove (United Kingdom) was the runner-up for the City of the Year Award. The city was recognised for its "wide-ranging, innovative actions", from rolling out electric vehicle charging points to "talking" bus stops, as well as for involving stakeholders – from parents to businesses – in their design.

5. Exhibition



Above: City Posters
Below: External exhibitors



This year the CIVITAS Forum Conference welcomed thirteen external, and seven internal exhibitors. A list of them and introduction is included within Annex 6. More than 60 “City Posters” were also exhibited.

In spite of the colourful exhibitors, the exhibition as such was lowly evaluated (3.53 where ‘5’ indicates total satisfaction and ‘1’ total dissatisfaction (vis-a-vis 4.00 in 2010 and 3.40 in 2011).

This year each CIVITAS project was invited to set up a ‘hosting area’ where they could present themselves which worked by and large successfully.

A special feature of the collaborative projects in 2012 was the “CIVITAS Investment Forum”. The basic idea was for all CIVITAS Plus Cities to introduce one measure on a A0 size “Investment Poster,” where “CIVICASH” was invested in the most successfully anticipated measure. In spite of the technical challenges, and uncertainty about the general intent of the activity, all CIVITAS Plus cities elaborated own poster.

Participants identified the Skopje SUMP as the most transferable.

6. Media Coverage

The media relations team sent out two “save the date” announcements, the first was sent two months prior to the event and the second just a few weeks before the beginning of the CIVITAS Forum Conference. This enabled to inform the large list of CIVITAS contacts (approximately 300, including journalists) that the event was fast approaching. Then personal invitations were also sent out to a large database of journalists, essentially those interested in environment issues, and followed-up through several telephone calls. These activities were key to establishing the final list of journalists participating in the Forum.

In all, twelve journalists attended the Forum, eleven of which travelled from abroad, one of which was already based in Spain, i.e. Maria Ribelles from TVE. The other journalists came from nine countries, including Portugal, Germany, Greece, Bulgaria, Austria, Latvia, Lithuania, Slovenia, and Estonia.

All together 26 reports were produced in total by the journalists invited. Of these:

- 4 reports were broadcast on TV;
- 8 reports were broadcast on radio;
- 4 of the radio broadcasts were accompanied by written articles published on websites as well (i.e. Deutschlandfunk);
- 10 written articles in the print /online media

These reports reached an estimated audience of 1,623,600 viewers and 9,134,870 listeners as well as 430,000 readers. This rate does not take into account re-broadcasts or re-prints. Including rebroadcasts, the reports have generated an estimated total audience of 29,313,870.

7. Annexes

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Annex 1: CIVITAS FORUM 2012 Conference Agenda

(Also available at: http://www.civitas.eu/docs_internal/750/FORUM_2012_Agenda_Draft_Online_.pdf)



MANAGING MOBILITY: Planning for Sustainable Cities

In 2012 Vitoria-Gasteiz is recognised as Europe's 'Green Capital.' This makes it a reference point for sustainability. In the quest for creating 'liveable' cities, the 2012 CIVITAS Forum conference will explore successful aspects of sustainable urban mobility and public space planning and reflect especially upon Vitoria-Gasteiz's own achievements. But since the event is also the CIVITAS Plus Final Conference, it will look back on four years of the third phase of the initiative and give significant visibility to its results. Within the Day 2 plenary: "A Shift Towards Liveability: What Has CIVITAS Plus Achieved?" its demonstration cities' will reflect on their progress in preparing or updating mobility plans and how these have served as frameworks for the variety of measures they have introduced against the backdrop of a global economic crises, while the 16 parallel sessions will be devoted almost entirely to sharing technical details. As the participating cities look to answer the question, "Where do we go from here?" CIVITAS Plus will hand the baton over to those new cities participating in the fourth phase of the CIVITAS Initiative: CIVITAS Plus II.

Parallel Events^{1 2 3}

DAY 1 (MONDAY 24 TH SEPTEMBER)	
<i>Francisco de Vitoria Auditorium, Europa Convention Centre, Avenida de Gasteiz 85, Vitoria-Gasteiz</i>	
0900-1700	Conference registration
Morning: 0930-1130	Site Visits (detailed on back page) A: Superblocks demystified B: Think Bike! C: Upgrade your public transport network and improve accessibility and coverage! D: The mechanics behind electric car-sharing E: What makes a European Green Capital?
<i>COFFEE BREAK (Location: Mirador - Avenida)</i>	
1200-1300	Pecha Kucha and Poster Session I (Pecha Kucha location - opposite registration; Posters - Sala Armentia) Five 'pecha kucha'-style presenters ⁴ will introduce their visions and proposals for sustainable urban mobility. <i>Moderator: Pascal van den Noort, Velomondial, Netherlands</i>
<i>BUFFET LUNCH (Location: Mirador - Avenida)/ CP EXPOSITION & INVESTMENT FORUM (Location: Mezzanine Gallery)</i>	

¹ Rooming for parallel project meetings: Talk to Xabier Marrero: xmarrero@vitoria-gasteiz.org; +34 945 161 033

² World Café, 1200-1300 (Location: Florida, Mezzanine Floor): *Moderator: Fred Dotter, FGM-AMOR*
Looking to the past and the future, three communities from CIVITAS Plus (limited to 6-8 measure leaders, 6-8 site coordinators and 6-8 dissemination managers) will participate in this working session where they will 'transit' three 'coffee tables' over cca. 45 mins (15 mins/table) where they will respectively flag: i) key challenges; ii) lessons learned; and iii) give recommendations for CIVITAS Plus II in advancing cleaner and better transport in cities, all draft inputs for the Day 2 plenary: "A Shift Towards Liveability: What Has CIVITAS Plus Achieved?!" NB: Participation in this session is limited to those persons listed alone!

³ Evaluating CIVITAS: Good Practices, 1200-1300 (Location: Sala Salburua): *Moderator: Stephanie Müller, POYRY and Simone Bosetti, TRT*. Project/Local Evaluation Managers are invited to exchange their views.

⁴ Pecha Kucha is a novel and increasingly popular means of sharing information. In short, it takes a more light-hearted approach to powerpoint presentation by: i) omitting text and tables; ii) limiting each slide to a mere 20 seconds on-screen; and iii) limiting each presenter to 20 slides. These conditions create a dynamic and exciting forum for all participants.



Afternoon: 1430-1530	Welcome Addresses: - The CIVITAS Forum Network as a family: Javier Maroto Aranzábal, Mayor of Vitoria-Gasteiz, Spain - Hanna Hinrikus, Member, Siim Kallas' Cabinet, EC - Bruno Pereira, Chair, CIVITAS Political Advisory Committee (PAC) <i>Chair: Antonio Lucio Gil, Director, Revista "Ecosostenible"</i>
PRESS BRIEFING (Location: Sala Gorbea, Top Floor)/COFFEE BREAK (Location: Mirador - Avenida)	
1615-1800	Keynote Addresses: Innovation for liveable cities <ul style="list-style-type: none"> ▪ The Local Dimension: Salvador Rueda, Director, Urban Ecology Agency of Barcelona, Spain ▪ Europe's Neighbouring Cities: Mohamed Mezghani, EuroMed Transport - Road, Rail and Urban Transport, France ▪ CIVITAS Cities within Europe - The First Ten Years: Robert Stussi, Mobility Consultant and CIVITAS MODERN Followed by a panel and plenary discussion. <i>Chair: Antonio Lucio Gil, Director, Revista "Ecosostenible"</i>
Evening: 2000	CIVITAS Awards Ceremony with a short welcome by the Mayor of Vitoria-Gasteiz at the Municipal Theatre (including media corner), compèred by Robert Stussi (Mobility Consultant and CIVITAS MODERN), followed by 15' pedibus to the cocktail reception at the Palacio De Villa Suso .
DAY 2 (TUESDAY 25TH SEPTEMBER) Francisco de Vitoria Auditorium, Europa Convention Centre, Avenida de Gasteiz 85, Vitoria-Gasteiz	
0845-0945	Pecha Kucha and Poster Session II (Pecha Kucha location - opposite registration; Posters - Sala Armentia) Five 'pecha kucha'-style presenters will introduce their visions and proposals for sustainable urban mobility. <i>Moderator: Pascal van den Noort, Velomondial, Netherlands</i>
1000-1100	A Shift Toward Liveability: What has CIVITAS Plus Achieved? Each CIVITAS Plus collaborative project represented by two of their key city VIPs will host short presentations in which they summarise key headline messages from their four years' financial and human resource investments under CIVITAS, totalling some Eur 80m. Their interventions will reflect their challenges and solutions in advancing cleaner and better transport in cities (through an integrated and innovative approach), achieving healthier and safer environments, sustainable lifestyles and social inclusion, against the backdrop of global economic crises. Other key players may also be invited to participate. <i>Moderator: Robert Stussi, Mobility Consultant and CIVITAS MODERN</i>



COFFEE BREAK (Location: Mirador - Avenida)	
1130-1300	<p>Panel discussion: "Where do we go from here?"</p> <p>Each of the five collaborative projects will respond through their key city VIPs on the above question and others put forward by the session participants - keeping in mind the economic crises, while according special attention to the original remit for CIVITAS Plus where cities were invited to update mobility plans or make progress in developing SUMP. The new CIVITAS Plus II projects (represented by their coordinators) will receive their wisdom, give their reactions and then take over the CIVITAS 'mantle.'</p> <p><i>Moderator: Robert Stussi, Mobility Consultant and CIVITAS MODERN</i></p>
<p>BUFFET LUNCH (Location: Mirador - Avenida)/ CP EXPOSITION & INVESTMENT FORUM (Location: Mezzanine Gallery)/ PECHA KUCHA and POSTER SESSION III: 1400-1430</p>	

Parallel Events^{5 6 7}

DAY 2 (continued)	
<i>PARALLEL SESSIONS (in the Europa Convention Centre)</i>	
<p>Afternoon: 1430-1600</p>	<p>Technical Session 1: Streamlining Urban Rail (Location: Micaela Portilla, Ground Floor)</p> <ul style="list-style-type: none"> How to save 20 percent energy on trams - Patrick Debeuf, Vlaamse Vervoersmaatschappij De Lijn, Gent, Belgium (ELAN) Sustainable choppers: Energy-saving tram solution in times of economic crisis - Gabriel Vladut, RAT Craiova, Craiova, Romania (MODERN) Making trams more energy-efficient in Brno by reducing electricity consumption for heating without negatively impacting the passengers! - Iva Machalová, Brno City Municipality, Czech Republic (ELAN) <p><i>Moderator: Sándor Nagy, Szeged City Council, Szeged, Hungary</i></p>

⁵ 1500-1630: "Politicians' Forum" at the [Palacio De Villa Suso](#) in the Martín de Salinas room (reached by 20' pedibus led by Juan Carlos Escudero, Vitoria-Gasteiz' site manager, starting at 1415 from the Europa Congress Centre and incorporating a site visit of Vitoria's mechanical stairs), hosted by the Mayor et al and moderated by Jose Maria Diez, CIVINET Spanish and Portuguese Network Secretariat with the media invited to observe a discussion on "Sustaining urban mobility successes amidst the continuing economic crisis" and to participate in 'politicians' question time.' This will be followed by a politicians' group photo and coffee break.

⁶ 1645-1800: Journalists' and politicians' site visit starting outside the Villa Suso, hosted by Javier Maroto Aranzabal (TBC), the Mayor of Vitoria-Gasteiz explaining a variety of CIVITAS-funded mobility measures incl. further media interview/photo opportunities. Return by tram to the Europa Congress Centre in case it rains!

⁷ 14.00-16.00: CIVITAS Editorial board (closed meeting): Prado room, Mezzanine Floor.



