

CIVITAS Activity Fund 2nd Call for Applications Summary of the awarded proposals

Contractor: **ACTT S.p.A.**
Type of organisation: **Public Transport operator**
Project duration: **9 months**
Requested fund: **36 080€**
Total costs: **94 301€**

A.C.T.T., public transport operator for the city of Treviso, wishes to improve the public transport service level to contribute to a reduction in congestion and pollution in the city, in accordance with the city authorities. In point of fact, the current use of public transport is deemed highly unsatisfactory and the considerable efforts made by A.C.T.T. - most notably the adoption of modern, comfortable vehicles; the use of 16% methane-fuelled environmentally-friendly vehicles; integrated ticketing for interoperability between city buses and suburban transport services; increased frequency of bus runs; and comfortable low-floor buses - have as yet to be repaid by users. Generally speaking, the situation in Treviso is negatively affected by the common practice of private car use, by the abundance of car parks in the centre (a reduction in which would be strongly opposed by users and business owners).

A.C.T.T. would now like to develop a real time passenger information system with the following basic components and features:

- System for tracking the position of approaching buses;
- Information displays to advise users waiting at stops how long the next bus is expected to be and any other relevant service information;
- Statistics processing and data collection to improve the quality of the service.

Given the relative failure of other innovations introduced in the recent past, the company and the city have decided to embark on an in-depth preliminary investigative stage, drawing on the experience that cities belonging to the Civitas network are already in a position to share. The information collected and reviewed will then be made available to the whole network and anyone else who requests it. Operationally speaking, a series of study tours has been planned for A.C.T.T. personnel to visit a wide selection of cities who have joined Civitas and have already developed real time passenger information systems applied to city buses. The idea is to analyse the best solutions implemented and the relevant context of their application and implementation. An independent consultant will be appointed to take a closer look at the technical/technological issues proper and will also be required to prepare a technical feasibility study relating to the city of Treviso's main lines. During a second stage of the project, the information collected and reviewed both by A.C.T.T. engineers and by the consultants will be used to produce a best practice book, which will be distributed to the cities who have joined the Civitas network and to all other interested stakeholders. The project will end with a final open conference during which the results of the undertaking, and more specifically the best practice book's contents, will be illustrated at length. Following the project, the aim will be to implement a pilot system on a number of the city of Treviso's urban bus lines.

Contractor: *Municipality of Ancona*
Type of organisation: *Municipality*
Project duration: *10 months*
Requested fund: *21 000€*
Total costs: *32 000€*

The general objective of this proposal is to stimulate one aimed and in-depth debate regarding the Local Urban Mobility topics through the very strong involvement of the local community and of the main actors in the territory of Ancona as well as through the methodological support of the European cities, members of CIVITAS network. Through this project, the Ancona City Administration would like to create a panel discussion of technicians, experts, politicians, and citizens in the field of Planning and Urban Mobility Management which is one of the principal determinants for the economic, environmental, social, and cultural development of every single territory.

The city of Ancona, as almost all modern cities, has to reconcile (the necessity regarding) the displacements of goods and persons, therefore the interconnection of the territory, with the real capacity of its own territory to contain the externalities and the impacts that these displacements are causing on urban environment and quality of life. For this reason, the definition of an adequate Mobility Policy appears to be one of the basic steps for the further development of each territory or city. As consequence, this implies the necessity to implement management models and infrastructure solutions that could facilitate and make efficient the urban mobility, allowing at the same time the mitigation of the environmental impacts and the improvement of the quality of life of each citizen. Besides the development of new technical and management experiences and abilities in the governance processes, all this also requests a considerable cultural leak regarding the approach to the management of the “urban mobility” problem and in general, to the habits of every single citizen.

