



**CiViTAS**  
Cleaner and better transport in cities

**VANGUARD**  
.....

## Proceedings

### Conference & Training: Clean Fuels, Clean Vehicles, Cleaner Cities

**Donostia-San Sebastian, 15-  
16 June 2011**

July 2011

Status: Final



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# 1. Executive Summary

This report provides you VANGUARD aspects of the conference entitled 'Clean Fuels, Clean Vehicles, Cleaner Cities'. This was jointly organised by CIVITAS VANGUARD, CIVITAS ARCHIMEDES and the BIOSIRE project and took place on 15-16 June 2011 in Donostia-San Sebastian (Spain). The VANGUARD contribution included a training session which was the sixth CIVITAS VANGUARD Training Workshop. This report outlines the content of the conference, including a more detailed description of the training session for CIVITAS VANGUARD.

All PowerPoint presentations, the evaluation report, the participants list, the training notes and other resources, as well as this report, can be downloaded on the events page of the [CIVITAS website](http://www.civitas.eu)<sup>1</sup>. Photographs of the event can be viewed on the website as well. A full report is available from the side of ARCHIMEDES, providing its D13.12.

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<sup>1</sup> <http://www.civitas.eu/downloadcenter.phtml?lan=en>



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# 2. Content

- 1. Executive Summary ..... i
- 2. Content ..... ii
- 3. Introduction ..... 3
- 4. Programme ..... 4
- 5. Proceedings ..... 8
- 6. Evaluation of event..... 12
  - 6.1 Participants ..... 12
    - 6.1.1 Number of participants..... 12
    - 6.1.2 Background of participants ..... 12
  - 6.2 Evaluation conference ..... 13
    - 6.2.1 Content evaluation ..... 13
    - 6.2.2 Event evaluation ..... 16
    - 6.2.3 Impact evaluation ..... 17
  - 6.3 Conclusion ..... 18
- Annex 1 – List of participants Session 3B.....20

### 3. Introduction

This report gives an overview of the VANGUARD aspects of the conference ‘Clean Fuels, Clean Vehicles, Cleaner Cities’, which took place on 15 and 16 June 2011 in Donostia-San Sebastian (Spain). The conference was jointly organised by CIVITAS VANGUARD, CIVITAS ARCHIMEDES and the BIOSIRE project.

The presentations from CIVITAS cities included those from San Sebastian, Aalborg, Brighton & Hove, La Rochelle, Rotterdam and Stockholm, as well as industry representatives, and other relevant European projects (BIOSIRE, COMPRO). This showcased the work of a wide range of CIVITAS cities which meant that relevant theoretical background and good practice examples were shared with the participants.

Presentations were given mainly during the ‘conference day’ on 15 June while several practical exercises and plenty of opportunity for questions and discussion was given during the ‘training day’ on 16 June.

The training day was also complemented with a site visit to the DBus workshop in San Sebastian where participants learnt about some new additions in the city including hybrid buses and the biodiesel mixing station as well as electric car and flexfuel car used in the region.

This document contains a report of the conference, including the presentations and interactive sessions of the training session. The training session organised by the BIOSIRE project (sessions 3A and 4A) is not covered in this report.

## 4. Programme

### Wednesday, 15 June 2011 – Plenary Day

Conference chair, Gerardo Lertxundi, CIVITAS ARCHIMEDES - Donostia San Sebastián Site Manager

08.45: Registration and welcome coffee	
<b>09.00 – 9.30: Opening Session</b>	
Donostia-San Sebastián, welcome, Juan Karlos Izagirre, Mayor of San Sebastián	
<b>9.30 – 10:30 Keynote speeches</b>	
<ul style="list-style-type: none"> <li>• State of the art, use, and projections of use of transport fuels across Europe, Tobias Denys, VITO</li> <li>• Presenting the BIOSIRE project, Maarten van Bemmelen, CINESI Transport Consultancy</li> <li>• Clean Fuels and Vehicles in CIVITAS City Stockholm, Jonas Ericson, City of Stockholm</li> <li>• The CIVITAS experience, Donostia-San Sebastián and CIVITAS ARCHIMEDES, Gerardo Lertxundi, CIVITAS ARCHIMEDES - Donostia San Sebastián Site Manager</li> </ul>	
Questions and answers	
10.30 – 11.00 Coffee Break	
<b>11.00 – 13:00 Learn from others - city experiences (parallel sessions)</b>	
<p>Parallel session 1A</p> <p>Cleaner fuels experiences in public transport</p> <p>moderated by Eduardo Gonzalez, head of the mechanical maintenance department, CTSS-DBus</p> <ul style="list-style-type: none"> <li>• Second generation biofuels in a cold climate, the experience of Aalborg, Gustav Friis, Measure Leader, City of Aalborg</li> </ul>	<p>Parallel session 1B</p> <p>Electric vehicles in public transport</p> <p>moderated by Enrique Monasterio, CEO IBIL (invited)</p> <ul style="list-style-type: none"> <li>• Test anEV – the largest EV project in Europe, Ole Alm, Head of Development, ChoosEV</li> <li>• Electromobility services in La Rochelle, Matthieu Graindorge, La Rochelle</li> </ul>