Technical Session 2: Cards of Convenience (Location: Barandiaran, Ground Floor)

- Smart card passes rechargeable at ATMs and used for multiple mobility services - Ms Anna Stridi, TPER spa, Bologna, Italy (MIMOSA)
- Enhancing services and collecting data: Craiova's integrated public transport system - Dorel Popa, SC IPA SA, Craiova, Romania (MODERN)
- One city, one system: integrating public urban transportation in Coimbra - Luis Santos, SMTUC, Coimbra, Portugal (MODERN)

Moderator: Alexandre Blaquiere, Tisseo, Toulouse, France

Technical Session 3: Multimodal Networks (Location: Hechicera, Top Floor)

- Improving Intermodal exchange nodes - Stefania Papa, Municipality of Perugia, Italy (RENAISSANCE)
- Towards multimodal networks in the land 'down under' - John Bartlett, Transport for NSW, Sydney, Australia
- Objective and Subjective Security of Passengers in Public Transport - Matthias Mueth, Hamburg-Consult GmbH, Hamburg, Germany

Moderator: Mark Prior, Brighton & Hove City Council, UK

Technical Session 4: Integrated Measures to Boost Public Transport

(Location: Sorginexte, Top Floor)

- Integrated package for collective passenger transport including the High Quality Bus Line - Javier Vallejo, Compañía del Tranvía de San Sebastián, Donostia San-Sebastian, Spain (ARCHIMEDES)
- Reducing travel time thanks to bus network reorganization - Miguel Ibarrondo, TUVISA, Urban Public Transport Company of Vitoria-Gasteiz, Vitoria-Gasteiz, Spain (MODERN)
- Ljubljana's citizens wish is our command - demand-responsive services for social groups that are underserved by regular public transport - Gregor Cunder, LPP d.o.o., Ljubljana, Slovenia (ELAN)

Moderator: Claudio Mantero, Horários do Funchal, Portugal

COFFEE BREAK (Location: Mirador - Avenida)



<p>Afternoon: 1630-1800</p>	<p>Technical Session 5: Core Values: Protecting Historic Centres by Traffic Restraints (Location: Micaela Portilla, Ground Floor)</p> <ul style="list-style-type: none"> ▪ Road pricing policies to improve the livableness of the city centre - Cleto Carlini, Municipality of Bologna, Italy (MIMOSA) ▪ Access restriction: How to add value to the city centre - Sorin Manda, Craiova Municipality, Romania (MODERN) ▪ Innovative technology usage in historic cities: Using old and new LTZ gates to manage traffic flows generated by touristic coaches - Leonardo Naldini, Municipality of Perugia, Italy (RENAISSANCE) <p><i>Moderator: Laurie Pickup, European Integrated Projects</i></p>
	<p>Technical Session 6: Integrated Approaches to Access Management (Location: Barandiaran, Ground Floor)</p> <ul style="list-style-type: none"> ▪ Cycling infrastructure and restricted access in the city - Marius Homocianu, City Hall of Iasi, Romania (ARCHIMEDES) ▪ Utrecht Accessible - an integrated approach to managing congestion - Dominique Simhoffer, City of Utrecht, Utrecht (TBC), the Netherlands (MIMOSA) ▪ New routes and kilometres for cycling: Leaving the car at home has never been so easy - Roberto González Argote, CEA, Environmental Studies Centre of Vitoria-Gasteiz, Spain (MODERN) <p><i>Moderator: Ann Plas, City of Gent, Belgium</i></p>
	<p>Technical Session 7: Mobility Marketing: Using a Human Touch to Affect Modal Shift (Location: Hechicera, Top Floor)</p> <ul style="list-style-type: none"> ▪ Getting teenagers interested in mobility and changing their behaviour - more than a challenge? - Sabine Van Lancker, Mobility Company City of Gent, Belgium (ELAN) ▪ The integrated mobility centre - Iva Machalová, Brno City Municipality, Czech Republic (ELAN) ▪ Multiple approaches to travel planning - Mr Mark Prior, Brighton & Hove City Council, Brighton and Hove, UK (ARCHIMEDES) <p><i>Moderator: Luis da Vinha, Coimbra, Portugal</i></p>

	
	<p>Technical Session 8: Getting People On-Board: Strategies that get Stakeholders Engaged (Location: Sorginexte, Top Floor)</p> <ul style="list-style-type: none"> • Citizens on the move - involving different stakeholders in mobility dialogue (citizens including elderly people) - Lidija Pavic-Rogosic, ODRAZ - Sustainable Community Development, Zagreb, Croatia (ELAN) • CIVITAS ELAN open academy opens stakeholder minds to sustainable urban mobility - Aljaž Plevnik, Urban Planning Institute of the Republic of Slovenia, Ljubljana, Slovenia (ELAN) • CITIZEN ENGAGEMENT to realise clean stops and bike Fridays - Ratkowska Malgorzata, City Hall of Gdansk, Poland (MIMOSA) <p><i>Moderator: Lucia Cristea, European Integrated Projects</i></p>
Evening: 1930	Conference Dinner hosted by the Deputy Mayor, Idoia Garmendia at the Hotel Jardines de Uleta ⁸ in the town's green belt accompanied by local entertainment.

Parallel Events^{9 10 11}

DAY 3 (WEDNESDAY 26TH SEPTEMBER) Francisco de Vitoria Auditorium, Europa Convention Centre, Avenida de Gasteiz 85, Vitoria-Gasteiz	
0845-0945	<p>Pecha Kucha and Poster Session IV (Pecha Kucha location - opposite registration; Posters - Sala Armentia) Five 'pecha kucha'-style presenters will introduce their visions and proposals for sustainable urban mobility. <i>Moderator: Pascal van den Noort, Velomondial, Netherlands</i></p>
<i>PARALLEL SESSIONS (in the Europa Convention Centre)</i>	

⁸ Situated about 3km from the centre of Vitoria-Gasteiz on the town's outskirts and within its green belt, buses will transfer participants from Hotels General Alava and Silken Ciudad at 1900. They will proceed to Barcelo and Cancillar Ayala and depart at 1915! Terrace views are optional for those who are interested before dinner. Buses will ferry participants back to all four hotels at 2300.

⁹ 0845-1000: EC + Civitas Plus project coordinators. (Closed Event in the Prado Room, Mezzanine Floor).

¹⁰ Political Advisory Committee Meeting (Closed Event in Sala Salburua, Top Floor of the Europa Convention Centre from 0930-1300)

¹¹ EUROMED Transport Strategy special workshop from 1200-1330 in Sala Zabalgana on the Mezzanine Floor where the project partners will explore the options to strengthen cooperation between cities from the South and Eastern Mediterranean countries (Morocco, Algeria, Tunisia, Libya, Egypt, Israel, Palestinian Territories, Jordan Syria and Lebanon) with peers in European cities, for example through twinning activities, technical assistance, staff exchange, study tours, training, etc. Further info: euromedru@gmail.com.



1000-1130	<p>Technical Session 9: Making Cities Safe for Walking and Cycling (Location: Micaela Portilla, Ground Floor)</p> <ul style="list-style-type: none"> ▪ Increasing road safety with new direction signing for cyclists - Giandomenico Gangi, Brescia, Italy (MODERN) ▪ Increased safety of the pedestrian and road traffic - Jacek Piotrowski, City of Szczecinek, Poland (RENAISSANCE) ▪ Road safety measures including working with vulnerable groups - Kateřina Oktábcová, Ústí nad Labem Municipality, Czech Republic (ARCHIMEDES) <p><i>Moderator: Andres Martinez, City of Donostia-San Sebastián, Spain</i></p>
	<p>Technical Session 10: More Sustainable Car Use (Location: Barandiaran, Ground Floor)</p> <ul style="list-style-type: none"> ▪ Lifestyle Research and Bottom-up approach to the promotion of Car-Sharing - Marijn Kik, City of Utrecht, the Netherlands (MIMOSA) ▪ Advantages and Disadvantages of Using Hybrid Cars a Car-Sharing Club - Graham Parkhurst, University of the West of England, Bath, UK (RENAISSANCE) ▪ A brand new system locally developed to control the implementation of a car pooling scheme - Federica Filieri, Municipality of Perugia, Italy (RENAISSANCE) <p><i>Moderator: Dora Ramazotti, SRM - Public Transport Authority, Bologna, Italy</i></p>
	<p>Technical Session 11: Boosting Cycling Levels (Location: Hechicera, Top Floor)</p> <ul style="list-style-type: none"> ▪ City bike scheme as part of cycling promotion - Fermín Echarte Peña, , City of Donostia-San Sebastián, Spain (ARCHIMEDES) ▪ Closing missing links in the bicycle path network - Maciej Makselon, City of Szczecinek, Poland (RENAISSANCE) ▪ Bicycle parking and other smart solutions for facilitating cyclists in an already overcrowded environment - Rijk-Jan van Alfen, City of Utrecht, the Netherlands (MIMOSA) <p><i>Moderator: Patty Delanghe, City of Gent, Belgium</i></p>
	<p>Technical Session 12: Sustainable urban mobility plans (Sorginexte, Top Floor)</p> <ul style="list-style-type: none"> ▪ SUMPs generate investments - Nikola Krstanoski , University St. Kliment Ohridski, Skopje, Macedonia (RENAISSANCE) ▪ Improving the quality of urban transport policies, the QUEST audit methodology - Ivo Cré, POLIS, Brussels ▪ Nantes Métropole 3rd generation SUMP: a new step in the mobility strategy - Rouleau Tiraoui Lamia, Nantes Métropole, France <p><i>Moderator: Nicolas Merle, CERTU, Lyon, France</i></p>



COFFEE BREAK (Location: Mirador - Avenida)	
<i>PARALLEL SESSIONS (in the Europa Convention Centre)</i>	
1200-1330	<p>Technical Session 13: ITS in Mobility Planning (Location: Micaela Portilla, Ground Floor)</p> <ul style="list-style-type: none"> ▪ How ITS can support mobility planning and traffic management - Cleto Carlini, Municipality of Bologna, Italy (MIMOSA) ▪ PT goes first: Public transport priority - from simulation to implementation - Miroslav Vujic, University of Zagreb, Croatia (ELAN) ▪ Urban control system and public transport priority - Paolo Giuseppe Confalonieri, Project Automation SpA, Monza, Italy (ARCHIMEDES) <p><i>Moderator: Andrew Nash, GreenCityStreets.com, Vienna, Austria</i></p>
	<p>Technical Session 14: Intelligent Transport Systems and Real-Time Traveler Information (Location: Barandiaran, Ground Floor)</p> <ul style="list-style-type: none"> ▪ Mobile mobility information - Sara Meireles, Optimização e Planeamento de Transportes, Porto, Portugal (ELAN) ▪ Real-time passenger information in public transport - Gerhard Ablasser, Graz, Austria ▪ The effectiveness of public Transportation Control Centre in Kocaeli - Abdulmuttalip Demirel, Kocaeli Metropolitan Municipality, Turkey <p><i>Moderator: Marie Launay, Euro Project Consult, France</i></p>
	<p>Technical Session 15: Electric mobility (Location: Hechicera, Top Floor)</p> <ul style="list-style-type: none"> ▪ Electric car trials - Jens Mogensen, City of Aalborg, Denmark (ARCHIMEDES) ▪ From pilot projects to integrated transport services : Electromobility in La Rochelle - Matthieu Graindorge, Communauté d'Agglomération de La Rochelle, France ▪ GREEN eMOTION - Dr. Heike Barlag, Siemens AG, Germany <p><i>Moderator: Paolo Gandolfi, Deputy Mayor of Reggio Emilia, Italy</i></p>
	<p>Technical Session 16: Low-emission zones and other measures to lessen freight's impacts (Location: Sorginexte, Top Floor)</p> <ul style="list-style-type: none"> ▪ Low emission zone - Gustav Friis, City of Aalborg, Denmark (ARCHIMEDES) ▪ An integrated approach to cleaner freight transport - Gerard Verrijn Stuart, City of Utrecht, the Netherlands (MIMOSA) ▪ The use of Automatic Number Plate Recognition Cameras to identify HGV movements - Colin Rees, Bath & North East Somerset Council, UK (RENAISSANCE) <p><i>Moderator: Graham Parkhurst, University of the West of England, Bath, UK</i></p>



Parallel Events¹²

BUFFET LUNCH (Location: Mirador - Avenida)/ CP EXPOSITION & INVESTMENT FORUM (Location: Mezzanine Gallery)/ PECHA KUCHA and POSTER SESSION V: 1400-1430	
Afternoon: 1500-1630	Closing Plenary incl. realising liveable and vibrant cities, supported by: <ul style="list-style-type: none"> ▪ Reflection and report back on the technical sessions: Peter Jones, University College London - Centre for Transport and Sustainable Development Studies and Tom Rye, Dept. of Technology and Society, Lund University, Sweden. A short plenary discussion follows. <ul style="list-style-type: none"> ▪ Awards for the best Pecha Kucha as well as the CIVITAS Plus investment game: Pascal van den Noort, Velomondial, the Netherlands ▪ Awards for the second CIVITAS quiz and announcement concerning the next Forum host city: Bruno Pereira, Chair, CIVITAS Political Advisory Committee (PAC) ▪ Welcome address by the next CIVITAS Forum host city ▪ Closing Statements: Daniela Rosca, Head of Unit, European Commission ▪ Closing Statements: Idoia Garmendia, Deputy Mayor, Vitoria-Gasteiz, Spain Chair: Antonio Lucio Gil, Director, Revista "Ecosostenible"
1700-1900	Site Visits ¹³ (repeat) <p>A: Superblocks demystified This 90 minute walk of appx. 4km for 15 persons will demonstrate the superblock planning concept and the city's bid to create "neighbourhood" streets through refurbishment and traffic management vis-à-vis the "Mobility and Public Space" plan.</p> <p>B: Think Bike! This cycling tour of appx. 8km for 15 persons will explore all aspects of bicycle mobility including the new public bike rental scheme, infrastructure and the integration of superblock modeling to slow traffic and improve safety in the city.</p> <p>C: Upgrade your public transport network and improve accessibility and coverage! This tour for 15 persons takes place on foot and by bus and will demonstrate the fully revamped public transport network, including the attention given to inter-modality (incl. Park & Ride), accessible platforms and shared space with bike lanes.</p> <p>D: The mechanics behind electric car-sharing This tour by four electric vehicles is for 16 persons and includes a visit to the Electric Mobility Centre where software, technology and infrastructure will be explained.</p> <p>E: What makes a European Green Capital? This one hour tour for two groups of 25 persons each (the second should arrive one hour later) takes place within the Congress Centre. It will introduce those best practices that contributed to Vitoria-Gasteiz' winning the 2012 award.</p>

¹² 1700-1830: EC + External Consultants Meeting. (Closed Event in the Sala Salburua, Top Floor).