The capacity building and transfer of knowledge resulting from the CIVITAS initiative will help the Municipality of Ancona to develop more expertise on future designing of its Urban Mobility Systems by means of which it could find out the better solutions for the sustainable transport. Furthermore, the possibility to involve all citizens in the debate, showing them the best European Experiences and case histories, will be useful for motivating them to change their habits over time. Therefore, this proposal foresees the organization of two thematic workshops for the technicians and experts, and of one event/final conference addressed to all citizens. The two workshops will deal with the topics of greatest interest for the city, considered as priorities by the Ancona City Administration, that refer to macro themes such as Access Management, Transport Management (*Collective Passengers and Urban Goods*) and Clean Fuels and Vehicles. Experiences, as contribute provided by the pilot CIVITAS cities, will be the added-value of the project since it will guarantee the start of the well-framed procedure of discussion, useful both to local technicians and in particularly to the City Administration, for developing a new Urban Mobility Policies.

The final conference will facilitate the debate and the dialogue between Local Community and the City Administration. The results and documentation obtained in two previous workshops will be illustrated during the final conference and, following a bottom-up approach, suggestions and opportunities of improvement, will be gathered for defining new and more Sustainable Local Urban Mobility Policies.

Contractor: *Empresa Municipal de Transports de Palma de Mallorca, SA*
Type of organisation: *Municipal Public Transport Operator*
Project duration: *5 months*
Requested fund: *34 960€*
Total costs: *22 360€*

The objective of the activity is to prepare a large-scale introduction of clean vehicles in the bus fleet of the municipal public transport company of Palma de Mallorca. For this, the city of Palma will evaluate the first introduction of 12 CNG buses comparing it to the regular fleet and to other alternative fuels and propulsion technologies. Based on the exchange of experience and know-how of CIVITAS cities and the outcomes of the evaluation, the city of Palma will prepare an implementation plan for the large-scale introduction of 100 CNG buses in its fleet. The future large-scale introduction of clean buses should serve as an example for other local fleet owners and convince them of the benefits of clean fuels.

Current local situation

The local mobility culture is still very much based on the private car. Aware of the problem this poses for accessibility, attractiveness, environment and health, the different levels of government, have designed a favourable legislative and political framework for the promotion of sustainable mobility. This is illustrated by the recent adherence of the Municipality of Palma de Mallorca to the CIVITAS forum, by signing the CIVITAS declaration. The current bus fleet of EMT, the municipal public transport operator, consists of 201 buses, of which 150 are EURO 2, 11 are EURO4 and 40 are EURO5. The 12 new GNC buses to be tested during this action will be of the EEV standard and will form an expansion of the bus fleet. The future 100 new CNG buses would replace existing EURO2 buses.

CIVITAS interaction

The city of Palma is very interested in the experiences that CIVITAS cities have with the large scale implementation of CNG vehicles for collective passenger transport. With the proposed activity, the city of Palma will take-up experiences from the CIVITAS initiative in general and will specifically interact with the cities of Stockholm, Bremen and Nantes about their experiences with the use of CNG and biogas vehicles. At the start of the proposed action a small delegation of the Palma public transport company will visit the cities of Stockholm and Bremen to learn first hand from their experiences. In December 2009, a delegation from Palma already visited Nantes (not included in CATALIST budget). In Month 5, representatives from Bremen, Nantes and Stockholm will participate in a technical workshop in Palma to discuss the draft version of the Implementation plan for the large-scale introduction of CNG vehicles in the municipal bus fleet of Palma de Mallorca.

Outputs of the action

- An evaluation study of the 3-month test period of the operation of 12 CNG buses in the Palma bus network.
- An implementation plan for the future introduction of 100 CNG buses in the city of Palma
- At least 3 press releases informing about the progress in the actions funded by CIVITAS CATALIST.

Contractor: **Gemeente Eindhoven**
Type of organisation: **Municipality**
Project duration: **5 months**
Requested fund: **14 750€**
Total costs: **10 750€**

CIVITAS CATALIST aims to involve an ever growing number of cities in the CIVITAS Initiative, not as project partners, but as actors subscribing to a new mobility culture. The idea is to expose cities to the benefits of the CIVITAS approach. Through this proposal, the Dutch city of Eindhoven, CIVITAS Declaration Signatory since 2006, will meet with representatives from a number of CIVITAS cities and will get to know the measures that they successfully implemented with the aim of changing the modal split towards more public transport and bicycle use, and improving the air quality within their respective city centres. Eindhoven will use this information and the output of the discussions to make their existing strategies more coherent and to determine which scenarios are most suitable to use in Eindhoven in the future and are most likely to generate the desired effect.

