



Mobility Initiatives for Local Integration and Sustainability

Newsletter number 12
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Dear Readers,

Less than month separate us from the end of the MOBILIS project. Given the important remaining work and tasks to do, time seems to be running faster and faster until the end. In fact, most of the measure results are now available and during these three last months, our teams will be mainly involved in the aggregation of results to complete the evaluation activities and also the final reporting.

Coming to the end of the MOBILIS project, many important events need to be highlighted. In November, we participated in the annual CIVITAS Forum. It was the occasion to bring together the CIVITAS family in the Italian city of Bologna and to warmly exchange about how "change is possible" in urban mobility.

We also would like to kindly thank our colleagues from Ljubljana for having organised our MOBILIS coordination meeting at the beginning of October in the Slovenian capital as well as in the marvellous village and only real Slovenian Island of Bled. Actually, in Bled, we carried out very fruitful work. We brainstormed and started to structure our "Policy recommendations", which we hope will help urban mobility decision makers and stakeholders in implementing projects..

Finally, as you all know, from the 21st to the 23rd of January 2009, we will meet in Toulouse to celebrate all together the CIVITAS II Final Conference. This will be the last important CIVITAS II event and then, our last opportunity to share our main results and achievements within our demonstration projects. We hope you have already saved the date.

Hoping most of you will attend this important event, let me wish you a very pleasant read of this 12th MOBILIS Newsletter.

Alexandre Blaquiere
Project Coordinator



City of Ljubljana (SI)

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Focus Article

Gender as a topic in the MOBILIS project

Introduction

Since the MOBILIS project aims to promote and implement sustainable urban mobility measures and innovations in transport, and mobility is seen as a basic need and an indicator of the quality of life, the project wanted to take into account all factors that can be of influence regarding the degree of mobility. So it was decided to take gender issues particularly into account.

When looking at a rather new area in the field of transport and mobility, especially that of gender, criticism and disbelief are not far away. Why is it necessary to have a closer look at this issue? Is it really necessary to take it into account? And how can we deal with it?

In order to answer these questions a Mobilis gender issues task force was set up including representatives from every Mobilis city, coordinated by Mobiel 21.

After screening the available research in the UK, Ireland, Sweden, Belgium and the Netherlands regarding gender and transport, all CIVITAS MOBILIS measures were screened using the Gender Impact Assessment Tool. This Gender Impact Assessment is a tool that involves an assessment of policies and practices to see whether they will affect women and men differently, with a view to adapting these policies/practices to make sure that any discriminatory effects are eliminated (Crawley & O'Meara, 2004).

As a next step, all MOBILIS gender sensitive measures were listed and every city selected one or more gender sensitive measure in their city to work on. The results of this research are being compiled in a gender issues final report and serve as an inspiration for future projects and to sustain (local) policy makers.

Literature reveals...

In 2006, towards the beginning of the MOBILIS project, as a first step desk research was performed by Mobiel 21 on gender and mobility. Findings indicated that indeed there are differences between men and women in the way they travel, travel motives and the barriers faced. Regarding travel modes, what comes to our attention is the female use of PT throughout the countries examined. Furthermore, being car passengers is more often a female activity, while driving the car appears to be done more often by males. The same gender differences exist regarding cycling, this mode proves to be more popular amongst males, while walking appeals more to females.

As for travel motives, literature shows that generally men are more likely to make more work-related trips than women, whereas women make more shopping and personal business trips mostly accompanying someone, i.e. trips to school, after school activities, bank, post office, library, playground, doctor or optician. Furthermore, trip chaining appears to be a female activity.

Because of these differences, literature reveals certain barriers to travel. Often bus routes do not meet women's needs to travel off-peak, on non-radial routes and trip chaining. The same goes for cycling. Cycling is not seen as a viable mode of transport for women, primarily due to journey complexity and safety concerns. The car does meet all of these issues for women. It can easily be used to combine trips, for carrying groceries, on escorting trips and scores high regarding personal safety.