¹³ The site visits on both days will depart from outside the Europa Convention Centre.



TECHNICAL SESSIONS

Technical sessions are a platform for mobility experts to present and discuss the challenges and successes that they've encountered in carrying out CIVITAS demonstration measures. As this is the final Forum conference of CIVITAS Plus, this year's sessions shine the spotlight on project partners from the latest phase of the Initiative. They are asked to share results as well as plans for carrying their measures forward and exploiting lessons learned. For presenters from the CIVITAS I and II phases (and others involved in sustainable urban mobility), this is a chance to reflect on the legacies of mobility results.

In contrast to previous practice, this year's presentations are expected to take less of a "lighthouse" approach and instead discuss measures in the broader context of each city's mobility strategy. Although each session has a specialized theme, presentations should consider the relation of the focal measures to other demonstrations, and how they reinforce one another. With an eye on the integrated approach championed by CIVITAS, priority is given to presentations that suggest "winning combinations" of mobility measures.

The sessions will run as follows: the moderator will introduce the discussion topic and welcome the invited speakers to present their examples. Over the course of 90 minutes questions and comments from participants (approx. 80 per session) will be fielded. Moderators will identify key challenges within the discipline as well as factors of success in the field of urban mobility planning (see the session descriptions below for further details). Conclusions of all sessions will be captured and in a single powerpoint slide, that will be fed into the final plenary session: realising liveable and vibrant cities by Peter Jones, University College London - Centre for Transport and Sustainable Development Studies and co-rapporteur, Tom Rye, Dept. of Technology and Society, Lund University, Sweden.

Technical Session 1: Streamlining Urban Rail

With regard to clean, energy-efficient urban transport, rail systems are a traditional and resurgent means of pollution-free collective transport. But due to compromises in planning, traffic management, engineering and other factors, these systems often fall short of their potential. This session will look at ways that cities have achieved higher energy efficiency and better service from existing urban rail networks, including:

- What challenges and solutions are there in achieving better energy efficiency from rail-based city transport?;
- What are the key factors of success in improving average speed/frequency of service for rail-based transport?; and
- What are the key factors of success are there in retrofitting carriages with energy-savings technology?

Technical Session 2: Cards of Convenience

Contactless technology has been rolled out in public transport systems around the world, making for a more flexible, convenient means of purchasing and validating public transport fares. In addition, the switch to card-based ticketing provides a standard, cost-effective platform for unified tariff systems involving multiple transport networks. This session will address the following questions:

- What are some challenges and solutions in introducing card-based ticketing systems for public transport?;
- What are key factors of success in achieving quick uptake of the system by customers?; and
- What recommendations can you give to cities in the preparation of such systems?



Technical Session 3: Multimodal networks

When multiple transport lines are linked up into large multimodal networks, the result is greater than the sum of the parts. The larger network enables longer multi-modal journeys in addition to the shorter trips made within individual systems. By making intermodal transfers quick and convenient, cities can encourage more travelers to take advantage of the multi-modal possibilities.

This session seeks to address the following questions:

- What challenges and solutions in getting car drivers to use public transport for at least part of their innercity trips?;
- What are some key factors of success in a multimodal junctions/terminals or nodes?; and
- What recommendations can you make in terms of planning for successful multimodal networks?

Technical Session 4: Integrated Measures to Boost Public Transport

A collection of measures, thoughtfully integrated and coordinated, is sometimes the right recipe for increasing use of public transport. This session seeks to address the following questions, including:

- What are some effective combinations of measures to raise public transport use?
- What challenges and solutions are there in coordinating a package of integrated transport measures? and
- What are the key factors for success in an integrated approach to public transport promotion?

Technical Session 5: Core Values: Protecting Historic Centres by Traffic Restraints

The preservation and protection of historic urban centres is a concern of many cities in Europe. But cities must strike a balance between preserving the ambiance of their old town and serving the everyday needs of contemporary inhabitants. Inevitably this involves compromises between access and restrictions for motor traffic. The solution is normally found in a package of coordinated transport measures. This session seeks to address the following questions:

- What are some challenges and solutions in restricting motor vehicle traffic in historic centres?;
- What are the key factors in securing public acceptance of motor vehicle restrictions?; and
- What are the key factors of success in enforcing traffic restrictions in an historic centre?

Technical Session 6: Integrated Approaches to Access Management

Strategies to reduce motor traffic normally require an integrated package of measures. Some measures will discourage unwanted traffic while others will enhance sustainable alternatives. Giving street priority to public transport, cyclists and pedestrians will make those modes more convenient and driving cars less so. A similar push-pull dynamic can be achieved by manipulating prices of different modes. The trick is to find an effective balance that is both politically acceptable and effective in achieving your objectives. In this regard, the following questions will be addressed:

- What are some challenges and solutions in restricting motor vehicle access in certain areas and/or at certain times?;
- What are the key challenges and solutions in pushing travelers toward more sustainable alternatives?; and
- What are the key factors of success in an integrated approach to access management?.

CIVITAS FORUM 2012

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Technical Session 7: Mobility Marketing: Using a Human Touch to Affect Modal Shift
Education, communication and promotion campaigns can be a cost-effective way to auge modal shifts and help a city get the most out of its infrastructure investments. This session looks at cities that have rolled out packages of “soft measures” in pursuit of sustainable mobility and seeks to address the following questions:

- What are some effective combinations of soft measures in encouraging behaviour change toward sustainable transport?;
- What are some challenges and solutions in overcoming people’s attachment to private car use and/or resistance to more sustainable modes?; and
- What are some key factors of success in the use of soft measures to encourage sustainable mobility?

Technical Session 8: Getting People On-Board: Strategies that get Stakeholders Engaged

Mobility measures require the participation of stakeholders in order to succeed. This session looks at different approaches to winning stakeholder involvement and seeks to address the following questions:

- What are some challenges and solutions in engaging stakeholders in a city’s sustainable mobility measures?;
- What are key factors of success in implementing an effective stakeholder-outreach initiative?; and
- What are the most challenging groups to engage and what approaches can you recommend for those groups?

Technical Session 9: Making Cities Safe for Walking and Cycling

Pedestrians and cyclists suffer a disproportionate share of deaths and injuries resulting for road crashes, however statistics show that these road users are more secure in some cities than others. Speed reduction, traffic restrictions and education campaigns are some of the many tools used to promote greater safety for walkers and cyclists. This session seeks to address the following questions:

- What are the main challenges and solutions to enhancing safety for vulnerable road users?;
- What are some key factors of success in reducing injuries and deaths in traffic crashes involving these groups?; and
- What are some challenges and solutions in engaging stakeholders in the implementation traffic-safety measures?

Technical Session 10: More Sustainable Car Use

A sensible check against excessive motor traffic is to push for more efficient car use. With the typical car spending the vast majority of each day lying idle and being mostly empty even when in use, individual car ownership seems a prodigal use of space and other resources. Schemes such as car-pooling and car-sharing help get utility use out of each individual car, thereby reducing the number of cars a community needs as a whole. This session seeks to address the following questions:

- What are some challenges and solutions in persuading people to consider car-sharing as an alternative to individual car ownership?;
- What are key factors for success in car-sharing and car-pooling initiatives?; and
- What recommendations can be made in terms of the set-up and organization of a successful car-sharing system?



Technical Session 11: Boosting Cycling Levels

Cities can grow cycling modal share by several means. The choice of approach depends on a city's current cycling modal share, the state of its infrastructure and various other local factors. This session looks at cities at varying levels of cycling development, and examines their strategies for boosting cycling levels and the rationales behind their approaches and will seek to address the following questions:

- What challenges and solutions are there for grow cycling levels in cities that already have high cycling levels?;
- For cities with low cycling levels?; and
- What are the key factors of success in a multi-faceted cycling promotion effort?

Technical Session 12: Sustainable urban mobility plans

A tool to harmonise mobility measures with one another as well as with other dimensions of urban development, SUMP can help a city prioritise and rationalise key public investments. In this session, cities that have adopted such plans will reflect on the main challenges and benefits of undertaking the SUMP process, and discuss how it can serve as a framework for an integrated approach to mobility management via the following questions:

- What are some challenges and solutions in creating a sustainable urban mobility plan?;
- What are some key factors in successfully implementing a SUMP?; and
- What recommendation can be made the setting of evaluation criteria, indicators and benchmarks?

Technical Session 13: ITS in Mobility Planning

GPS and other information technologies assist in mobility planning by providing efficient ways to monitor and analyse transport systems and thereby identify problems and possible solutions. This session will focus on cities' experience with ITS for mobility planning and the success and failures of those solutions that have been implemented and seeks to address the following questions:

- What are the strengths and limitations of ITS as a tool in mobility planning?;
- What are some key factors of success in implementing plans based on ITS-assisted research?; and
- What are some recommendations that can be made in the use of ITS in mobility planning?

Technical Session 14: Intelligent Transport Systems and Real-Time Traveler Information

By providing travelers with dynamic information about public transport departures, parking availability and traffic conditions, cities can make urban journeys more predictable and pleasant and, hopefully, get more efficiency out of the greater transport system. This session seeks to address the following questions:

- What sorts of real-time information measures can be recommended as being good value for money?;
- What are some challenges and solutions in implementing such systems?; and
- By what criteria can you call such a system a success or failure?

Technical Session 15: Electric mobility

With recent advances in battery technology and recharging infrastructure, the future for electric-powered personal transport looks ever brighter. The challenge remains in achieving a critical mass of users to make electric solutions economically competitive. This session seeks to address the following questions:

- What are the biggest challenges and potential solutions in the introduction of electric vehicles?;
- What are the key factors of success in adding electric vehicles to a municipal fleet?; and
- What are the challenges and solutions in terms of implementing recharging infrastructure?



Technical Session 16: Low-emission zones and other measures to lessen freight's impacts

The main concerns with freight delivery are noise and pollution. Low-emission zones can be an effective “stick” to discourage the use of high-polluting diesel trucks in densely populated areas. Together with other measures, environmental zones can help reduce the nuisance associated with urban logistics. This session seeks to address the following questions:

- What are some challenges and solutions for gaining the acceptance of logistics companies for freight-vehicle restrictions in low-emission zones?;
- What recommendations can be made for winning the support of affected businesses?; and
- What are some key success factors in implementing measures to regulate freight traffic?