<ul style="list-style-type: none"> <li>• Natural Gas in Madrid, Juan Ángel Terrón, head of the mechanical maintenance department, EMT</li> <li>• Biodiesel production and consumption in Mallorca, Carles Petit, CINESI Transport Consultancy</li> </ul>	<p>Urban Community</p> <ul style="list-style-type: none"> <li>• Hybrid bus experience in Barcelona, Josep Maria Armengol, director of engineering and development, TMB</li> </ul>
<p>13.00 – 14.30: Lunch break and exhibition</p>	
<p><b>14.30 – 16.00 Learn from others - city experiences (parallel sessions)</b></p>	
<p>Parallel session 2A San Sebastián in depth Debate with responsible stakeholders</p> <p>moderated by Eduardo Gonzalez, head of the mechanical maintenance department, CTSS-DBus</p> <ul style="list-style-type: none"> <li>• Biofuels technology in the Basque Country, Juan Manuel Fernández Etxaniz, EVE Head of Transport Unit</li> <li>• Development from experimentation to mass-production, Benedikt Neugebauer, MAN Truck &amp; Bus AG Sales Engineering Bus &amp; Coach</li> <li>• From UCO to COME, Zenón Vazquez, CEO Bionor</li> </ul>	<p>Parallel session 2B Procuring clean vehicles and fuels</p> <p>moderator Miguel Mateos, GEA21</p> <ul style="list-style-type: none"> <li>• Experiences from the COMPRO project, Silvia Gaggi, ISIS</li> <li>• Procuring clean vehicles, the Stockholm experience, Jonas Ericson, City of Stockholm</li> <li>• Rotterdam and Dutch Clean Vehicle Procurement experiences, Lode Messemaker, City of Rotterdam (invited)</li> </ul>
<p><b>16.00 – 17.00 Final plenary debate</b></p> <p>Towards the ideal mix of different technologies available: what balance is needed? Are the different solutions synergistic or competitive?</p> <p>moderated by Gerardo Lertxundi, CIVITAS ARCHIMEDES - Donostia San Sebastián Site Manager</p> <p>Panelists:</p> <ul style="list-style-type: none"> <li>• Jonas Ericson, City of Stockholm</li> <li>• Benedikt Neugebauer, MAN Truck &amp; Bus AG Sales Engineering Bus &amp; Coach</li> <li>• Fidel Angulo, ATUC , National Urban Transport Association</li> </ul>	

## Thursday 16 June – Training Day

### 9.00 – 10.55 Training sessions

#### Parallel session 3A

How to develop a local policy for the promotion of clean fuels and vehicles?

moderated by Maarten van Bemmelen, CINESI Transport Consultancy

This training session will present lessons learnt by municipalities in the field of policy development.

#### Electric mobility and evaluation:

- Alternative propulsion for ships, Andrea Ballarin, Veneto Region
- Electromobility services implemented within the BIOSIRE project in the BIOSIRE regions, Matthieu Graindorge, La Rochelle Urban Community
- Evaluation: Benefits and limitations exemplified by the BIOSIRE project, Guido Reinhardt, IFEU - Institute of Energy and Environmental Research

Followed by a first round of round tables

#### Parallel Session 3B

Hands on training: Procuring clean vehicles

Moderator: Anna Clark, Polis

Three short presentations will be complemented with discussions on the contexts and possibilities for procurement across Europe. The national contexts will be discussed under the umbrella of the EU legislative framework. Participants will be invited to develop a procurement trajectory, including stakeholder mapping.

- Jonas Ericson, City of Stockholm
- Lode Messemaker, City of Rotterdam

### 10.55 – 11.15 Coffee Break



<p>11.15 - 13.30</p> <p>Parallel Session 4A</p> <p>Good Practices in deploying clean vehicle programs</p> <p>moderated by Maarten van Bemmelen, CINESI Transport Consultancy</p> <ul style="list-style-type: none"> <li>• How a region can activate the local market for used cooking oil collection and the use of biodiesel, Nikolaos Zografakis, Region of Crete - Energy Agency</li> <li>• Good and Bad experiences: Problems with large scale Biodiesel production and successful promotion of biofuels through UCO collection programmes at schools, Carles Petit, CINESI Transport Consultancy</li> <li>• Sustainable mobility as element of Tourist promotion, Natasa Avlijas, Net Engineering</li> </ul>	<p>11.15 – 13.30</p> <p>Parallel Session 4B</p> <p>CIVITAS ARCHIMEDES session</p> <p>This training session will present lessons learned of municipalities in the field of implementing measures.</p> <p>Moderator David Low, City of Brighton and Hove</p> <ul style="list-style-type: none"> <li>• Experience of biodiesel fleets with emphasis on 1<sup>st</sup> generation versus 2<sup>nd</sup> generation biodiesel, Jens Mogensen, City of Aalborg</li> <li>• How awareness raising campaigns can complement alternative fuel projects, David Low, City of Brighton and Hove</li> </ul>
<p>12.15 – 13.30</p> <p>Second round of round tables</p> <p>Summary of the round tables</p> <p>Closing of the training sessions</p>	
<p>Common lunch + public transport transfer</p> <p>13.30 - 14.45</p>	
<p><b>15.00 - 17.00 Technical Site Visit (Dbus venue)</b></p>	
<p>Biofuel Dbus buses</p> <p>Think oSmart, EVE</p> <p>MAN Hybrid Bus Testing</p> <p>Facilitator: Eduardo González, head of the mechanical maintenance department, CTSS-DBus</p>	