Of course, many policy documents are in place already in Eindhoven, and multiple measures and strategies have been put into action. However, their consistency is not always optimal. Furthermore, some policy documents are still under development: various more radical and effective scenarios for improved and more sustainable mobility in the city centre are currently being discussed. The effort to put up a coherent Mobility Agenda for Eindhoven for the year 2020 is the main example of this, as well as the preparation of a roadmap to become an energy-neutral city by 2050.

This situation has led the city of Eindhoven to take the initiative for this CIVITAS Activity Fund Proposal. To learn from European cities that have already implemented and evaluated various measures aimed at changing the modal split and improve air quality, is an opportunity that Eindhoven would like to seize. Inviting experienced CIVITAS participants from four CIVITAS cities in North-West Europe to talk about their achievements, to receive their input and suggestions for suitable measures for Eindhoven and to discuss the pros and cons of various possible measures is what Eindhoven considers to be an excellent way to get inspired and challenged.

In short, this proposal concerns the organisation of a 2-day CIVITAS workshop in Eindhoven to allow Eindhoven to learn from the experiences from four different CIVITAS cities, to exchange ideas, and to be inspired by ambitious measures that other European cities have already implemented with the aim of achieving a more sustainable, clean and energy efficient urban transport systems.

From the side of Eindhoven, a maximum of 16 civil servants from within the department of Public Space, Traffic and Environment will join the discussions. Maximum three policy advisors of SRE will be invited as well. SRE is short for 'City region Eindhoven', an organisation meant to enhance cooperation between Eindhoven and the (smaller) towns in its vicinity. Four CIVITAS cities, each represented by two people, will be approached with the request to participate in this workshop, by presenting several of their CIVITAS measures and by engaging in discussions with civil servants of Eindhoven about different mobility strategy approaches and their advantages and disadvantages.

The first day, two sessions with each four different workshops will be held. Participants will choose two of the four workshop themes in advance! and they will participate in these discussions.

A site visit is also part of the programme, to give the foreign guests a better view on the current developments in Eindhoven and to show some of the measures that have been successfully implemented there already. This will benefit the discussions that will take place in the afternoon of the second day. These afternoon discussions will take place in two round tables and will continue where the workshops left off, discussing its outcomes and any insights that the site visit might have added to the discussion. The themes of the two round tables will combine the themes of the four workshops. The conference will end with a plenary session, analysing suitable recommendations for Eindhoven and positive learning effects for the other participants.

The choice for the topics of the workshops came about by analysing the policy documents on mobility that already exist in Eindhoven, and the ones that are under development. Just like in most other European cities, the increase in car mobility puts pressure on the accessibility of the city, on the air quality and subsequently also the general living climate.

An Accessibility Programme has been established by the City Council at the start of the governing period, with the following aims:

- Improved accessibility of the city and the region for all modes of transport (by making better use of existing infrastructure, by establishing better connections and, as a last resort, by increasing the infrastructural capacity)
- *A change in the modal split to more cycling and more public transport use in 2007-2020 (plus 30%)*
- Increased traffic safety (25% less accidents with injuries in 2010, compared to 2000)
- *Improved air quality (aim of 30% less motorised traffic within the city Ring before 2015)*

For all these goals, separate indicators have been established and potential measures have been determined. However, to really decide on the best possible scenarios, input from European cities with concrete experience in implementation and evaluation is sought. For the purpose of this proposal, and in line with the CIVITAS aims, the focus of the content of the workshops will be on the change in modal split, as well as the decrease of motorised traffic within the city Ring road (points 2 and 4). Eindhoven intends to make a more coherent package of mobility measures as also based on proved success from CIVITAS cities, leading in the long term to an achievement of the goals as set in the Accessibility Programme.