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Annex 2: CIVITAS FORUM 2012 Registered Participants

(In the order of application)

Participant		City	Country	Organization
Csaba	MEZEI	Szentendre	Hungary	CIVITAS SECRETARIAT
Marjan	FREDERIX	Leuven	Belgium	MOBIEL 21
Jerome	SIMPSON	Szentendre	Hungary	REC
Franc	TRCEK	Maribor	Slovenia	UNIVERISTY OF LJUBLJANA
Gerhard	ABLASSER	Graz	Austria	CITY OF GRAZ
Ivo	CRÉ	Brussels	Belgium	POLIS
Jose Maria	DIEZ	Burgos	Spain	BURGOS CITY COUNCIL
Raymond	LINSEN	Utrecht	Netherlands	NL AGENCY
Andrew	NASH	Vienna	Austria	GREENCITYSTREETS.COM
Elke	BOSSAERT	Leuven	Belgium	MOBIEL 21
Elke	FRANCHOIS	Leuven	Belgium	MOBIEL21
Marie	LAUNAY	Nantes	France	EURO PROJECT CONSULT
Jesus	MONCLUS	Madrid	Spain	CDTI
Mariano	REAÑO	Palma de Mallorca	Spain	CONBICI
Asier	SARASUA GARMENDIA	Vitoria-Gasteiz	Spain	ENVIRONMENTAL STUDIES CENTRE
Walter	KOEHN	Blanden	Belgium	POINTER
Pascal	VAN DEN NOORT	Amsterdam	Netherlands	VELO MONDIAL
Peter	JONES	London	United Kingdom	UCL
Esther	ANAYA	L'Hospitalet de Llobregat	Spain	INDEPENDENT CONSULTANT AND RESEARCHER
Juan Carlos	ESCUDERO ACHIAGA	Vitoria-Gasteiz	Spain	CEA VITORIA-GASTEIZ CITY COUNCIL
Fiona	MCLEAN	Torino	Italy	BEST PRACTICE MOBILITY
Boris	BELAMARIC	Zagreb	Croatia	HZ INFRASTRUCTURE LTD.
María	DE SANTIAGO	Vitoria-Gasteiz	Spain	CENTRO DE ESTUDIOS AMBIENTALES
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Michela	FIORETTO	Rome	Italy	ISIS
Andres	MARTINEZ	Donostia San Sebastian	Spain	MUNICIPALITY OF DONOSTIA SAN SEBASTIAN
Miklós	MARTON	Szentendre	Hungary	REGIONAL ENVIRONMENTAL CENTER
Silvana	TANTEGL	Zagreb	Croatia	HZ INFRASTRUCTURE LTD
Maurizio	TOMASSINI	Rome	Italy	ISIS
Dubravko	BARICEVIC	Zagreb	Croatia	ZAGREBACKI ELEKTRICNI TRAMVAJ
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Inaki	BARO	San Sebastian	Spain	DONOSTIA - SAN SEBASTIAN CITY COUNCIL
Simone	BOSETTI	Milano	Italy	TRT TRASPORTI E TERRITORIO
Yannick	BOUSSE	Brussels	Belgium	EUROCITIES
Rafael	DE ACHA	Donostia San Sebastian	Spain	DONOSTIA SAN SEBASTIAN MUNICIPALITY
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Loredana	MARMORA	Roma	Italy	ISIS
Begga	VAN CAUWENBERGE	Gent	Belgium	CITY OF GHENT
Diaz de Durana	BLANCA	Vitoria-Gasteiz	Spain	AYUNTAMIENTO DE VITORIA-GASTEIZ
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Sabine	VAN LANCKER	Gent	Belgium	MOBILITY COMPANY
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Lívia	SILVA	Funchal	Portugal	CAMARA MUNICIPAL DO FUNCHAL
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Tommaso	BUSSANI	Perugia	Italy	MUNICIPALITY OF PERUGIA
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Krzysztof	PERYCZ-SZCZEPANSKI	Gdansk	Poland	CITY HALL OF GDANSK
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Stjepan	KELCEC-SUHOVEC	Zagreb	Croatia	CITY OF ZAGREB

Mary	MALICET	Toulouse	France	TISSEO-SMTC
Sándor	NAGY	Szeged	Hungary	SZEGED CITY
Miluse	POKORNA	Brno	Czech Republic	BRNO CITY MUNICIPALITY
Renata	DOWNAR-ZAPOLSKA	Gdansk	Poland	GDANSK UNIVERSITY OF TECHNOLOGY
Josean	GALERA	Vitoria-Gasteiz	Spain	INGURU, INGENIERIA Y GESTIAN AMBIENTAL SL
Giandomenico	GANGI	Brescia	Italy	MUNICIPALITY OF BRESCIA
Alen	HADZIC	Zagreb	Croatia	ZAGREBACKI HOLDING D.O.O.
Valerija	KELEMEN PEPEONIK	Zagreb	Croatia	CITY OF ZAGREB
Zeljka	PAVLOVIC	Zagreb	Croatia	CITY OF ZAGREB
Jadranka	VESELIC BRUVO	Zagreb	Croatia	CITY OF ZAGREB
Luis	DA VINHA	Condeixa	Portugal	MUNICIPALITY OF COIMBRA
Margherita	FEBBRARI	Brescia	Italy	MUNICIPALITY OF BRESCIA
Silvia	RIGHI	Brescia	Italy	BRESCIA TRASPORTI S.P.A.
Fabio	ROLFI	Brescia	Italy	MUNICIPALITY OF BRESCIA
Giovanni	SANTORO	Brescia	Italy	BRESCIA TRASPORTI S.P.A.
Luis	SANTOS	Coimbra	Portugal	SMTUC - MUNICIPAL PT OF COIMBRA
Christina	SIGANIDOU	Thessaloniki	Greece	ERT3
Arni	ALANDI	Paldiski	Estonia	ERR
Davor	KONTIC	Ljubljana	Slovenia	JOZEF STEFAN INSTITUTE
Nikola	KRSTANOSKI	Bitola	Macedonia	UNIVERSITY "ST. KLIMENT OHRIDSKI"
Ann	PLAS	Gent	Belgium	STAD GENT
Aljaz	PLEVNIK	Ljubljana	Slovenia	URBAN PLANNING INSTITUTE
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Claudio	MANTERO	Funchal	Portugal	HORARIOS DO FUNCHAL
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Catarina	AZEVEDO	Matosinhos	Poland	INOVA+
Mojca	BALANT	Ljubljana	Slovenia	URBAN PLANNING INSTITUTE
Cleto	CARLINI	Bologna	Italy	MUNICIPALITY OF BOLOGNA
Don	GUIKINK	Delft	Netherlands	TNO
Blaz	JEMENSEK	Ljubljana	Slovenia	PROMETNI INSTITUT LJUBLJANA
Tiit	LAIKSOO	Tallinn	Estonia	CITY OF TALLINN
Jean Francois	RETIERE	Nantes	France	NANTES METROPOLE
Fabian	VAN DE VELDE	Gent	Belgium	GENT CITY COUNCIL
Armando	RIBEIRO	Funchal	Portugal	CAMARA MUNICIPAL DO FUNCHAL
Lucia	CRISTEA	Bucharest	Romania	EIP
Anu	KALDA	Tallinn	Estonia	TALLINN TRANSPORT DEPARTMENT
Anne-Mari	ORNTLICH	Tallinn	Estonia	TALLINN BUS COMPANY
Laurie	PICKUP	Preggio	Italy	EIP
Udo	OTS	Tallinn	Estonia	CITY OF TALLINN
Kristel	RÄTSEP	Tallinn	Estonia	CITY OF TALLINN
Christian	RESEBO	Malmö	Sweden	CITY OF MALMÖ
Willem	BUJIS	Breda	Netherlands	DTV CONSULTANTS
Miguel Isidro	JIMENEZ ARES	Valladolid	Spain	MIGUEL ISIDRO JIMENEZ ARES
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Tanja	BALLHORN PROVSTGAARD	Copenhagen	Denmark	CITY OF COPENHAGEN
Christina	BECH GODSKESEN ANDERSEN	Copenhagen	Denmark	CITY OF COPENHAGEN
Magnus	FAHL	Malmö	Sweden	CITY OF MALMÖ
H. Thomas	STAHL	Offenbach	Germany	NAHVERKEHR IN OFFENBACH (NIO)
Maciej	WIOREK	Szczecinek	Poland	SAPIK
Andre	FREITAS	Funchal	Portugal	HORARIOS DO FUNCHAL
Rebecca	GARCIA	Berlin	Germany	CENTER FOR METROPOLITAN STUDIES
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Helena	HECIMOVIC	Koprivnica	Croatia	CITY OF KOPRIVNICA
Vedrana	KNEZEVIC	Koprivnica	Croatia	CITY OF KOPRIVNICA
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Luka	MLADENOVIC	Ljubljana	Slovenia	URBAN PLANNING INSTITUTE
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Jana	VALKOVA	Brno	Czech Republic	THE CITY OF BRNO
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Jiri	LANDA	Usti nad Labem	Czech Republic	USTI NAD LABEM MUNICIPALITY
Marco	MASTRETTA	Genova	Italy	CORE S.R.L.
Erik	POSPISIL	Usti nad Labem	Czech Republic	USTI NAD LABEM MUNICIPALITY
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Luigi	SARDI	Parma	Italy	CORE
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Maciej	MAKSELON	Szczecinek	Poland	MIASTO SZCZECINEK
Garrigue	DAMIEN	Nantes	France	NANTES METROPOLE
Paolo	GANDOLFI	Reggio Emilia	Italy	MUNICIPALITY OF REGGIO EMILIA
Mirjam	LOGONDER	Szentendre	Hungary	FREELANCE PHOTOGRAPHER
Hakan	PERSLOW	Gothenburg	Sweden	CITY OF GOTHENBURG
Anne	VICENZOTTI	Nantes	France	NANTES MOTROPOLE
Alexandre	BLAQUIERE	Toulouse	France	TISSEO-SMTC
Dante	DE PAOLIS	Perugia	Italia	MUNICIPALITY OF PERUGIA
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Miguel	IBARRONDO	Vitoria-Gasteiz	Spain	TUVISA
Koit	KAEVATS	Tallinn	Estonia	TALLINNA LINNATRANSPOORDI AS
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Eduardo	ZAPATA	Madrid	Spain	CITET
Dominique	BREUIL	La Rochelle	France	EIGSI

Jacek	PIOTROWSKI	Szczecinek	Poland	SAPIK
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Eliene	VAN AKEN	Antwerpen	Belgium	TRACTEBEL ENGINEERING
Viola	ACANFORA	Sirolo	Italy	CHIARAVALLE MUNICIPALITY
Francois	DELATRONCHETTE	Paris	France	FGTE-CFDT
Jose	GATO LUIS	Madrid	Spain	ATOS
Xabier	MARRERO	Vitoria-Gasteiz	Spain	AYUNTAMIENTO DE VITORIA-GASTEIZ
Silvia	CAMPANELLA	Chiaravalle	Italy	MUNICIPALITY OF CHIARAVALLE
Daniele	CANTORE	Milano	Italy	METHODOS
Valentina	D'ACUNZO	Milano	Italy	METHODOS
Karin	FISCHER	Milano	Italy	METHODOS
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David	MOYA RAMIREZ	Paterna	Spain	ITENE PACKAGING
Oscar	RUIZ HUERTAS	Paterna	Spain	ITENE PACKAGING
Gudrun	RUMPF	Luxembourg	Luxembourg	INTRASOFT INTERNATIONAL
Ruud	SCHUTHOF	Freiburg	Germany	ICLEI
Khaled	ABBAS	Cairo	Egypt	EGYPT NATIONAL INSTITUTE OF TRANSPORT
Inigo	ARCAUZ	Donostia / San Sebastian	Spain	DONOSTIA / SAN SEBASTIAN MUNICIPALITY
Salah	BELAID	Tunis	Tunisia	TRANSTU
Leila	BEN EL MOSTAFA	Rabat	Morocco	MINISTERE DE L'INTARIEUR
Mohamed	BOUSSETTA	Tunis	Tunisia	MINISTERE DU TRANSPORT
Paolo Giuseppe	CONFALONIERI	Monza	Italy	PROJECT AUTOMATION
Abdel Hafiz	EL KAISSI	Beirut	Lebanon	MINISTRY OF TRANSPORT
Dirk	ENGELS	Lier	Belgium	TRITEL/TRANSPORT&MOBILITY LEUVEN
Imane	GHANDOUR	Casablanca	Tunisia	AUTORITA ORGANISATRICE DES DEPLACEMENTS URBAINS
Ayman	GHAZY	Cairo	Egypt	TRANSPORT PLANNING AUTHORITY
Yacine	KRIM	Alger	Algeria	ETABLISSEMENT DU TRANSPORT URBAIN ET SUBURBAIN D'ALGER
Ilham	MANSOUR EL KHABBAZ	Beirut	Lebanon	MINISTRY OF TRANSPORT
Miguel	MATEOS	Madrid	Spain	GEA21, S.L.
Jamil	MUJAHED	Amman	Jordan	LAND TRANSPORT REGULATORY COMMISSION
Rachid	OUEZANE	Alger	Algeria	WILAYA D'ALGER
Stephanie	SEMERARO	Brussels	Belgium	MOSTRA
Nourhan	SHUQMAN	Amman	Jordan	MINISTRY OF TRANSPORT
Ayman	SMADI	Amman	Jordan	GREATER AMMAN MUNICIPALITY
Borut	TAVCAR	Ljubljana	Slovenia	DAILY NEWSPAPER DELO
Simonetta	VITTORIA	Monza	Italy	COMUNE OF MONZA
Alessio	SITRAN	Milan	Italy	TRT TRASPORTI E TERRITORIO SRL
Irene	ANDRES	Santander	Spain	CTL CANTABRIA
Doris	HOLLER-BRUCKNER	Orth an der Donau	Austria	OEKONEWS