## 5. Proceedings

### Day 1

#### Opening Session

Participants were welcomed by the Mayor of Donostia-San Sebastian Juan Karlos Izagirre. This was one of his first acts as Mayor, as it was his first week in office. A series of key note speeches were then given to show the situation of clean fuels and vehicles in the EU as well as clean fuels practices in CIVITAS cities Stockholm (CATALIST thematic ambassador for this topic) and host city of Donostia –San Sebastian. This was complemented with an introduction to the BIOSIRE project.

#### Session 1A

Experiences of the use of biofuels in public transportation

Other cities like Aalborg showed the particular experience of implementation of second generation biodiesel in an extreme climate in which average temperatures reach below zero every day between December and March. This makes that the blend applied are not higher than 10% because of stability at low temperatures.

Juan Angel Terron, Director of Engineering at the EMT and member of ATUC argued the bet of EMT for Natural Gas as a real alternative to fossil fuel. Although it's not a renewable fuel, there are large reserves, is a clean and sufficiently proven option to take it into account.

The pilot project in tourist areas BIOSIRE corroborates the potential of these fuels in places recycled oils from restaurants and hotels that are a serious problem for waste management. The training and awareness in schools in the area of Mallorca has been a hit with schoolchildren.

#### Session 1B

An electromobility example in Denmark was presented in which 30 cities participate in an ambitious two-year project putting into circulation 300 electric vehicles for private use. The experience of 2400 families is reporting valuable information. What for do you use the vehicle? Where and how many times you take it? Where do you park it? Etc.

La Rochelle, capital of the Charente-Maritime region, and a port city has taken important measures to promote sustainable mobility in their urban transport plan (2011-2021). In this plan, they promote intermodality and complementarity of all modes of urban transport, both ground (bus, tram, car, bike) and marine (boats). Thanks to projects such as CIVITAS Success and Biosire, La Rochelle has had the chance to experiment with electromobility, introducing electric maritime transport (which connects the different ports of the city), car sharing, buses and delivery vans as well as an innovative urban transport system with small unmanned vehicles (cyber cars). All of these are integrated into the public transport network.

Josep Maria Armengol, director of engineering and new developments in TMB, and a member of ATUC showed the project "Retrofit", the conversion of Diesel to Hybrid Buses: An interesting design engineering work and production that competes with current bus hybrids

that are offered on the European market. This project is expected to reach fuel savings of up to 20%. Considering the rising price of Diesel, there would be a repayment term of 10 years. Moreover TMB is also working on developing electric vehicles focusing on the autonomy and weight of batteries.

## Session 2A

Juan Manuel Fernandez, head of the Transport Department of the Basque Energy Agency (EVE), collaborates with Dbus in many projects related to renewable energy applied to transport and the promotion of actions about energy efficiency, ecodriving courses, installing solar panels, projects to improve building energy efficiency, etc. As in the rest of Europe, consumption of energy in the transport sector has increased over the past 30 years and along with it, greenhouse gas emissions from transport. To achieve emission and energy targets of the EU, EVE emphasises the use of electromobility and biofuels. EVE offers subsidy programs for the purchasing of electric vehicles or vehicles powered by ethanol or biodiesel and hybrid. They have also reached agreements with petrol stations to supply Bioethanol, Biodiesel, CNG and electro-stations in the Basque Country.

The evolution of the MAN prototype hybrid bus to the final one acquired by Dbus was explained by Benedikt Neugebauer, from the Technical sales department of the brand. The main features of the technology developed by MAN are serial hybridisation, energy storage by "Ultracaps" and the energy regeneration braking system. The vehicle is permanently powered by two 75kW electric motors each with no gearbox. Start-stop system of the diesel engine is automatically controlled by the electronics of the vehicle more efficiently in order to achieve fuel savings of up to 30%. The boundary conditions of the urban lines with low average speeds, frequent braking, stops, traffic lights and traffic jams are ideal conditions for getting the most out of this vehicle. After being tested in several European cities, this summer will see the first mass-produced hybrid bus from MAN in a European city which in Donostia-San Sebastian.

BIONOR, Biodiesel producer explained the benefits of transforming a highly polluting waste, used cooking oil (UCO) into biodiesel (UCOM), which is then used in buses, for example by DBUS. Through its suppliers, Bionor used oil collected locally and processed in its Berantevilla processing plant, producing a second generation biodiesel quality that meets the requirements of the most modern buses of DBUS. Since the CIVITAS project began, the use of Biodiesel in the Dbus fleet has increased and now, the average blend consumption is over 30%, with some buses running on Biodiesel 100% and 50%.

## Session 2B

This sessions contained 3 presentations looking at the experience of procurement of clean fuels and vehicles in CIVITAS cities and beyond.