Contractor:	<i>Tyne and Wear Freight Partnership</i>
Type of organisation:	<i>Freight partnership comprising Local Authorities, Public Bodies and Operators</i>
Project duration:	<i>5 months</i>
Requested fund:	<i>20 500€</i>
Total costs:	<i>41 000€</i>

The Tyne & Wear Freight Partnership was established in 2005. It has successfully undertaken many valuable initiatives and has received two national awards in recognition of its work. These initiatives, which include new signage, the development of a website (www.tyneandwearfreight.info), freight maps and truck information points, have been written and communicated in English and focused on working with UK hauliers and UK freight partnerships. The aim of this project is to widen the scope and engage in knowledge sharing with other European partners. One issue common to all UK freight partnerships has been that of non-UK registered vehicles and drivers. "Foreign" vehicles are viewed by some as being a necessary nuisance with little attempt at engagement within urban goods transport plans.

The objectives of this proposal are:

- To identify the main language or nationality groups of non-UK drivers and vehicles operating within the region and carry out a programme of engagement that promotes urban goods transport and leads to positive outcomes including improved safety, lower CO₂ emissions and less traffic issues (surveys / information dissemination);
- To identify and better engage with other CIVITAS partners in the sharing of best practice. This is very much seen as a two way process with the Tyne and Wear Freight Partnership providing details of successful initiatives undertaken in the region translated into other European languages and also learning from other CIVITAS partners (sharing best practice);
- Establish a framework for accessing pan-European on-line freight exchanges that will help reduce current levels of empty running by both UK and European hauliers through a matching of available consignments to available backhaul opportunities. As shown by existing take up, these exchanges have already resulted in significant reductions in road miles, fuel usage and CO₂ emissions and form a basis for further collaboration (transfer of information).

The specific actions that will be undertaken include:

- Identification of the main nationality groups so that materials can be translated into the two most popular non-English languages; this will be achieved by port-based surveys and other research;
- Translation of details about the Partnership and information and support about the region's roads into the above two languages; this information will then be conveyed via the Partnership's leaflets, quarterly newsletter and also use of a recently-produced DVD that summarises the activities of the Tyne and Wear Freight Partnership;
- A version of the DVD will be produced with subtitles in two languages and this will be uploaded onto the www.tyneandwearfreight.info website for general access;
- Translation of key sections of the website, such as maps and lorry parking sites, into two other European languages;

- Distribution of the DVD and other materials to 250-300 CIVITAS partners and other relevant parties;
- Evaluation and identification of suitable pan-European Freight Exchanges and produce a guide in two European languages as well as placing website and other access information onto the www.tyneandwearfreight.info website;
- Identification of CIVITAS partners who provide information that may be of benefit to UK freight partnerships, hauliers and other organisations and provide web-links and address details;
- Host and attend presentations, conferences and other events;
- Measurement and review of performance including website visits, material distributed, the level of freight exchange uptake, and feedback from non-UK hauliers and drivers and other parties including the UK Highways Agency, port authorities, the Police and other relevant organisations;
- Incorporation best practice initiatives undertaken across Europe into the urban goods transport plan for the Tyne and Wear region.

The proposed programme addresses the goals of CIVITAS CATALIST in that it is based on co-operation and knowledge-sharing across European countries and CIVITAS partners, and attempts to demonstrate how language barriers can be successfully overcome.

Contractor: *Institute of Transport*
Type of organisation: *Public Agency*
Project duration: *3 days*
Requested fund: *3 700€*
Total costs: *7 900€*

The proposal consists in the exchange of experience regarding to the multimodal travel information with thematic coordinator Toulouse. The Institute of Transport in 2008 concluded a study "Recommendations for implementation of the electronically system of the interurban lines network by bus requested by Ministry the Work Public, Transport and Telecommunications.