Screening measures on gender sensitivity

Following the desk research, all CIVITAS MOBILIS measures were screened using the Gender Impact Assessment Tool. This Gender Impact Assessment is a tool that involves an assessment of policies and practices to see



whether they will affect women and men differently, with a view to adapting these policies/practices to make sure that any discriminatory effects are eliminated (Crawley & O'Meara, 2004).

Using this Gender Impact Assessment Tool, 26 MOBILIS measures were listed as being gender sensitive.

In a next step, every MOBILIS city chose one or more of the gender sensitive measures to work on. The measures ranged from carpooling to encouraging cycling use, to PT use, traffic training for children and even carsharing.

Results and recommendations

Results show that following the desk research, there prove to be differences regarding gender in the MOBILIS measures examined.

As for travel modes, what drew attention in the desk research is the higher female use of PT compared to men. The case of Toulouse illustrates this wonderfully. Two out of three Toulouse PT users are female.

Furthermore, when looking at the new car sharing scheme in the city of Venice, the average user appears to be male between the age of 30 and 45, is married with children and has his own car as well as a car sharing car. Two out of three users of the car sharing scheme are male, one out of three, female. In order to expand its number of carsharing users, the city of Venice is considering the creation of specific gadgets with information on car sharing to be distributed through informal channels to women in places such as gyms (perhaps following pilates or aerobics classes) or hairdressers or women's clothes shops on a specific day.

When it comes to cycling, this mode seems to be more important to men than women. The MOBILIS case of Debrecen illustrates this where research has shown that cycling is more of a male activity and that they cycle longer distances compared to females.

Taking these results into account, the MOBILIS project will formulate some gender policy recommendations.

For additional information, please contact Annemie Van Uyten, annemie.van.uyten@mobi21.be

With permission of the NDP Gender Equality Unit, www.ndpgenderequality.ie



Project implementation reports

Parking management strategies for Mestre (Venice mainland)



The objective was to modify citizens' and city users' parking habits through a real time information and signage strategy which indicates where parking is available in park and ride car parks and the use of differentiated parking prices which aim to create disincentives for parking in the centre and favour parking on the outskirts.

The City of Venice has carried out an information campaign for citizens regarding the car-parks and a leaflet setting out the park-and-rides areas as well as the alternative transport modes offered for each.

The parking tariffs have been modified in such a way as to be higher in the central area than in the suburbs.

The real time information panels for park users (solar energy supplied) have been installed and they have been

operating since October 2008. Their message includes: the name of the park and ride car park, directions, the number of places available.

For additional information, please contact Gabriele Vergani, gabriele.vergani@comune.venezia.it

Access and traffic management in the Grand Canal through ARGOS (Automatic Remote Grand Canal Observation System)

The Grand Canal, the world's most famous waterway is now live on internet thanks to the ARGOS Project, a special speed monitoring tool set up in order to allow the Municipal Police to keep the boats in the Grand Canal under control through fourteen telecameras.

On the web site www.argos.venezia.it the information recorded by the telecameras are now available also to the citizens and tourists with a lower definition than that available to the Municipal Police, for privacy reasons.

Since November 2007, the system has been operating; however, because of privacy laws, no fines can be given on the basis of the ARGOS recordings. For this purpose, the police use the system to indicate where to intercept offenders of regulations.

This system has been widely disseminated both at local and international level.

For additional information, please contact Manuele Medoro, manuele.medoro@comune.venezia.it



Traffic and mobility plan – what's your opinion?



“We wanted to find out what the citizens miss in the plan, how they transport themselves and answer questions regarding the unique traffic plan soon to be implemented. The plan will affect people in so many different ways, that it was important for us in the project team to communicate what positive changes the plan will bring to our city,” says traffic planner Jette Schmalfeldt.

The benefits are much broader than just closing a major traffic road running through the city centre. We will see a decrease in air pollution, which will benefit both health and environment, we will improve conditions for cyclists and pedestrians, social interaction in the city centre will be improved due to less traffic etc.