Speakers:

- Introduced their procurement experience with a focus on what other (CIVITAS) cities can learn from the experience.
- How procurement was done in each case: who was involved, how they were involved, what are the solutions available, how they were evaluated, and practical planning issues etc.

The training session (session 3B) on the following day looked at how much these experiences are dependent on the national context.

## Session 3A (BIOSIRE)

### Session 3B

This two-hour CIVITAS VANGUARD training looked at the different elements and tools required in clean vehicle and fuels procurement.

Since procurement rules differ considerably nationally, the training session looked at different systems of procurement for clean vehicles in cities in different countries, and this was brought together under the umbrella of the procurement directive ([Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles](#))

The session contained two short presentations from experts of procurement from Sweden (Stockholm), and the Netherlands (Rotterdam). This was complemented with discussions with the participants on their national rules, and putting this in the framework of the EC Directive.

#### Format of session

09.00-09.05 Short introduction from the moderator on the content and format of the session, and introduction of the speakers.

09.05-09.20 Presentation 1: procurement in Sweden (Jonas Ericson, Stockholm)

09.20-09.35 Presentation 2: procurement in the Netherlands (Lode Messemaker, Rotterdam)

*These two presentations defined “national vehicle markets” with examples, and how this works in Sweden and looked at what works and what serve as barriers to efficient procurement (based on national circumstances). Topics such as cultural differences: issues such as trustworthiness of the government, perceived role, practical ability of local authorities etc were touched on.*

09.35-09:45 Overview / additional questions for speakers

09:45-10.20 Discussion in two groups (led by Jonas and Lode). Discussion of national differences between procurement in participants’ countries: how systems are similar / different to those presented, which stakeholders need to be involved, and the barriers to efficient procurement, and cultural aspects. Each group had a rapporteur to present the discussions.

10.20-10.30 Short report on the discussions from both groups: what are the similarities, what are the differences?

10.30-10.40 Presentation on the European context. EC Directive, and implications for the local level.

10.40-10.55 Discussion as one group: looking for solutions. How will the Directive affect the local level? How can EU legislation help in procuring clean and energy efficient vehicles? What are some ways to help facilitate procurement process at EU level?

10.55-11.00 Report back, and wrap-up from moderator.

The discussions with participants started with a quick round of those who were in attendance to find out existing experience of procurement in their countries. The list of participants for this session is given in Annex 2. Of the participants, only one had existing experience of any kind in procurement. This meant that the discussions focussed more on finding out what participants knew about procurement, and what were important elements of procurement for their existing roles.

From the two groups, several different points came out in the general discussion of procurement in their countries.

**Group 1, main discussion points & conclusions:**

- Different departments have different demands for procurement which can make it difficult to achieve clean vehicle procurement if different departments are in charge of their own procurement (e.g. rubbish collection trucks procured not procured by same dept as those working on clean vehicle promotion!)
- Political decisions greatly influence procurement & the lifetime of politics (4-5 year mandates) can have repercussions on procurement
- There is a need to form alliances with similar partners to maximise the possibilities for clean vehicle procurement. However, there are problems with the definition of 'similar'
- Long tenders tend to make it difficult for procurement of new and green technologies
- There were not many differences found among the different country representatives: generally, the barriers are likely to be similar.

**Group 2, main discussion points & conclusions:**

- Reasons for buying clean vehicles:
  - "Clean" conscience for city
  - Help to promote the market
- Clean vehicles as part of the climate strategy
- Large gap between the political will and the power of the procurer: there are barriers in every country for efficient procurement
- Problems with procurement: it is badly suited to innovation as it benefits low risk behaviours
- Problems with procurement: financial situations which differ from country to country, although the financial crisis makes it difficult for all!
- Problems with procurement: the difficulties with time scales: need to have long-term visions
- Problems with procurement: the size of the procurement matters!

Within the context of the EU regulation, there was very little prior knowledge to the Directive. An overview of the Directive was given, with some questions and clarifications provided on particular aspects. A copy of the Directive was distributed to participants, and participants were very interested in the existence of the Directive, and what impacts this had on the local level.

## Session 4A (BIOSIRE)

## Session 4B (see ARCHIMEDES D13.12)

## 6. Evaluation of event

### 6.1 Participants

#### 6.1.1 Number of participants

The European Conference on cleaner fuels, cleaner vehicles and cleaner cities was attended by 83 participants. This number is close to the number of participants that was aimed for, namely 100.

The promotion for this joint CIVITAS VANGUARD CIVITAS ARCHIMEDES and BIOSIRE conference and training was primarily done via the CIVITAS-website ([www.CIVITAS.eu](http://www.CIVITAS.eu)) and the internal CIVITAS Plus newsletter. In addition, direct mailings were sent to different target groups (measure leaders, project and dissemination managers). In order to reach the non-CIVITAS plus participants, additional promotional material was spread via the CIVITAS Outreach database, the Polis-network, as well as BIOSIRE database of contacts, CIVINET Spain and Portugal and CIVINET France (emails were translated into other languages). Information was also posted on the BIOSIRE website as well as DBus website (CIVITAS ARCHIMEDES partner – public transport company), and further emails were sent by ARCHIMEDES and BIOSIRE partners to their own relevant contacts.