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Ries	KAMPHOF	The Hague	Netherlands	EUROPEAN METROPOLITAN NETWORK INSTITUTE (EMI)
Giuseppe	LIGUORI	Bologna	Italy	SRM RETI E MOBILITÀ
Jens	MOGENSEN	Norresundby	Denmark	CITY OF AALBORG
Mariann	NORGAARD	Norresundby	Denmark	THE CITY OF AALBORG
Gustavo	ROMANILLOS ARROYO	Madrid	Spain	UPM
Zdenka	SIMONOVIC	Ljubljana	Slovenia	CITY OF LJUBLJANA
Gerard	VERRIEN STUART	Utrecht	Netherlands	MUNICIPALITY OF UTRECHT
Vladimir	BABIC	Ljubljana	Slovenia	CITY OF LJUBLJANA
Alberto	BANUELOS-IRUSTA	Vitoria-Gasteiz	Spain	AAC ACUSTICA + LUMINICA
Delphine	BESSOT	Porrino	Spain	BLUEMOBILITY SYSTEMS S.L
Adam	BOGUSKI	Koszalin	Poland	POLITECHNIKA KOSZALINSKA (POLKO)
Beatrice	FOTACHE	Iasi	Romania	CITY HALL OF IASI
Steen	MOELLER	Odense	Denmark	ODENSE MUNICIPALITY
Naiara	NAVAS TORRE	Vitoria-Gasteiz	Spain	AAC CENTRO DE ACASSTICA APLICADA S.L
Carien	AALBERS	Delft	Netherlands	MINISTERIE VAN INFRASTRUCTUUR&MILIEU
Maria	ALFAYATE	Madrid	Spain	ALDESA
Michel	GERMANEAU	Angouleme	France	GRAND ANGOULEME
Thomas	LINDBERG RAMSAY	Odense	Denmark	ODENSE MUNICIPALITY
Bernard	CHILLET	Angouleme	France	GRAND ANGOULEME
Graziella	DEMANTOVA	Campinas	Brazil	MANDALAH
Ricardo	HERRANZ	Madrid	Spain	NOMMON SOLUTIONS AND TECHNOLOGIES S.L.
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Takashi	NAKATSUKA	Tokyo	Japan	THE INSTITUTE OF BEHAVIORAL SCIENCE
Elin	PIETRONI	Umea	Sweden	CITY OF UMEA
Paul	TYRALLA	Szentendre	Hungary	CHRISTIAN HEUER, KÜRSCHNER HANDLUNG, BRUHL LEIPZIG
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Isabel	GAMEZ POZA	Malaga	Spain	MALAGA CITY COUNCIL
Mikel	GONZALEZ VARA	Bilbao	Spain	BILBAO CITY COUNCIL
Raul	LOPEZ MALDONADO	Malaga	Spain	MALAGA CITY COUNCIL
Milena	MAREGA	Ljubljana	Slovenia	REC SLOVENIA
Adela	MARTINEZ-CACHA	Murcia	Spain	MURCIA CITY COUNCIL
Pedro	MARAN COTS	Malaga	Spain	MALAGA CITY COUNCIL
Alin Mihaita	GOGA	Craiova	Romania	RAT CRAIOVA
Benjamin	HAMMER	Cologne	Germany	DEUTSCHLANDFUNK
Nadia	IONITA	Craiova	Romania	RAT CRAIOVA
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Stefano	SBARDELLA	Brescia	Italy	BRESCIA MOBILITA S.P.A.
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Joao Paulo	BARBOSA DE MELO	Coimbra	Portugal	CITY OF COIMBRA
Susanna	BULFERETTI	Brescia	Italy	BRESCIA UNIVERSITY
Lili	DAMIAN	Iasi	Romania	CITY HALL OF IASI
Susanne	ELFFERDING	Hamburg	Germany	O:EN SUSANNE ELFFERDING
Beatrice	FOTACHE	Iasi	Romania	CITY HALL OF IASI
Marius	HOMOCIANU	Iasi	Romania	CITY HALL OF IASI
Vita	KONTIC	Ljubljana	Slovenia	CITY OF LJUBLJANA
Michele	PEZZAGNO	Brescia	Italy	BRESCIA UNIVERSITY
Miguel	QUEIROZ	Coimbra	Portugal	CITY OF COIMBRA
Cristian	STOICA	Iasi	Romania	PUBLIC TRANSPORT COMPANY IASI
Claudio	CASIMIRO	Coimbra	Portugal	PERFORM ENERGY
Camelia-Valentina	COJOCARU	Craiova	Romania	SC IPA SA
Mario	GUALDI	Rome	Italy	ISIS
Garcia	IRATXE	Bilbao	Spain	INSTITUTO VASCO DE LOGISTICA Y MOVILIDAD SOSTENIBLE
Radomira	JORDOVA	Olomouc	Czech Republic	CDV - TRANSPORT RESEARCH CENTRE
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Mirjana	APOSTOLOVA	Skopje	Macedonia	CITY OF SKOPJE
Sergio	JORRIN	Vitoria-Gasteiz	Spain	GEOGRAMA
Sorin-Marian	MANDA	Craiova	Romania	CRAIOVA MUNICIPALITY
Simona Valeria	MITROIESCU	Craiova	Romania	SC IPA SA
Cristina	NIETO	Bilbao	Spain	INGURU INGENIERIA
Andrea	NORMANNO	Bologna	Italy	REGIONE EMILIA ROMAGNA
Gabriel Catalin	VLADUT	Craiova	Romania	CITY HALL OF CRAIOVA
Damijana	BELAK MRHAR	Ljubljana	Slovenia	CITY OF LJUBLJANA
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Hanna	HINRIKUS	Brussels	Belgium	EUROPEAN COMMISSION
Ana-Maria	MOGOSAN	Craiova	Romania	SC IPA CIFATT CRAIOVA
Tom	RYE	Lund	Sweden	LUND UNIVERSITY
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Francisco Javier	MURILLO	Leioa	Spain	BASOINSA
Ander	ORTEGA	Bilbao	Spain	EVE - ENTE VASCO DE LA ENERGIA
Jinan	PIAO	Southampton,	United Kingdom	UNIVERSITY OF SOUTHAMPTON
Sabina	POPIT	Ljubljana	Slovenia	CITY OF LJUBLJANA
Salvador	RUEDA	Barcelona	Spain	BCNECOLOGIA
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Sylvain	MINCHEV	Brussels	Belgium	POLIS
Mariyana	NAJDOSKI	G.Oryahovitsa	Bulgaria	GORT
Michel	NUNEZ ZARATE	Brest	France	BREST METROPOLE OCEANE
Eckard	ROGER	Aachen	Germany	STADT AACHEN
Moldor	SANZ	Avrig	Romania	MUNICIPALITY OF AVRIG , ROMANIA
M	MAUREL	Angouleme	France	GRANDANGOULEME
Milen	MINCHEV	Gorna Oryahovitsa	Bulgaria	GORT
Darko	NAJDOSKI	Skopje	Macedonia	JSP SKOPJE
Javier	NUNEZ ZARATE	Vitoria-Gasteiz	Spain	BILDU GASTEIZ
Roger	PRESTON	Avrig	Romania	MUNICIPALITY OF AVRIG , ROMANIA
Alfonso	SANZ	Madrid	Spain	GEA21 SL
Javier	VELASCO	Azkoita	Spain	SERBITZU ELKARTEA, S.L.
Fernando	VIVANCO	Madrid	Spain	TECHNET SOSTENIBILIDAD EN EL TRANSPORTE S.L.
Koldo	BERASATEGUI	Bilbao	Spain	IDOM INGENIERIA Y CONSULTORIA S.A.
Stefka	DODUROVA	Gorna Oryahovitsa	Bulgaria	MUGOR
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Javier	MAROTO	Vitoria-Gasteiz	Spain	VITORIA-GASTEIZ CITY COUNCIL
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Marcel	MEEUWISSEN	Enschede	Netherlands	CITY OF ENSCHEDE
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Anna	STRIDI	Bologna	Italy	TPER SPA
Inigo	BILBAO	Vitoria-Gasteiz	Spain	VITORIA-GASTEIZ CITY COUNCIL

Annex 3: Summary of the World Café Session

Twenty CIVITAS Plus experts gathered on the first conference day to discuss the results of their projects, and to present good advice to the incoming and future CIVITAS projects. The meeting format chosen was a World Café, moderator was Fred Dotter, FGM-AMOR. Considered that participation was limited in this session, only listed participants were invited.

Here is a summarization of the results:

1. KEY CHALLENGES

1.1 What was the most important local mobility challenge you wanted and needed to address when starting your CIVITAS project?

The participants agreed that the change of mindsets, of both of citizens and politicians was the main challenge. Secondly, the issue of developing long term and integrated visions for urban mobility by means of an SUMP was mentioned.

The FP7 project logic also brings challenges: cities have to address RTD questions, develop new products, generate local support and evaluate them in 4 years! In addition, cities have to change focus from an infrastructure planning approach to an approach in which softer measures find their place. Particular challenges mentioned were the specificities of historical cities and the issue of public involvement.

1.2 Has the challenge of the economic crisis created local opportunities for sustainable urban mobility or rather the contrary?

The economic crisis give a push to efficiency and creativity and had positive effects on public transport use and cycling. The EU funding within CIVITAS assured that measures are implemented. The crisis also leads to a discontinuation of measures when the external funding ends.

1.3 Now that your CIVITAS project is ending, what are the remaining/new urban mobility challenges ahead of you?

As mentioned before, a continuous change of mentality is an important challenge. The CIVITAS cities realize they have to capitalize on what has been done, and engage in more long-term thinking. A big challenge is the secure funds to continue measure deployment.

2. LESSONS LEARNED

2.1 Based on your experience, which is the most effective strategy to encourage citizens' involvement? In terms of behavioral change, which are the most effective actions to be promoted in the future?

The cities recommend creating a marketing programme, addressing different target groups (e.g. children: our future). Cities should engage in actively asking citizens and stakeholders to express their opinion. Of course cities also have a responsibility to have the services that are being promoted to work well.

2.2 What are the key factors that can speed up (or support) the transferability process? And which are the main obstacles that hamper take up?

Site visits and exchange between technicians with a phased approach (collecting and analysing data before contacts take place) can foster transferability. Cities should also share experiences about failed measures. More budgets should be dedicated to translation activities to tackle the language barrier. Resources should be foreseen for cities that are donor cities in the process of transferability.

2.3 Which difficulties have you faced in cooperating with your partners? What could be done to facilitate success/speeding up future projects?

Investment in team work is crucial to overcome language barriers and differences in mentality. Managers should always clearly state up front what is expected. The EC should be more realistic on administrative aspects, in terms of what is feasible to deliver from the side of public authorities.

3. RECOMMENDATIONS FOR CIVITAS PLUS II

3.1 What can CIVITAS Plus II do more to ensure cities engage with each other and foster exchange?

Exchange programmes amongst technicians such as summer universities, expert pools, city twinning, site visits, webinars, etc. could help. The issue of integration between dissemination, deployment and evaluation was mentioned. Team building to start the project is crucial. There could be more logic to how cities are brought together in projects: knowledge of the situation, comparable measures or circumstances, etc.

3.2 How can CIVITAS Plus II achieve more take-up of tested solutions by other cities?

One page deliverables that describe the transferability potential of measures could help. Information should be better accessible, especially about failures. of measure. One on one visits and study tours are very important. Transferability meetings should take place between cities of different projects, not of the same project. The activities should build on common issues in cities, and start from comparable challenges and context.

3.3 If there was one thing you could get CIVITAS Plus II to continue doing, do differently or start doing, what would that be?

CIVITAS should build better thematic groups, that are more interactive, user friendly, attractive and are based on the CIVITAS website. Road maps for measure implementation, dissemination and evaluation should help the projects. The support action should have time/room to create the operational framework of the projects. The new projects were asked to 'go out, and bring the good news (but also talk about failures)'.