“We chose this specific evening for our dissemination because it was a night when many citizens had come to town. The entire city centre was alive – museums, theatres, stores, official buildings etc. all opened their doors to an evening full of cultural activities. This meant that there was a relaxed and pleasant atmosphere and people had the time to actually stop and engage them selves in our project,” says Jette Schmalfeldt.

On September 5, 2008 Mobilis moved into the streets of Odense for yet another meeting with the citizens.

For additional information, please contact Kristina Edren, KME@odense.dk

We set up a pavilion showcasing the work in progress regarding the new transport and mobility plan for Odense. We displayed maps, prospects, 3D animated films of future scenarios and asked the citizens for their views. Traffic planners and project managers welcomed people and had many good and fruitful conversations with the citizens.

The evening was a great success. 250 citizens visited the pavilion and we talked with 200 citizens about the new traffic and mobility plan for Odense. It was a great opportunity for the city of Odense to ask questions to citizens whose daily transport habits or whose neighbourhood will be directly affected by the new plan.



Evaluation of the High Quality Corridors in Toulouse



One of the MOBILIS measures in Toulouse aims at implementing dedicated bus lanes on major streets in the city center. Measuring impacts on traffic conditions is based on the before and after comparison method using specific indicators. To do this, two measure campaigns were carried out with a similar methodology in November 2006 and again in November 2007 after the opening of the bus lanes. The analysis of the results was complex due to the reorganization of the bus network following the opening of the subway line B. There is also, more generally, the problem of discriminating the impacts of the dedicated bus lanes from those due to the opening of the subway line B. The positive impacts were found in terms of reducing travel times of buses, estimated at 10% of the total travel time of the buses in the study area (including commercial stops). The reduction in accidents can be expected if the observed effects on areas equipped with dedicated bus lanes before the Mobilis project are reproduced. The impacts that might have been feared on vehicle traffic condition, by reducing the number of lanes in some sections, do not appear. This may be due to beneficial effects of the opening of the subway line B. Generally, we notice positive impacts of the bus lanes in the Mobilis project in Toulouse.

For additional information, please contact Jonathan Turgy, jonathan.turgy@tisseo.fr

Innovative fare products for the Tisséo customers

In June 2007, Tisséo launched its new contactless ticketing system. From this date, the “Carte PASTEL” entered the life of the Tisséo customers. After a couple of months for finetuning the system and the correction of the last anomalies, Tisséo launched two innovative products to exploit the new capacities of the ticketing system developed by ACS.

1. The first product experimented targets “commuters” frequently using the Tisséo network for going to their workplace. This product named ACTIVEO is a “year subscription” where the payment is debited automatically at the beginning of the month. This specific fare has been experimented with 6 companies (public and private) that have already implemented a Commuter Plan (Plan de Déplacements d’Entreprise). In some cases, there is a contribution from the companies to the cost of PT (reimbursement of 50% of the PT fare which is 28euro / month). The evaluation of this product has shown a very positive feedback from the commuters (99% of satisfaction). ACTIVEO has also contributed to modifying their behaviour for “commuting”, which has changed for 37% of the population questioned (1600 questionnaires filled). Nevertheless, the main reasons for this change remains the new





PT offer and the arrival of the 2nd metro lane, and the reimbursement of the employer of 50% of the PT fare. But this new product completes the offer made by Tisséo to this category of the population, that will now be promoted through dedicated employees inside the companies. The generalisation of this product for the whole active population is under analysis in order to be ready in the beginning of 2009.