#### 6.1.2 Background of participants

VANGUARD has developed a basic tool to assess competences (e.g. background) and expectations of participants towards their trainings. This tool is called the quick scan. This quick scan was included in the registration form as a multiple choice questionnaire. The quick scan was filled in by 40 participants.

The quick scan revealed that the conference in Donostia-San Sebastian was to be attended by a very heterogeneous group of participants as well in terms of “job context” (fleet operators, transport planners,...) as in their level of experience. 60% of the participants had no or only limited experience in cleaner vehicles and cleaner fuels and the remaining 40% was highly experienced. Also, about half of the participants (48%) had often been involved in the implementation of measures for cleaner vehicles and fuels whereas 30% never had. It was not very clear how many participants will have to implement measures of cleaner vehicles and fuels in the future, since not every participant who filled in the quick scan responded to this question, but of the 85% that did provide an answer, 65% indicated that their city or organisation had planned that type of measures.

Considering the level of experience in procuring clean vehicles and fuels, the group of participants was not too diverse: only 13% was highly experienced and about half of the remaining participants had some (46%) or no experience (41%) at all.

Almost all participants (90%) were interested to learn about in practical examples during the conference. Learning about theoretical models and doing practical exercises was requested by about one third of the participants. The participants (75%) were especially interested in exchanging knowhow. Also networking was an important reason to participate (55%).

The results of the quick scan was sent to the speakers and moderators of the conference before the conference took place. This allowed them to tune their presentations to the expectations of the participants.

## 6.2 Evaluation conference

Every participant was asked to fill in an evaluation form during or after the conference and to hand it in immediately. Despite several reminders during the sessions, we received 15 filled in evaluation forms. This is a response rate of only 18%, making the evaluation not very reliable. The findings are to be interpreted with caution.

### 6.2.1 Content evaluation

In general, as displayed in Figure 1, the conference was evaluated in a very positive manner. Only one person, accounting for 7% of the evaluations, evaluated the conference in a negative way. He or she stated that the conference lacked “technical contents”. Besides this person, all the others would also recommend the conference to someone else (33% very much, 60% yes).

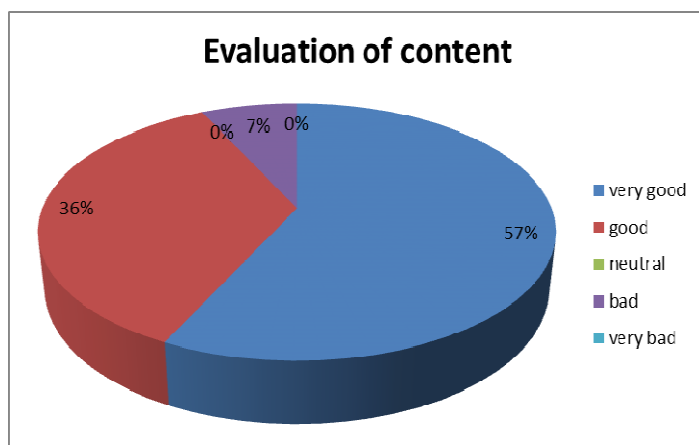
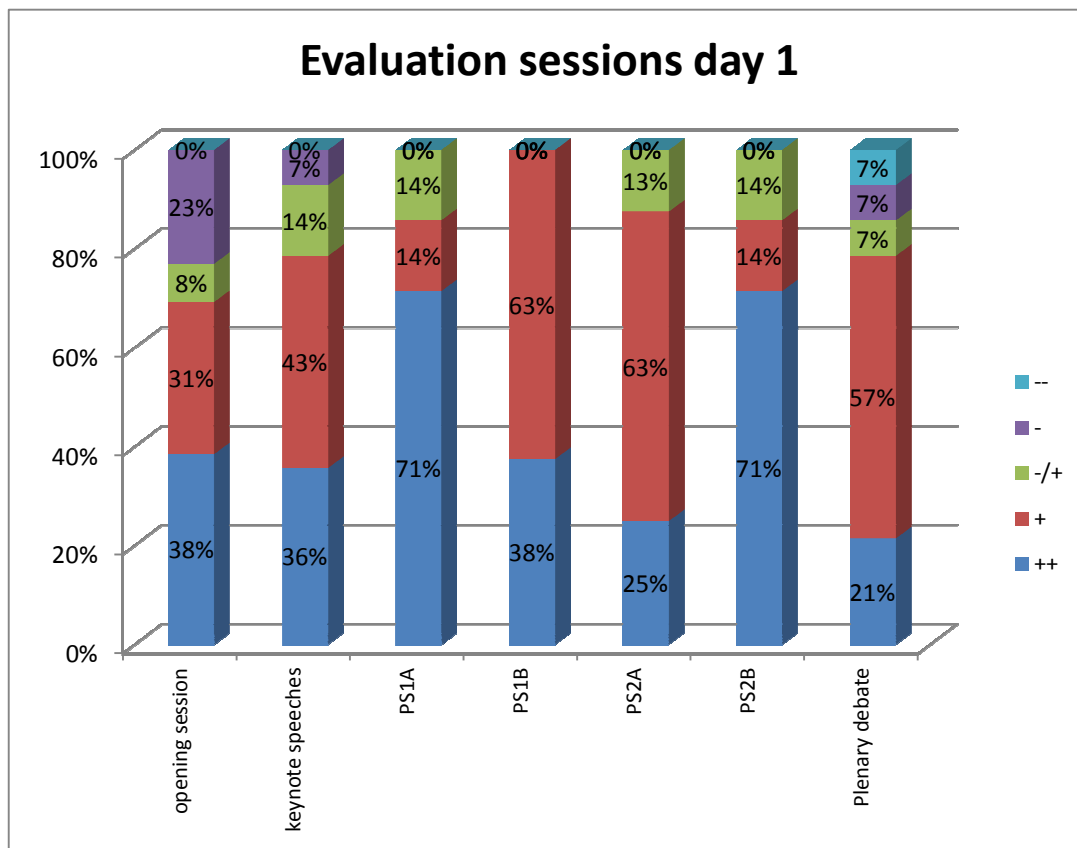