This study has analyzed in detail the passenger interurban transport gathering and elaborating all data concerning this transport, defining the elements of a database for passenger travel information (which actually is missing in Tirana), and connection of this information with other transport modes information. Considering that among the topics (Multi-modal travel information, Smart cards, Traffic control management centre), and after the prior contact with the contact points of Toulouse, we have decided to make this proposal for a visit in Toulouse for exchange staff activities.

The objectives of this activity, after its accomplishment would be:

- To create a visitor web for optimal travel plan
- To increase up to a high quantitative and qualitative level the services offered to urban travelers with scope the real-time information
- To offer new services to public transport users in order to make the management of their subscriptions more flexible.
- To improve the Public Transport through a high level of information provided by implementing on-line, multimodal information system.
- To create a tool for public transport journey planning as a support instrument for the measures that will improve the quality and reliability of public transport services.
- To establish a priority system for buses in order to increase the modal share of collective passenger transports.
- To have a real-time traffic information and route management system.

Contractor: *Municipality of Plovdiv*
Type of organisation: *Local Authority*
Project duration: *3 days*
Requested fund: *3 737€*
Total costs: *7 475€*

Municipality of Plovdiv is a local authority responsible for the organization of the relations between the Municipality of Plovdiv with the state administrative bodies in the field of transport, communications and transport organization; organizes the relations with the companies, serving transport on the territory of the city of Plovdiv; creates a system for research and cooperates for the delivery of new vehicles to serve the public transport; appoints commissions for solving transport and communication problems.

Municipality of Plovdiv is developing three very ambitious projects concerning public transport in the city. At present moment the theme about „Transport Management” is very pressing and we saw the opportunity in the present call of CIVITAS CATALIST staff exchange to gain knowledge about the experience of one of the proposed host cities in development, projects implementation and achieved results regarding new transport systems and technologies. The three priority projects in the city of Plovdiv regard “Developing intelligent transport system for traffic management”, “Introduction of system for electronic ticketing in the city of Plovdiv” and “General service of public transport”. It seems that the city of Toulouse is able to provide us with the most relevant information connected with the above – mentioned projects’ theme. The host city proposed a three days visit in Toulouse to be organized in spring 2010, 6 – 8 April. Five representatives of the Municipality of Plovdiv will participate in the staff exchange and will visit the host city in order to gain knowledge and experience in the framework of multi – modal travel information, real time travel information, smart cards and traffic control management centre.

The chosen representatives are two politicians, responsible for decision – making in the field of transport in the city and EU funding, two managers responsible for planning and implementation of transport measures, and one representative of the city administration, working in the field of soft sustainable transport measures and appointed as an official contact for all the CIVITAS correspondence.

I. Multi – modal travel information and real time travel information

The applicant will be introduced to the following services: 1. Developed PT information systems; 2. Developed multimodal information within the SGGD cooperation - using web sites and diverse multimedia means - including private operators’ providers.

II. Smart card

The Municipality of Plovdiv has the chance to witness a totally renewed and improved ticketing and tariff system. The innovative aspects include:

- Established interoperability chart between the different PT networks’ ticketing system;
- Developed and implemented inventive PT contracts (specific user groups);
- Created mobility card with new type of services;
- Developed electronic purse and multi-service support for schools;

- Developed and promoted new integrated offer: car parks and public transport as well as
- an integrated fare product between motorways frequent users and PT;
- Pushed forward P&R infrastructures & multimodal behaviours.

III. Traffic control management centre

The host city will among others demonstrate EGNOS/Galileo services use for the control and information system of public transport in Toulouse. Global Navigation Satellite Systems (GNSS) are technological tools that could enable a specific support to surface PT exploitation systems. Experimentation with the EGNOS and Galileo systems has been carried out. An improved performance of the navigation equipments installed in the buses promoted the widely use of the new technologies.

The host city will also present its innovative traffic control management centre which integrates all local mobility regulations systems (traffic lights, highway and integration with public transport...). In addition, the host city will present its current bus priority project in order to highlight the benefits of traffic management cooperation between local mobility stakeholders.