2. The second innovative concept experimented within MOBILIS corresponds to an anonymous card that permits charging an unlimited number of single trips tickets (from 1 to 100 at 1,17 euro per ticket) or an impersonal monthly or weekly fixed rate. This concept was oriented to the non-frequent users (who are not interested in a 'classical' monthly ticket) and also to the users that don't want to proceed for a personalised subscription. The experiment was carried out on a panel of 100 users that showed their interest in this concept, especially for "family" use. The demonstration has indeed shown a new interesting practice where a "frequent" user buy this card, to share with people who are travelling with him and that do not usually travel with PT. Indeed, half of the panelists have shared their cards with their family (partner, child, ...). Concretely, 27% of these "indirect" users have declared that they were not using (or using rarely) PT. This product is therefore considered as an adapted and innovative answer to the (non-frequent) user needs. For 70% of the panelists, this new concept simplifies the use of the Tisséo network and 25% have declared that they have increased their use of PT during the experiment.

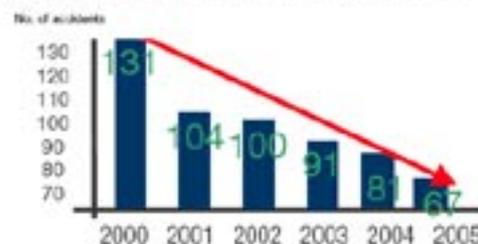
For additional information, please contact Alexandre Blaquiére, alexandre.blaquiere@tisseo.fr

A Practical Guide for public authorities wishing to implement a cycling policy

In the framework of the MOBILIS project, Greater Toulouse animates a working group dealing with the analysis of the use of bicycles in the greater Toulouse area and with intermodal strategic action plans. The main objective remains to promote cycling as a means of transport: i.e. to propose a tool for decision making and for action for local authorities who wish to develop their policy in favour of cycling.

From the end of 2005 to June 2007, a statement on the practice of cycling was drawn up by this working group. This statement mentions that cycling is a practice that has been growing since 1996, but with a stagnant modal share. 62 % of the households have at least 1 bicycle, that is a high level of equipment but the TC-bicycle intermodality is quite marginal (600 trips/day out of more than 100 000 trips by bicycle). 40 % of the users are below 25 years of age. 70 % of the trips by bicycle are for travelling from 1 to 5 km and the bicycle trips are mainly within the centre of the communes (very few inter-communal trips) At the end of 2006, the greater Toulouse area included more than 300 km of bicycle paths and unlike the other modes, cycling accidents have been constantly decreasing since 2005.

Number of accidents per year from 2000 to 2005 at Toulouse



Besides, the parking problem, although still great seems less redhibitory than in 1998. Finally, a rental service operated by persons was created by TISSEO and the city of Toulouse in 2004, meeting a real demand and creating a first type of service before the setting up of automatic bicycle stations (VéloToulouse since the end of 2007).

From this statement, the group defined, from July 2007 to July 2008, themes worked out in actions put together in the « Practical guide for public authorities wishing to implement a cycling policy ». The guidelines of the practical guide are the following:

Infrastructure (master plan for cycling, route signing and parking), Services (rental, parking, repair), Communication, awareness and education, Active monitoring of the infrastructure and an Observatory (setting up of the follow up and evaluation indicators for cycling policy).

This work also enabled the building up of a local network of players who work for promoting the use of bicycles in



the urban environment. The aim is to make this technical working group long lasting and to organise regular meetings on structuring projects such as the definition or revision of a master plan for the bicycle path network, setting up of a communication strategy, consideration of an inter-communal development project, etc.

Finally, the purpose of this work is to feed into the consideration regarding the update of Plan for Urban Travelling – section concerning environment friendly modes, led by TISSEO.

For additional information, please contact Jonathan Turgy, jonathan.turgy@tisseo.fr

- Fuel-consumption has not increased at all and, on the contrary, decreased according to the concentration of bio-diesel.

As the final results are positive, the project of searching for alternative fuels can be considered as a great success, and the new material is ready to be used in the converted vehicles.

For additional information, please contact András Teleki, telekia@hajduvolan.hu

Delay in the implementation of the pedestrian zone extension in Debrecen

Suitability plans for the extension of the pedestrian zone in the city centre have been long ready. Since our last newsletter the construction permission has also arrived. Despite this progress, implementation will not be finished until the end of the Civitas II. Project.