Figure 1: How do you value the conference in terms of content?

Figure 2 gives a more detailed view on the evaluation of the plenary and parallel sessions of day 1. More detailed information on the content of the sessions can be found in paragraph 4: **Fout! Verwijzingsbron niet gevonden..**

The opening session received a relatively diverse evaluation. Respondents who gave a negative evaluation gave the remark that the opening session was in Euskera and that no translation facilities were provided<sup>2</sup>. Those who gave a positive evaluation, were probably those who could understand the speaker. Also for the plenary session a remark was given on the language. This most probably also explains why the evaluation of this session was also not so unanimous. Parallel session 1A and 2B were evaluated the most positively.

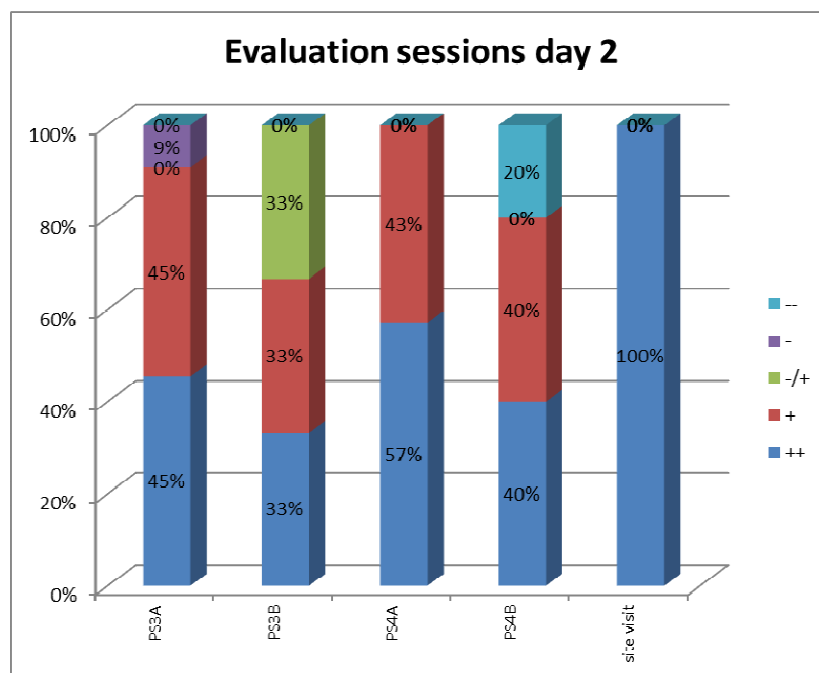
<sup>2</sup> Due to the new mayor of Donostia-San Sebastian taking office just 4 days before the conference, and insisting that their speech was in Euskera rather than Spanish, translation facilities for this were unavailable at such short notice. However translation was provided for EN and ES during this and other sessions. A printout of the Mayor’s speech was however distributed to participants in EN and ES later in the day.



**Figure 2: How interesting did you find the presentations/trainings/visits (day 1)**

The evaluation of the sessions of day 2 is displayed in Figure 3. Because of the low number of filled in evaluation forms, the graph gives a rather unreliable view on the quality of the sessions. Only one person accounted for the 9% and 20% that negatively evaluated parallel session 3A and parallel session 4B. The Technical Site Visit received the most positive evaluation. However, also this result needs to be interpreted with caution, since it is based on only 3 scores.





**Figure 3: How interesting did you find the presentations/trainings/visits (day 2)**

The respondents all agreed (100%) that the proportion theory and practice during the conference was properly balanced. They appreciated the fact that they heard about “real data”, from the demo regions, as well as statistics, coming from the academic world.

Thirteen of the participants answered the question about the parts of the conference that were most useful to them. 47% of them indicated that they found the round tables, the exchange of experience with others, the most useful. 20% mentioned the networking aspect. The conference hence succeeded in fulfilling the expectations of the participants. Indeed, 75% of the participants participated because they wanted to exchange knowhow and 55% wanted to network (see results quick scan).

Other responses to the question about the most useful parts were: the keynote speeches (1 person) and information about technical product issues, electric vehicles or the procurement of clean vehicles (3 persons).