Annex 4: Summary of the 16 Technical Sessions



(downloadable as “Summary technical sessions” from the CIVITAS homepage at <http://www.civitas-initiative.org/index.php?id=153>)

Technical Session 1: Streamlining Urban Rail

Summary – Parallel Sessions CIVITAS

Technical Session 1: Streamlining Urban Rail
 Date: Tuesday, 25 September 2012, 14.30 - 16.00
 Moderator: Sándor Nagy, Szeged City Council, Szeged, Hungary

Description:
 With regard to clean, energy-efficient urban transport, rail systems are a traditional and resurgent means of pollution-free collective transport. But due to compromises in planning, traffic management, engineering and other factors, these systems often fall short of their potential. This session was about technical solutions for cutting costs of electric energy needed by the system.

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Summary – Parallel Sessions CIVITAS

Technical Session 1: Streamlining Urban Rail

<p>Emerging challenges / obstacles</p> <ul style="list-style-type: none"> -The heated air is lost from the tram. Ghent reused that air. Solution is that system controlled the flow of heated air based on outside temperature and air quality. -Second challenge was that price of electricity is very high when there is a peak in consumption. Solution was that when a peak turns, the heating system was switched off for some moment -Craiova energy is lost when tram is braking. Solution was that computer controlled braking system with electricity recovery is installed. -It is a general statement that trams can have a much longer lifespan than buses or trolleybuses, so it is worth to modernize them electronically, when mechanical parts are in a good state of repair. 	<p>Key factors of success</p> <ul style="list-style-type: none"> - Look for where it hurts, like the price of energy, and implement smart solutions.
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Technical Session 2: Cards of Convenience

CIVITAS

Summary – Parallel Sessions

Technical Session 2: Cards of Convenience
 Date: Tuesday, 25 September 2012, 14.30 - 16.00
 Moderator: Alexandre Blaquiere, Tisseo, Toulouse, France

Description:
 Contactless technology has been rolled out in public transport systems around the world, making for a more flexible, convenient means of purchasing and validating public transport fares. In addition, the switch to card-based ticketing provides a standard, cost-effective platform for unified tariff systems involving multiple transport networks.

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Technical Session 2: Cards of Convenience

<p><u>Emerging challenges / obstacles</u></p> <ul style="list-style-type: none"> • complicated & risky tendering process • bureaucracy & legislation • acceptance from users & staff • technical complications • division of revenues between operators • long implementation process <p><u>Solutions</u></p> <ul style="list-style-type: none"> • define exactly what the objectives are • be precise in developing public tender • create cohesion in partnership • invest in training & promotion 	<p><u>Key factors of success</u></p> <ul style="list-style-type: none"> • many combined benefits for operators, users and local authorities • integration with other services (car sharing, public bicycles, real-time info etc) • involve & inform staff and passengers • wide availability of charging instruments (online, cash machines, ticket machines, smart phones) <p><u>Recommendations</u></p> <ul style="list-style-type: none"> • choose open system & standards • expand system step by step • integrate smartcard/e-ticketing in SUMP • aim for regional expansion
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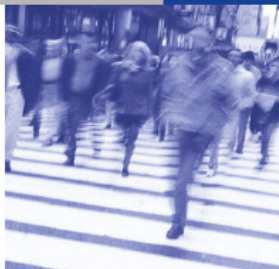
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Technical Session 3: Multimodal Networks

Summary – Parallel Sessions
CIVITAS


Technical Session 3: Multimodal Networks
 Date: Tuesday, 25 September 2012, 14.30 - 16.00
 Moderator: Mark Prior, Brighton & Hove City Council, Brighton & Hove, UK

Description:
 When multiple transport lines are linked up into large multimodal networks, the result is greater than the sum of the parts. The larger network enables longer multi-modal journeys in addition to the shorter trips made within individual systems. By making intermodal transfers quick and convenient, cities can encourage more travellers to take advantage of the multi-modal possibilities.





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Summary – Parallel Sessions
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Technical Session 3: Multimodal Networks

Emerging challenges / obstacles

- Stakeholders commitment
- Public transport is too expensive, while parking a car is too cheap
- Impact of economic crisis
- Lot of time and huge effort for permissions and tenders
- Duplication and differing service standards between and within modes

Solutions

- Providing smartcards
- Integrated approach to service planning
- Improved cross suburban links


Key factors of success

- Quality of intermodal links
- Fast and high frequency service with high quality
- Centralised planning and administration
- Uniform branding and integrated fares
- Providing a safety and security concept

Recommendations

- Creating a vision and the right environment for stakeholders to get political support and cooperate with local and regional governments and administration
- Willingness to address also critical issues
- Focus on the customer and put people's needs first

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Technical Session 4: Integrated Measures to Boost Public Transport

Summary – Parallel Sessions
CIVITAS

Technical Session 4: Integrated Measures to Boost Public Transport

Date: Tuesday, 25 September 2012, 14.30 - 16.00

Moderator: Claudio Mantero, City of Funchal, Portugal

Description:
Three hero's of public transport from the San Sebastian, Vitoria and Ljubljana show and tell how their projects helped to increase the number of PT passengers; how travel time can be reduced thanks to a reorganisation of the bus network in combination with the super blocks, and how a demand responsive service in Ljubljana was a successful measure for all passengers




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Summary – Parallel Sessions
CIVITAS

Technical Session 4: Integrated Measures to Boost Public Transport

Effective combination of measure

- San Sebastian: Integrated Management system in combination with certification for travellers.
- Vitoria: combination of the renovation of the PT network with the super blocks
- Ljubljana: demand responsive service and information systems offering solutions for accessibility of PT. Offers for disabled people and information for the drivers so that they have attention to offer solutions

Solutions

- San Sebastian: implementation of (intelligent) information and communication technologies, mini buses, extra lanes, have been installed.
- Vitoria: transformation of PT network have lead to more efficient PT in terms of speed, frequencies, coverage and accessibility
- Ljubljana: overcoming reasons not to use PT by offering transport solutions for disabled people
- Ljubljana: service (on call) on demand in city's pedestrian zone, free of charge


Emerging challenges / obstacles

- San Sebastian: high areas; where 50% of the population live
- Vitoria: transformation of network over one night, relocation of 146 bus stops in the same night.
- Ljubljana: no attention for disabled people,
- Ljubljana: accessibility in pedestrian zones, especially for older people, but also for tourists.

Key factors of success

- San Sebastian: standard certification by AENOR motivated the politicians to make hard decisions and give PT more space and develop new bus lines. Brt and traffic light priority
- Vitoria: the improved overall service is enough to convince people to use PT. The service and city transformed. Brt and traffic light priority
- Ljubljana: combination of information for the passengers and information for the drivers in order to offer the right solution for people with a disability. Trainings and workshops are one of the reason of success and also led to winning a city award on accessibility
- Ljubljana centre is closed for traffic because the mayor was convinced to increase the quality of life.

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Technical Session 5: Core Values: Protecting Historic Centres by Traffic Restraints

Summary – Parallel Sessions CIVITAS



Technical Session 5: Core Values: Protecting Historic Centres by Traffic Restraints

Date: Tuesday, 25 September 2012, 16.30 - 18.00

Moderator: Laurie Pickup, European Integrated Projects

Description:

The preservation and protection of historic urban centres is a concern of many cities in Europe. But cities must strike a balance between preserving the ambiance of their old town and serving the everyday needs of contemporary inhabitants. Inevitably this involves compromises between access and restrictions for motor traffic. The solution is normally found in a package of coordinated transport measures.

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Summary – Parallel Sessions CIVITAS

Technical Session 5: Core Values: Protecting Historic Centers by Traffic Restraints

Emerging challenges / obstacles

- Justify the investment, gain acceptance from residents and shopkeepers (political issue) □
- Need for shopkeeper 2.0 □
- Need for cooperation between cities and city departments within a city, for introducing an LTZ for tourist buses

Key factors of success

- Involve stakeholders, via workshops and activities for the public, experiment with events like "T days" in Bologna □
- Step by step approach with good experiences as incentives for follow up measures □
- Help other cities to implement in cities, write up results, experiences and building blocks

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Technical Session 6: Integrated Approaches to Access Management

Summary – Parallel Sessions
CIVITAS

Technical Session 6: Integrated Approaches to Access Management

Date: Tuesday, 25 September 2012, 16.30 - 18.00

Moderator: Ann Plas, City of Gent, Belgium

Description:

Strategies to reduce motor traffic normally require an integrated package of measures. Some measures will discourage unwanted traffic while others will enhance sustainable alternatives. Giving street priority to public transport, cyclists and pedestrians will make those modes more convenient and driving cars less so. A similar push-pull dynamic can be achieved by manipulating prices of different modes. The trick is to find an effective balance that is both politically acceptable and effective in achieving your objectives.




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Summary – Parallel Sessions
CIVITAS

Technical Session 6: Integrated Approaches to Access Management

<p><u>Solutions</u></p> <ul style="list-style-type: none"> - Campaigns, education, consultation with those affected - Helping project partners to carry out their internal communications - Offering discounts, tax breaks <p><u>Key factors of success</u></p> <ul style="list-style-type: none"> - Early planning and preparation, especially for complex projects - Meetings, negotiations with businesses within zone targeted for restrictions - For alternatives to car, better to use existing public transport than starting new ones 	<p><u>Emerging challenges / obstacles</u></p> <ul style="list-style-type: none"> - Persuading people to travel by something other than cars - Persuading politicians that bike paths on carriageways are safer than those on sidewalks - Bureaucracy
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Technical Session 7: Mobility Marketing: Using a Human Touch to Affect Modal Shift

Summary – Parallel Sessions
CIVITAS

Technical Session 7: Mobility Marketing: Using a Human Touch to Affect Modal Shift

Date: Tuesday, 25 September 2012, 16.30 - 18.00

Moderator: Dominique Simhoffer, City of Utrecht, the Netherlands

Description:

Technological innovation is very important but the human aspect is vital. Getting teenagers interested in mobility in Gent, the installation of an integrated mobility centre in Brno and multiple approaches to travel planning in Brighton & Hove are some examples of the human touch in mobility.





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Summary – Parallel Sessions
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Technical Session 7: Mobility Marketing: Using a Human Touch to Affect Modal Shift

Effective combination of measure

- Gent: school travel plans and mobility campaigns developed through a peer to peer approach.
- Brno: information point at the city centre who combined information from PT, tourism, trains, cycling, walking, carsharing.
- Brighton & Hove: travel plans for schools, commuters and personalised travel planning where combined.

Solutions

- Gent: school travel plans where the students themselves came up with mobility campaigns to tackle certain obstacles.
- Brno: an Integrated Mobility Centre (IMC) was created.
- Brighton & Hove: make the travel plans more personal through participation, community engagement; design, development of training and initiatives, tailor made information and incentives.

Emerging challenges / obstacles

- Gent: all attention had been going to primary schools, there was no offer for secondary schools and teenagers. Next to that the benefits for schools are not always clear.
- Brno: 60% of the population uses PT, improvement of the services was needed, especially the public space at the interchange in the city centre. The IMC was approved, however the installation and operation of the IMC was delayed with a year due to reconstruction of the city centre.
- Brighton & Hove: travel plans had become a lot of paper that wasn't used.

Key factors of success

- Gent: collect information about your target group before you contact them, direct involvement of the target group leads to success, stress the benefit for schools, teachers, include a contest or competition
- Brno: the IMC is open 7 days a week and provides information in different languages and for all citizens and tourists. It is important for IMC's to be more proactive in their communication towards citizens.
- Brighton & Hove: government funding for travel planning, tax offers for employees when purchasing a bike, but also including a framework to help support sustainable transport; incentives for the target group at the right time and organise participation and community involvement (e.g. twago). Two way communication is key!

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Technical Session 8: Getting People On-Board: Strategies that get Stakeholders Engaged

Summary – Parallel Sessions

Technical Session 8: Getting People On-Board: Strategies that get Stakeholders Engaged

Date: Tuesday, 25 September 2012, 16.30 - 18.00

Moderator: Lucia Cristea, European Integrated Projects

Description:

Examples of citizen participation, including elderly etc.