Due to the very restricted city budget for 2008, implementation cannot be started this year. It is also a great improvement, that the “pedestrian zone extension” has been integrated in the City Development Strategy. Hopefully, in 2009, the extension of the pedestrian zone can be started and in several years Debrecen will have a bigger and cleaner city centre.

For additional information, please contact László Krajczár, krajczar@ph.debrecen.hu



Clean Vehicles and Alternative Fuels in Debrecen

The evaluation of the biodiesel-testing is finished. The biodiesel-testing was based on the mixture of gas-engine and biodiesel, in three different mixture-rates: 10%, 20% and 50% of biodiesel portioning.

The final results that drivers have noted are the following:

- The drivers could not detect a decrease in engine-performance.
- On average, the engine-sound was not louder, but a bit harder and sonorous.
- The color of the exhaust gas became much lighter/whiter, and the rate of smut-emission also decreased.



Access and Parking Management in Debrecen

The measure has been finished with great success, and opportunities for carrying on the good practices.

The measure is finished; the final study is prepared and implemented by the HBM ÁKK.

In the frame of the project 15 traffic junctions have been equipped with 50 countdowners. The P+R VMS (Variable Message Sign) display has been installed, the VMS has been connected and integrated in the city traffic control system – which means, that during different events in the city they can share information. The fine tuning of traffic signals has also taken place.

Continuous efforts are made (like opening a parking line to traffic in Széchenyi street), in order to realign the parking system of Debrecen.

For additional information, please contact László Krajczár, krajczar@ph.debrecen.hu

Evaluation of the training program for public transport drivers

Selected vehicle drivers participated in a training program which aimed to improve their driving skills in special or unexpected situations as well as to raise their attention towards consumption-saving driving methods.

The drivers considered the opportunity to participate as a present and felt proud of being appointed or approved. The day-to-day applicability of the knowledge gained shows the training could fulfill the needs of a highly diverse group of drivers. The elements which represented the highest novelty have been evaluated as the most applicable as well: reasons why unsafe transport-circumstances occur, emergency breaking, and entrance into slippery curves.

As those drivers, who needed these skills the most had the chance to participate, hopefully the practical results of the trainings sessions will become visible in the very near future.

For additional information, please contact László Krajczár, krajczar@ph.debrecen.hu

Further dissemination efforts need to be done.

The school-year starts in September in Hungary, which means that while continuing the current communicational campaign, there is a need to mobilize more energy so as to inform newcomer university students about the car-pooling opportunities.

The dissemination team have already contacted the rector of the University, and asked for his help in sending new messages to students via “Neptun”, which is one of the the University’s most efficient communicational channels.

Hopefully, in several weeks, dozens of freshmen students will register in the system and start utilizing the unique possibilities it offers.

For additional information, please contact László Krajczár, krajczar@ph.debrecen.hu



MOBILIS meets stakeholders

Clean Vehicles in Urban Areas – Technical Workshop in Ljubljana



The CIVITAS MOBILIS technical workshops are held at each technical coordination meeting and focus on topics that are common to the MOBILIS cities – and to most CIVITAS cities, too. The workshops are organised by the hosting city, the partner cities and the partners in the horizontal work packages.

The workshop in Ljubljana on 8 October 2008 dealt with Alternative Fuels and Clean Vehicles issue. Climate change – caused to a large extent by greenhouse gas emissions from constantly growing traffic – and the decrease of oil and gas resources accompanied by rising fuel prices are among the biggest global challenges of the 21st century.

In Ljubljana several speakers addressed the issue of alternatives, especially due to the recent controversy on biofuels and the rise in food prices. Marcel Braun (Rupprecht Consult) made a general introduction to the topic and pointed out that “first generation biofuel only supplies the consumers with a few percent of their energy requirements. Second or higher generation processes are promising to reach a more efficient energy yield and having less negative consequences.” Of course, these processes and technologies are not fully developed yet, and they are usually quite costly.