Parts that were found to be of little or no use were the evaluation topic, because it was too theoretical (1 person), the final plenary debate (1 person), and parallel session 2B about procuring clean vehicles (1 person). Since these answers pertain to three different aspects of the conference, it may be inferred that this evaluation is highly personal (as it is supposed to be) and is not to be attributed to the quality of sessions.

If there was anything that could be changed or improved, it would be the length and the number of round tables (67% of the answers). The respondents would like to participate to longer and more round tables. One person proposed to have more training sessions and hence presumably also more round tables. Another person would have liked to hear about the current status and future steps in the BIOSIRE project and learn about other projects.

### 6.2.2 Event evaluation

The next figure (see Figure 4) shows the evaluation of the event by the respondents. Again, the one person who did not like the content of the conference, was also negative on the other aspects of the event, hence colouring the evaluation in a negative way.

In general, people were (very) satisfied with the registration procedure of the event. They could register on the CIVITAS-website ([www.CIVITAS.eu](http://www.CIVITAS.eu)) via a registration tool, which was available three months before the conference and closed 1 week before the event. They were also (very) satisfied with the format of using parallel sessions and with the practical organisation of the conference.

Before the conference, three different kinds of documents were made available for the participants on the CIVITAS-website: information about their chosen hotel (with a special code), the programme and information about the location and how to get there. A document on practical arrangements for the days (for dinners, transfer to different venues etc.) was sent directly to the participants in the week of the conference. As can be seen in Figure 4, 79% of the respondents were (very) satisfied with this information.

Only two people gave a suggestion for future events and both mentioned to better manage the speakers time keeping. One of them also suggested to have shorter presentations and leave more time for discussion. The other person suggested to better manage and give more information on translation facilities.