Cities of Zagreb, Ljubljana, Gdansk



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Summary – Parallel Sessions

Technical Session 8: Getting People On-Board: Strategies that get Stakeholders Engaged

Emerging challenges / obstacles

- Still low level of participation
- Citizens do not believe they can influence policy
- Lack of knowledge on some topics
- Administration restrictions
- Lack of ownership perception
- Cultural barriers

Solutions

- Facebook/site
- Cooperation
- Citizen roundtable neighbourhood
- Open academy (top. Speakers)
- Street party Jan Gehl
- European Mobility Week (carfree day, picnic)
- Competition / Urban Games
- Walking buses

Key factors of success

- Early engagement
- Tailor made training
- Clean PT stops
- Small events
- Build trust
- Access to foreign experts/transfer from other cities
- Media plan
- Training stakeholders
- Specific topic (not all problems)

Most challenging groups

- Politicians (selling things)
- Stubborn old-school technicians
- Parents (Safety, status symbol)
- Groups with different interests

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Technical Session 9: Making Cities Safe for Walking and Cycling

Summary – Parallel Sessions
CIVITAS

Technical Session 9: Making Cities Safe for Walking and Cycling

Date: Wednesday, 26 October 2011, 10.00 - 11.30

Moderator: Andres Martinez, City of Donostia-San Sebastián, Spain

Description:

Presentation of Brescia, Szczecin and Usti Nad labem experiences in improving road safety for cyclists and pedestrians with a combination of measures (infrastructures and soft measures) and a focus on citizens' / users' involvement.





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Summary – Parallel Sessions
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Technical Session 9: Making Cities Safe for Walking and Cycling

Solutions

- Road safety audit/mapping of critical points
- Traffic education
- Road safety improvements
- Small & soft infrastructures

Key factors of success

- Good management of budget
- Full political support
- Cooperation technicians / associations / residents
- Integration with other measures (ex: campaigns)

Emerging challenges / obstacles

- Administrative burden (several levels involved)
- Coordination among the different municipal services
- Encourage dialogue with residents / citizens
- Develop feeling of ownership from citizens concerning measures implemented

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Technical Session 10: More Sustainable Car Use

Summary – Parallel Sessions
CIVITAS

Technical Session 10: More Sustainable Car Use

Date: Wednesday, 26 October 2011, 10.00 - 11.30

Moderator: Dora Ramazotti, SRM - Public Transport Authority, Bologna, Italy

Description:

A sensible check against excessive motor traffic is to push for more efficient car use. With the typical car spending the vast majority of each day lying idle and being mostly empty even when in use, individual car ownership seems a prodigal use of space and other resources. Schemes such as car-pooling and car-sharing help get utility use out of each individual car, thereby reducing the number of cars a community needs as a whole.

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Summary – Parallel Sessions
CIVITAS

Technical Session 10: More Sustainable Car Use

<p><u>Emerging challenges / obstacles</u></p> <ul style="list-style-type: none"> - Emission reduction; - Behavioural change (Car=status, unfair behaviour); - Technology (costs, difficulties); - Joint effort of all actors. <p><u>Solutions</u></p> <ul style="list-style-type: none"> - Agreement among stakeholders; - Surveys & data collection; - Use of Social Networks; - Simplified and friendly access. 	<p><u>Key factors of success</u></p> <ul style="list-style-type: none"> - Joint implementation of measures (traffic reduction, enforcement); - Informative campaign; - Easier intermodality integrating PT offer. <p><u>Recommendations</u></p> <ul style="list-style-type: none"> - Feasibility Studies (to set evaluation parameters); - Pilot as start; - Info & communication campaign; - Joint measures at city level. - Support the market, not creation. - Bottom-up approach.
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Technical Session 11: Boosting Cycling Levels


Summary – Parallel Sessions
CIVITAS

Technical Session 11: Boosting Cycling Levels


Date: Wednesday, 26 October 2011, 10.00 - 11.30
Moderator: Patty Delanghe, City of Gent, Belgium

Description:
Donostria San Sebastian, Szczecinek and Utrecht are three cities which have made cycling a priority in their local mobility policy. They represent different stages of development and modal share when it comes to bicycle use in their cities, but they are all taking measures to further boost cycling levels and/or maintain quality levels for current cyclists. In DSS, the city bike scheme is an essential tool to further promote cycling. In Szczecinek, closing the missing links in the bicycle path network is a key element to further enhance the use of the bike in the city, beyond recreational use. Finally, in Utrecht, a cycling champion, several smart bicycle parking solutions allow the city to better manage the huge number of cyclists in their city, as well as further encourage citizens to cycle.





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Summary – Parallel Sessions
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Technical Session 11: Boosting Cycling Levels

Emerging challenges / obstacles

- DSS: orographic characteristics of city: half flat, half hilly
- Economic: funding city bike service, high maintenance cost
Define limit on number of users to have good level of service
- Tourists: limits on number of bikes used by them to secure good service
- SZCZ: Cultural barriers – vandalism, weather conditions (snow)
- Utrecht: Closing the gap between supply of and demand for parking facilities

Key factors of success

DSS city bike scheme: location of dispatch points and dimensioning of system; connect scheme to PT to make it possible to arrive by PT and use bike for last mile; good management of the service, maintenance

SZC: strong leadership, political champion; public support; location of routes; additional funds to extend bike paths network available

Utrecht: bring available capacity where it is needed; bring the cyclist to where the available capacity is; add quality to quantity


Solutions / recommendations

DSS: analyse location and dimensioning of service versus orography; define characteristics of the service: price, opening hours, assistance; locate dispatch points near PT stops; use electric bikes for hilly areas;

SZC: campaigns to change behaviour; close missing links in bike path network providing adequate infrastructure and planning routes close to schools and work places

Utrecht: portable bicycle parking at places where the demand is high; automatic bicycle parking detection system: detects if, when and how long a bike is parked in a rack; can be used for realtime route information systems on parking capacity, to reserve bike parking rack, combine with car, PT, etc;

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Technical Session 12: Sustainable urban mobility plans

Summary – Parallel Sessions
CIVITAS

Technical Session 12: Sustainable urban mobility plans
 Date: Wednesday, 26 October 2011, 10.00 - 11.30
 Moderator: Nicolas Merle, CERTU, Lyon, France

Description:
 A tool to harmonise mobility measures with one another as well as with other dimensions of urban development, SUMP can help a city prioritise and rationalise key public investments. In this session, cities that have adopted such plans reflected on the main challenges and benefits of undertaking the SUMP process.





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Summary – Parallel Sessions
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Technical Session 12: Sustainable urban mobility plans


Emerging challenges / obstacles
 Negative mobility trends (Skopje)
 -(growing) car dependency
 - decreasing quality of PT
 - low levels of cycling
 Synchronisation of planning process with measure deployment (chicken/egg) (Skopje)
 Decades of mobility planning cannot curb negative trends coming from urban planning decisions
 Institutional setting: who is responsible?
 The actual implementation of agreed principles (e.g. priority for walking and cycling)

Solutions
 -The SUMP is the (catalyst for the) solution
 -Flagship measures with direct impact on daily life (better bus stops, public bicycles, fleet improvements etc.)
 -Targeted citizen and stakeholder involvement
 -Proactive approach
 -Better link between urban planning and mobility
 -Specific emphasis on expenditure and balance of public and private burden sharing
 -SUMP as an EU export product

Key factors of success
 Multi-disciplinary team
 Political support (e.g. 86% in Skopje)
 Link with economic investment
 Sense of urgency (e.g. focus of local elections)
 Evaluation of achievements of previous planning processes
 Binding principles - 'proximity' 'increased quality of public space' - that are shared by all.
 Involvement of citizens

Recommendations
 -Coherent package of measure can generate external financing (donations, loans, grants) (Skopje)
 - Start early! (Nantes, Gent, +20 years of planning activity now shows results)
 -Everybody can learn: install quality control linked to the planning processes (e.g. QUEST and ADVANCE projects)
 -Strong link between urban planning and mobility planning
 - Create the 'best available' institutional setting for the planning process and the plan's implementation (Nantes)
 -Discuss the draft plan with stakeholders (Skopje)
 -Help politicians to take risk
 -Formalise planning process at the local level

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Technical Session 13: ITS in Mobility Planning

Summary – Parallel Sessions CIVITAS

Technical Session 13: ITS in Mobility Planning



Date: Wednesday, 26 September 2011, 12.00 - 13.30

Moderator: Andrew Nash, GreenCityStreets.com, Vienna, Austria

Description:

Three cities highlighted how Intelligent Transport Systems help them to better manage their transport networks in terms of planning, control and monitoring, and reduce the adverse impacts of transport, such as congestion, noise and air pollution and accidents.

Bologna showed how the several ITS systems they operate help them to automatically enforce access to the LTZ, access to bus lanes, illegal parking and red light crossing. The cases of Zagreb and Monza illustrated how ITS can help to grant priority to public transport over the private car, thus improving the quality of the public transport system, in terms of average speed, waiting times and running times.

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Summary – Parallel Sessions CIVITAS

Technical Session 13: ITS in Mobility Planning

Strengths

- improve quality and efficiency of the network;
- better manage transport network and reduce adverse impacts such as congestion, noise and air pollution, and accidents
- prioritise sustainable transport modes to increase their efficiency and commercial speed.
- automatic enforcement of LTZ control, access to bus lanes, illegal parking, traffic light violations
- realtime information to users

Limitations

- many different systems operating, each with their own purpose
- basic infrastructure needs to be in place to avoid high costs for making PT priority work
- challenges on data collection and defining performance indicators

Key factors of success/recommendations

- Establish integrated platform which brings individual systems together and makes them interact with each other
- Feedback loop: not only provide info to PT users but also collect real time info from users

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Technical Session 14: Intelligent Transport Systems and Real-Time Traveler Information

Summary – Parallel Sessions
CIVITAS

Technical Session 14: Intelligent Transport Systems and Real-Time Traveler Information


Date: Wednesday, 26 October 2011, 12.00 - 13.30

Moderator: Javier Vallejo, Compañía del Tranvía de San Sebastián, Spain


Description:

Real-time passenger information, available at stops, on internet, and on mobile phones, is inevitably becoming a basic, expected part of public transport service. The necessary data tracking systems help operators monitor service and ensure quality. User information enables better travel planning – particularly useful during nights, weekends, PT strikes and other times of unpredictable service. The good news for high-tech laggards – the hardware in software is getting better and less expensive.





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Summary – Parallel Sessions
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Technical Session 14: Intelligent Transport Systems and Real-Time Traveler Information

Recommendations

- Get key stakeholders involved – City Hall, airport, etc. This forces transport operators to get involved.
- Use info systems to make PT more accessible to more people, including disabled


Criteria

- Mobile apps these days need to be compatible with iPhone and Android – Blackberry users can access it via internet browser
- User interfaces need to be intuitive. You should collect customer feedback and continuously refine it.

Emerging challenges / solutions

- It's question whether operators should adopt open-source policies. This enables more app development, including by 3rd parties, but the more your information is accessed, the more you have to invest in ICT technology and data quality-assurance.
- Being a forerunner brings prestige, but means you have to reinvest in technology to keep up to date.

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Technical Session 15: Electric mobility

Summary – Parallel Sessions
CIVITAS

Technical Session 15: Electric mobility
 Date: Wednesday, 26 October 2011, 12.00 - 13.30
 Moderator: Hugues van Honacker, European Commission

Description:
 With recent advances in battery technology and recharging infrastructure, the future for electric-powered personal transport looks ever brighter. The challenge remains in achieving a critical mass of users to make electric solutions economically competitive.





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Summary – Parallel Sessions
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Technical Session 15: Electric mobility

Barriers and obstacles

1. in the first years lack of available EV 's on the market (2008, La Rochelle)
2. Lack of standards (European, national)
3. How to collect and distribute all information on charging points in different cities
4. RANGE is the main problem for acceptance among the public (Aalborg), price to a lesser extent (as prices will decrease)


Key factors of success

1. Accompany the change mentality towards inhabitants and companies (La Rochelle), means mix of pedagogy, information (eg on incentives) and services
2. Long term vision on EV, via long term PPP (La Rochelle, Aalborg and Green eMotion)
3. Develop exchanges with other cities, organisations and networks, re use knowledge from other cities
4. development from local demonstration projects to a structured mix of e mobility services for regional mobility (public transport, carsharing, parking etc)
5. facilitate via local incentives (free parking, local taxes)

Emerging challenges / obstacles

1. At European level interfaces, standards and interoperability between the companies and the different national systems
2. For users, the possibility to recharge everywhere with one international smartcard

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Technical Session 16: Low-emission zones and other measures to lessen freight's impacts

Summary – Parallel Sessions

Technical Session 16: Low-emission zones and other measures to lessen freight's impacts

Date: Wednesday, 26 September 2011, 12.00 - 13.30

Moderator: Graham Parkhurst, University of the West of England, Bath, UK

Description:

The session discussed some of the key challenges and solutions for gaining the acceptance of logistics companies for freight-vehicle restrictions in low-emission zones. It identified recommendations to win the support of affected businesses and some key success factors in implementing measures to regulate freight traffic.