Gregor Cunder (LPP, Ljubljana Public Transport Co.) presented the experience of LPP biodiesel testing. He pointed out that LPP introduction of biodiesel yielded very nice results and provided the fleet managers with better insight into the topic. However, the internal operational setup and market positioning of biodiesel on the Slovenian market do not support an introduction of more than 20 buses running on 100% biodiesel.

Dr. Viktor Jeji from the Agricultural Institute of Slovenia presented the dilemma between biodiesel and food production and provided some strong points for further development of biofuels in Slovenia, especially in the case of rapeseed. In addition to that, Szilvia Kormányos from University of Debrecen, presented their experiences with the operation of biofuel and CNG vehicles and framework conditions for use of alternative fuels.

Mr. Thomas Fischer presented the City of Graz experience with several comprehensive measures to improve health, environment and traffic/transport conditions.

Mr. Sawomir Jarzbnkowski provided the audience with a detailed presentation on Solaris Bus & Coach S.A. and their product line with special emphasise on Solaris Urbino 18 Hybrid bus. It is claimed that this bus is at the



Urbino 18 Hybrid Dresden and Leipzig, www.solarisbus.pl, P. Schmidt



Upcoming Events

forefront of current developments. To achieve the best results possible, Solaris Bus & Coach decided to use the hybrid system produced by Allison Transmission, based on an experience from the operation of several hundred hybrid buses in the United States.

This model of hybrid system combines the power of a diesel engine with two electrical engines. Advanced control electronics ensure that the diesel engine works at optimum speed at all times. Excess power is used to charge the bus's batteries. The hybrid system also allows the recuperation of energy during braking. This is stored in batteries and re-used for subsequent acceleration of the bus.

At the end of the workshop, a representative of the City of Rotterdam presented its clean vehicles policy. The city of Rotterdam is well known for its introduction of various vehicles into the municipal fleet and in other comunal services.

For additional information, please contact Nataša Oplotnik, natasa.oplotnik@ljubljana.si



Final Conference

On behalf of the 4 CIVITAS II Demonstration Projects (CARAVEL, SMILE, SUCCESS and MOBILIS) and of the horizontal Support Action, GUARD, we are please to invite you to attend the CIVITAS II Final Conference that will be organised in the French City of Toulouse from the 21st to the 23rd of January 2009.

This final conference will be the occasion to bring together the European Commission, local political representatives and technicians that have been involved since the beginning of the CIVITAS II programme in 2005 to share their experiences and good practices in the field of sustainable urban mobility.

The 17 European cities, actively involved in those 4 Demonstration Projects collaborate in order to promote a urban mobility more environmental friendly and propose sustainable solutions in terms of clean vehicles, demand management and urban planning, goods delivering management, mobility services and mobility management, promotion of soft modes and of new uses of private vehicles, public transport attractiveness and competitiveness.

This closing event promotes the concrete results achieved during the CIVITAS II programme and enables the CIVITAS II cities to communicate and to present their practical experiences and solutions for the benefit of all the participants.

Further information and the draft version of the programme, which will be updated on a regular basis, is available via the CIVITAS II Final Conference webpage www.civitas.eu/final_conference.

The online registration is now opened until the 9th of January 2009 only via the CIVITAS II Final Conference webpage. And for any other questions, do not hesitate to contact Aurore ASOREY at aurore.asorey@tisseo.fr.

We are looking forward to meet you in Toulouse!



CIVITAS MOBILIS cities and partners

In 2004 the cities of Toulouse (France), Debrecen (Hungary), Ljubljana (Slovenia), Odense (Denmark), and Venice (Italy), and their main local mobility stakeholders established a European partnership for "Implementing Mobility Initiatives for Local Sustainability" – of which the CIVITAS MOBILIS project is the physical result.