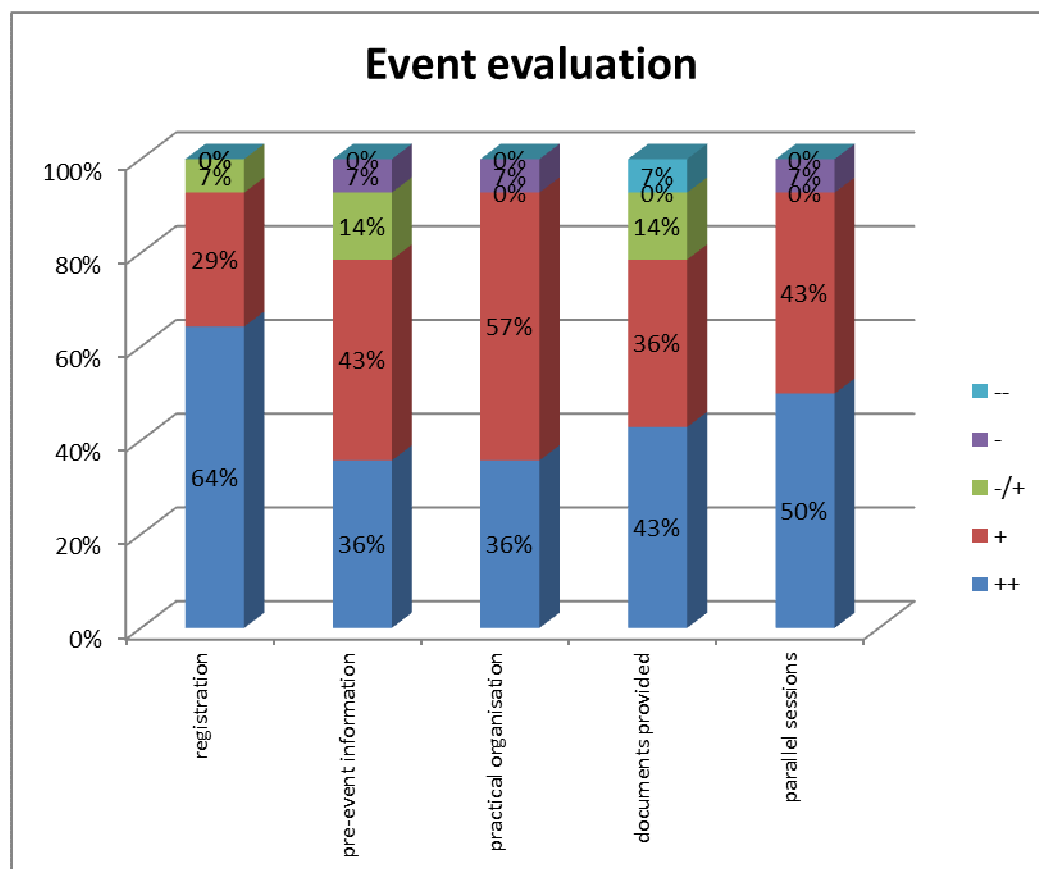


Figure 4: Level of satisfaction of several aspects of the event

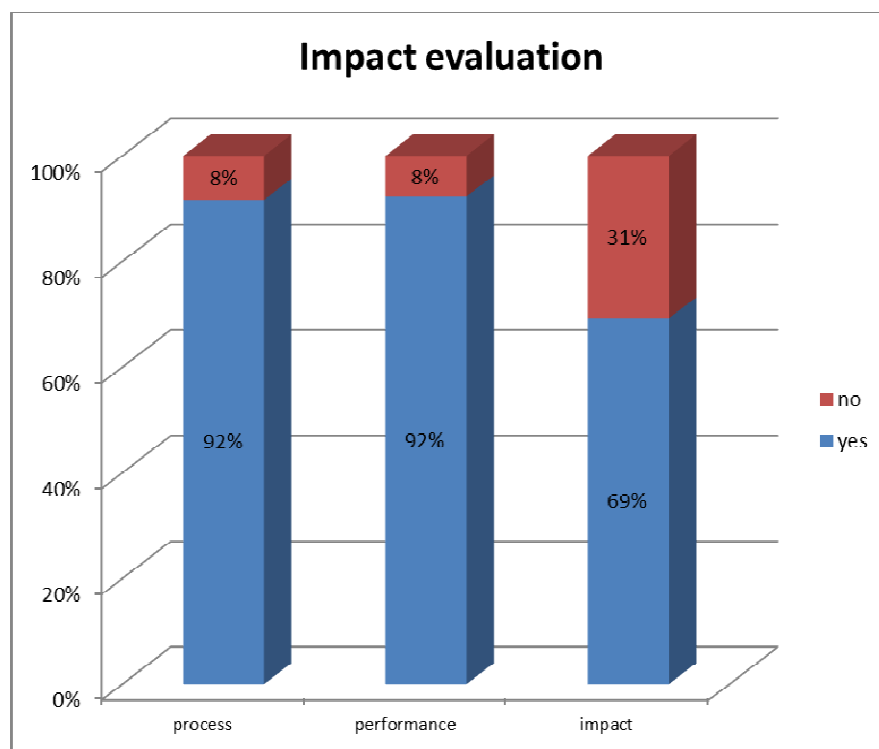
### 6.2.3 Impact evaluation

In order to be able to evaluate the impact of the conference, participants were asked whether the event had allowed them to acquire the competence(s) they expected to acquire (process), whether the acquired competences are applicable to their professional situation (performance) and whether these allow them to change or improve the current situation in their city/organisation (impact).

Figure 5 provides an overview of the responses to this question. As is clear from the graph, the conference did manage to have an impact on almost all of the participants.

Many respondents explained their answer. To the question about the acquisition of the competences they expected to acquire, the following reactions were given:

- particularly on public procurement and San Sebastian in depth
- obtained more information
- I can profit from experiences of other projects
- both networking with professionals and attending lectures
- good knowledge of implementing projects
- I met people and institutions which went through the same experience I'm dealing with



**Figure 5: Impact evaluation**

To the question whether the competences are applicable to their professional situation, the following reactions were written down:

- trading liquid catalysers for cleaner fuels
- different points of view

- knowing better solutions for public transport propulsion
- I will discuss at work what we could use of new ideas I have got
- I can provide new information to clients, or use it to do calculation
- I am working with bus operators to commence projects on bus hybrid and electric vehicles
- I met people and institutions which went through the same experience I'm dealing with

Only one of the persons indicating that the acquired competences will not allow them to change or improve the current situation in his or her city/organisation, explained his or her answer. This person said that he or she does not have the decision-making capabilities in their organisation. Other reactions were:

- new commercial contacts
- new product development
- with this acquired background I will have tools for convincing local stakeholders
- I got more assurance of what might be the best next steps in the project to make it successful
- I will be able to better work with our partners and stakeholders
- based on their experiences (= *experiences of others*)
- more knowledge is always useful

A last question sounded on the interest of the participant to participate to the next VANGUARD training on Intelligent Transport Systems in November 2011. To this question more than one third answered positively (38%) and the others either responded no (30%) or maybe (30%). One person answered maybe because of financial restrictions, one stated that his or her participation will depend upon the content of the training and still another may participate if there will be a link of ITS with improving public transport speed and reliability.

### 6.3 Conclusion

The European Conference on cleaner fuels, cleaner vehicles and cleaner cities attracted a good number of participants. 83 persons actually participated which is close to the number of participants that was aimed for (100).

Based on the small number of filled in evaluation forms (only 15), it is hard to draw reliable conclusions on the content of the conference as well as on the event itself. One of the 15 respondents was very negative about the conference and his or her responses had a large impact on the evaluation. Notwithstanding that, it is possible to reach some tentative conclusions that may teach us something about the quality of the conference.

In general the evaluations about the content of the conference were positive although care should be taken that speakers present in English or that translation facilities are provided. Participants especially liked the round tables and the networking aspect. Future conferences could even allow more time and space for round tables. Also very positive was the fact that the conference managed to create a good balance between theory and practice.




The conference has also left an impact on almost all respondents. It allowed them to acquire the competence(s) they expected to acquire and these competences can be applied to their



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professional situation. 69% of the respondents even stated that these competences will enable them to change or improve the current situation in their city/organisation.

# Annex 1 – List of participants Session 3B

  <p>CIVITAS VANGUARD 16 JUNE 2011 CLEAN FUELS &amp; VEHICLES PROCUREMENT 09h00 - 11h00</p>  <p>THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION</p>		
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