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Summary – Parallel Sessions

Technical Session 16: Low-emission zones and other measures to lessen freight's impacts

Emerging challenges / obstacles

- Air quality
- Enforcement of restrictions not possible under current legislation (UK); police no capacity to cooperate
- mixing heavy and light traffic – ensuring safety of cyclists
- unwillingness of private sector to share information and cooperate
- Financing early investment costs
- distribution of perishable goods

Solutions

- Low emission zones
- just-in-time deliveries (incl. fines)
- last mile delivery: electric vehicles
- logistics centre/ urban freight consolidation centre; dedicated roads and (un)loading facilities
- automatic number plate recognition cameras
- moral persuasion or fines
- co-financing

Key factors of success

- strong public-private partnerships
- need for good quality data (modelling freight construction traffic and planning tools)
- government needs to facilitate, regulate and enable enforcement

Recommendations

- carefully prepare contracts
- define pilots and start small, use as showcase to demonstrate benefits
- stress financial benefits for participating organisations
- fact-finding: measure transport movements and logistics transport costs
- adopt smart solutions
- stimulate public-private cooperation; invest in relations between individual people
- more electric beer boats

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Annex 5: Politicians' Forum Agenda

(Also available at http://www.civitas.eu/docs/PoliticiansForum_AgendaJun25.pdf)



CIVITAS POLITICIANS' FORUM

SUSTAINING URBAN MOBILITY SUCCESSES AMIDST THE CONTINUING ECONOMIC CRISIS

DATE: Tuesday 25th September
TIME: 1500-1630 (1800 including site visit)
VENUE: Martín de Salinas room, [Palacio De Villa Suso](#)¹

HOSTS: Idoia Garmendia, Deputy Mayor of Vitoria-Gasteiz, Spain (TBC),
with Ms Daniela Rosca, Head of Unit, Clean Transport and Sustainable Urban Mobility
Bruno Miguel Camacho Pereira, Chair of the CIVITAS Political Advisory Committee and
Deputy Mayor of Funchal, Portugal

CHAIR: *Jose Maria Diez, CiViNET Spanish
and Portuguese Network Secretariat, Burgos, Spain*

Participants:

- CIVITAS Forum Network member's political representatives i.e. mayors/dep. mayors incl. those 'accompanying' the above politicians
- Media representatives
- The CIVITAS Political Advisory Committee

Background:

The Politicians' Forum is the annual meeting of political representatives of the CIVITAS Network's member cities, as representatives of their citizens. This year's Forum Conference reflects on "MANAGING MOBILITY: PLANNING FOR SUSTAINABLE CITIES" and seeks to explore successful aspects of sustainable urban mobility and public space planning. A key factor for success is a sound fiscal resource. However, the continuing economic crisis and calls in some EU countries for bank bail-outs more than hampers progress in maintaining earlier sustainable urban mobility successes.

Nevertheless, a city's growth is contingent on its being able to provide its citizens with timely access to goods and services (ie. freedom of mobility). This comes in the context of a variety of challenging boundary conditions: environmental standards (CO₂, noise, air quality), health and safety targets (reducing fatalities and injuries), calls to better social inclusion and most critically perhaps, demonstrate fiscal restraint amidst rising fuel prices. The quest then is how to achieve this 'holy grail' in spite of this landscape?

The Politicians' Forum re-visits an issue first addressed during the 2009 politician forum² and invites city representatives to share their experiences since the financial crisis first reached Europe, including their solutions as well as keys to success in sustaining urban mobility successes in the long-term, ideally with social consensus.

¹ The venue will be reached by 15' pedibus starting at 1415 from the Europa Convention Centre and will incorporate a 'site visit' of Vitoria's mechanical stairs.

² Please visit: http://www.civitas.eu/docs1/CIVITAS_FORUM_2009_Report_Part1.pdf



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Agenda:

1. Welcome addresses (15')
*(Javier Maroto Aranzábal, Mayor of Vitoria-Gasteiz, Spain
Ms Daniela Rosca, Head of Unit, Clean Transport and Sustainable Urban Mobility,
Bruno Miguel Camacho Pereira, Chair of the CIVITAS Political Advisory Committee and
Deputy Mayor of Funchal, Portugal)*
2. Discussion of the main fiscal challenges, the available solutions and the keys to success in sustaining urban mobility successes in the longer term (60')
(incl. initial reaction from the representatives of Vitoria-Gasteiz to the above questions and from the chair of the CIVITAS Political Advisory Committee)
3. Group Photo (10') followed by the journalists and politicians site visit from 1645-1800 (open to all participants of the Politicians' Forum)

Forum 2012 Registered Politicians (as of 21st Sept):

#	NAME	CITY	COUNTRY
1	Christian Lavigne, Vice-President	Toulouse	France
2	Michel Germaneau, Vice President for Mobility	Grand Angouleme	France
3	Bruno Miguel Camacho Pereira, Deputy Mayor	Funchal	Portugal
4	Denis Leroy, Vice President in charge of mobility and transport		
5	Mathieu Graindorge, European Projects Manager	La Rochelle	France
6	Goncalo Goncalves, City Councillor	Porto	Portugal
7	Jean Francois Retiere, Vice President in charge of public transport and mobility	Nantes	France
8	Ladislav Macek, Deputy Mayor		
9	Jana Valkova	Brno	Czech Republic
10	Paolo Gandolfi, Deputy Mayor	Reggio Emilia	Italy
11	Inigo Arcauz, Councillor		
12	Inigo Arsuaga, Internationalization	Donostia / San Sebastian	Spain
13	Adela Martinez-Cacha, Vice Mayor	Murcia	Spain
14	Mariann Norgaard, Alderman		
15	Mette Skamris Holm	Norresundby	Denmark
16	Steen Moeller, Culture and Urban Development Committee	Odense C	Denmark
17	Paul Kouijzer	Utrecht	Netherlands
18	Javier Maroto, Mayor	Vitoria-Gasteiz	Spain
19	Daniela Rosca, Head of Unit, Clean Transport and Sustainable Urban Mobility		European Commission

= PAC Member

Annex 6: List of exhibitors

1. TROLLEYBUS Project - Promoting electric public transport Supporter of CIVITAS Forum Conference

Part of the EU's CENTRAL EUROPE programme, the TROLLEY project, "Promoting electric public transport", contributes to improving the accessibility of Central European cities, with a focus on user-friendly urban transportation. By adopting an integrated approach, the main aim of the project is to promote trolleybuses as the cleanest and most economical mode of transport for sustainable cities and regions in Europe. TROLLEY seeks to enhance the quality, safety and attractiveness of public transport while helping to mitigate the negative environmental impacts of transportation in Europe. The project is co-financed by the European Regional Development Fund. www.trolley-project.eu

2. CYCLO Project

The CYCLO project, "Local opportunities for sustainable mobility and tourism development", is co-financed by the European Union MED Programme. It involves 10 partners from the Mediterranean region, led by the municipality of Chiaravalle (Italy). The project promotes sustainable mobility in small and medium-sized cities and encourages cycling as an everyday means of transport. Further information is available on www.cyclingcities.eu and the facebook page *Cyclo – Cycling cities*.

3. EURISY

Eurisy is a European non-profit association of over 30 governmental space offices and agencies, international organisations, research institutions and private businesses involved or interested in space-related activities. Eurisy implements a support initiative dedicated to local and regional authorities (LRAs), aimed at making known the benefits of space applications for local and regional communities. Within this framework, Eurisy encourages dialogue among LRAs on how satellite applications can improve urban mobility by supporting the development of reliable transport information systems, enabling the differentiation and integration of different transport modes in urban areas and providing tools to improve accessibility for all. www.eurisy.org.

4. VEHICULOS ECOELÉCTRICOS

Ecoelectricos, in partnership with Going Green, offers the market a unique and innovative fleets management solution for combustion and electric vehicles, based on a car-sharing model.

This car-sharing system provides data in real time to fleet managers, allowing companies to reduce the number of vehicles and to increase individual occupancy. It represents a real opportunity to reduce fleet costs. Please contact us to learn more about the solution and to read about best practice examples of implementation. www.vehiculosecoelectricos.com

5. Ministry of Land, Infrastructure, Transport and Tourism of Japan (MLIT)

The Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT) has adopted a comprehensive and systematic approach to using, developing and managing land, including the consistent development of its social capital and transport policies. Japan would like to take this opportunity to introduce the Low-Carbon City Development Guidance. This guidance describes the basic concept of creating low-carbon cities and the methodology for understanding the effects of policies. It covers a wide range of policies, including transportation, urban structure, energy and green spaces, which contribute to reducing CO₂ emissions. www.mlit.go.jp/en

6. CHAMP Project

The EU-supported CHAMP project brings together champion cycling cities with the goal of advancing sustainable mobility practice. Through the exchange of good practices and lessons learned with leading European cycling cities, the CHAMP participants aim to upgrade and optimise their cycling policies and gain new ideas for making cycling even safer and more attractive. The CHAMP project is developing and testing a performance assessment tool that will allow each city to carry out a gap analysis and draw up an action plan, with clear and measurable targets, to further improve its cycling policy. The CHAMP training and exchange programme will also be opened up to cities from outside the consortium. To find out more, visit www.champ-cycling.eu

7. EuroMed Transport Project

The EuroMed Transport Project “Road, Rail and Urban Transport” is being implemented in the framework of the European Neighbourhood and Partnership Instrument (ENPI) South, which covers Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, the Occupied Palestinian Territory, Syria and Tunisia. Through its Urban Transport component, the project aims to develop an appropriate regulatory framework and operational conditions to promote sustainable and efficient urban mobility. It focuses on sustainable urban mobility plans, the regulatory and institutional framework, fleet management and the promotion of the CIVITAS network. Throughout the project period workshops, conferences, trainings and study tours will be organised, studies carried out, good practices shared and technical assistance activities implemented. www.euromedtransport.org/En

8. AudioTrip

AudioTrip is a cutting-edge IT company developing mobile applications, especially for iOS and Android systems. Its platform for audio guides, also called AudioTrip, allows users not only to visit new places by themselves, but also to create their own trips and publish them in the system. AudioTrip navigates the user, providing background information for locations and presenting photos and video clips using a simple and intuitive menu. AudioTrip is part of the 7point Group, which offers innovative web marketing tools. Flagship 7point products include Statpoint and Clickpoint, which support the creation and management of web pages; and Mailpoint, an integrated system for e-mail management.

9. IBIL

Who are we? IBIL was created as the result of a collaboration agreement between Ente Vasco de la Energía (EVE) and REPSOL. The agreement was signed in October 2009 and after a business plan was drawn up, on 13 October 2010. The two developers each hold a 50% stake in the new firm. IBIL operates in the electricity system as a load manager, as defined in the Power Industry Act (Act 54/1997) and Royal Decree 647/2011 governing this area.

10. TechNet

TechNet dedicada en exclusiva a la explotación de una tecnología que mide de manera no intrusiva e instantáneamente todas las emisiones de los vehículos sin necesidad de que éstos se paren y las asocia a placa de matrícula. Ofrece servicios de ingeniería, consultoría y asesoramiento especializado a administraciones públicas y empresas con la intención de crear políticas sostenibles de movilidad, reduciendo las emisiones e incrementando la eficiencia energética del transporte.

11. CONFLUENTIA

Comprehensive sustainability services consortium. Our mission is to link up our companies' potential in order to supply comprehensive, integrated, advanced services with regard to sustainability, the environment, territory and energy that will provide our customers and society with added value.

12. Geograma

Geograma, located in Spain, is formed by a group of enterprises specializing in GeoInformation. GeoInformation encompasses any type of data with a geographic or spatial component. From satellite imagery to georeferenced panoramas, to mapping, socioeconomic or pedestrian flow data, city maps, asset inventories, historic or real time traffic information and customer and market data. The wide range of available GeoInformation, nowadays, allow to optimize the management processes and support decision-making in the public administration and private sector. GeoMobile Mapping or its acronym GM2, is the range of solutions "turnkey", that allow a complete management of the territory by means of 360 degree panoramic images, always from your office.

13. HEINEKEN

Heineken is the official sponsor of all events of Green Capital of Europe year in Vitoria-Gasteiz, thus was also represented at the CIVITAS Forum Conference.

- 14. CIVITAS VANGUARD Project**
- 15. CIVITAS CIVINET Project**
- 16. CIVITAS ARCHIMEDES Project**
- 17. CIVITAS ELAN Project**
- 18. CIVITAS MIMOSA Project**
- 19. CIVITAS MODERN Project**
- 20. CIVITAS RENAISSANCE Project**