MOBILIS aims to implement radical strategies for clean urban transport in all five cities and to create a new culture for clean urban mobility in the wider framework

of sustainable development. The project will enable the involvement of all relevant stakeholders and the transfer of good practices to other urban communities across Europe.

Altogether 30 partners work on a range of mobility improvements scattered within eight technical and five policy themes during the four years lifetime of the project.

The Main Partners:



Agglomeration of TOULOUSE (F)

<http://www.tisseo.fr/>

- Syndicat Mixte des Transports en Commu de l'agglomération toulousaine, Tisséo-SMTC
- Communauté d'Agglomération du Grand Toulouse
- Communauté d'Agglomération de Toulouse Sud-Est
- City of Toulouse
- City of Blagnac
- Connex Toulouse
- Gaz de France
- Centre d'Etudes Techniques de l'Equipement du Sud-Ouest
- Agence d'Urbanisme et d'Aménagement du Territoire Toulouse Aire Urbaine



DEBRECEN (H)

<http://www.debrecen.hu/>

- Municipality of Debrecen
- DKV Debrecen Transport Company
- Hajdú Volán Transportation Inc.
- Hajdú-Bihar County State Road Maintenance Company
- University of Debrecen



VENICE (I)

<http://www.comune.venezia.it/>

- City of Venice
- ACTV S.p.A.
- Azienda Servizi Mobilità S.p.A.
- VESTA S.p.A. Venezia Servizi Territoriali Ambientali
- Agire – Agenzia Veneziana per l'Energia
- Commissario Delegato dal Governo per il Traffico Acqueo nella Laguna di Venezia
- Forma Urbis S.a. S



ODENSE (DK)

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

- City of Odense



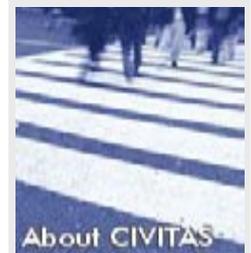
LJUBLJANA (SLO)

<http://www.ljubljana.si/>

- City of Ljubljana
- Ljubljana Public Transport Ltd.
- Pinus, Rače
- University of Maribor, Faculty of Mechanical Engineering, Institute of Energy, Process and Environmental Engineering
- Agricultural Institute of Slovenia
- Regional Environmental Center for Central and Eastern Europe

SUPPORTING PARTNERS

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



CIVITAS - cleaner and better transport in cities - stands for City-ViTAility-Sustainability.

With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme); CIVITAS II started in early 2005 (within the 6th Framework Research Programme).

Within CIVITAS I (2002-2006) there are 19 cities clustered in 4 demonstration projects, whilst within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects are taking part. These 36 cities all over Europe will be funded by the EU with 100 M and the overall budget of the Initiative will be more than 300 M.

Objectives:

- to promote and implement sustainable, clean and (energy) efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in 8 categories of measures
- to build up critical mass and markets for innovation

Two horizontal projects support the CIVITAS demonstration projects & cities by:

- Cross-site evaluation and Europe wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CIVITAS Forum members
- Providing the Secretariat for the Policy Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of CIVITAS

Key elements of CIVITAS

- CIVITAS is co-ordinated by cities: it is a programme "of cities for cities"
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living 'Laboratories' for learning and evaluating

The CIVITAS MOBILIS Newsletter is produced by the MOBILIS project partners, co-funded by European Commission through CIVITAS INITIATIVE (<http://www.civitas-initiative.org/>). The MOBILIS E-Newsletter is published quarterly (during the project time span). If you want to register for a free subscription, please send an e-mail to milena.marega@guest.arnes.si. The CIVITAS MOBILIS E-Newsletter is available at <http://www.civitas-mobilis.org/>.

Cover photos were taken from FGM AMOR Austrian Mobility Research CD "Emotions for Clean Urban Transport", 2004. Gerhard Steinwender (Austria). Ljubljana cover photo courtesy <http://www.ljubljana.si/photogallery/>, author D. Wedam.

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