

# DELIVERABLE D8.1.2

REPORT ON WP8 ACTIVITIES

PARAMOUNT

Large Scale Dissemination for clean urban transport

Contract No. tren/05/fp6en/s07.54974/518371



Project co-ordinator:

FGM-AMOR Forschungsgesellschaft Mobilität, Austrian Mobility Research

Author of the report: Rupprecht Consult, Quality Assurance: Mendes

PROJECT START DATE:

3 January 2006

DURATION:

36 MONTHS + 2

DATE OF ISSUE OF THIS REPORT:

March 2010

Specific Support Action to the European Commission – Sixth Framework Programme for Research, Technological Development and Demonstration





## Table of Contents

Executive summary .....	3
1 Introduction .....	4
1.1 Aims of the PARAMOUNT project and WP8 .....	4
1.2 Objectives of WP 8 .....	5
1.3 Regional Partners of WP8 .....	5
1.4 Approach taken .....	6
2 Results of WP8 activities.....	7
2.1 Overview on documents delivered .....	7
2.2 Overview on objectives delivered .....	8
2.3 Delivery of specific tasks .....	17
2.4 Detailed overview on actions and results per region .....	22
2.4.1 Russia.....	22
2.4.2 China .....	28
2.4.3 Asia (other than China).....	34
2.4.5 Latin America.....	36
3 Recommendations and future cooperation needs .....	40
4 Annexes .....	44



## Executive summary

Urban transport with all its environmental, social and economic consequences is clearly not just a European but a global issue. The international part of the PARAMOUNT project aimed at promoting EU sustainable urban transport practices on a global scale. It initiated and contributed to a global dialogue on policy- and technology-based instruments and measures, and provided lessons of experiences from a European perspective, mainly from the angle of the ELTIS portal and the CIVITAS Initiative.

Within work package 8, under the overall coordination of Rupprecht Consult, a number of partner organisations and institutions from Europe, Russia, Asia and Latin America implemented a number of concrete activities with the aim to develop cleaner, resource-efficient urban transport systems for achieving more sustainable urban mobility.

Major outputs of WP8 are:

- Prioritisation workshops in Russia, Asia and China for the development of priority actions in sustainable urban transport;
- European study tour for urban transport professionals from Asia, China and Latin America involving sites in Germany and Lithuania;
- Participation of high-level representatives and decision makers from Asia, China and Latin America in the CIVITAS Fora 2006 (Burgos), 2007 (Kaunas), 2008 (Bologna) and 2009 (Krakow);
- Organisation and/or active participation in high-level international workshops or conferences in Indonesia/Yogyakarta, Lithuania/Kaunas, Russia/Moscow and St. Petersburg, Philippines/Cebu, Thailand/Bangkok, China/Beijing, Mexico/Mexico City, and Delhi/India;
- Translation and submission of ELTIS case studies into Chinese and Russian and provision of urban transport case studies from China and Russia to ELTIS.

### Lessons

PARAMOUNT activities had a high leverage effect by organising and well targeting specific events and initiatives with the involvement of well connected organisations and multipliers. International transport professionals recognised the Europe's leading role in implementing innovative transport measures.

The CIVITAS Initiative played a central role for expert exchange on implemented measures. Particularly Chinese Government officials took actively part in the fora which helped to shape the institutional reform towards the competencies in urban transport in China.

The exchange with the Clean Air initiative in Asia and Latin America lead to concrete steps for further cooperation with, for example, the ASEAN transport officials or the initiators of the Latin-American Sustainable Transport and Air Quality programme (STAQ).

### Recommendations

PARAMOUNT demonstrated the need for a comprehensive approach to tackle urban mobility issues. A wide cooperation platform is deemed necessary for exchanging experiences at the regional and global levels. Based on citizens engagement and stakeholder involvement, combined with sound planning and management practices, external support can easily complement existing funding schemes.



# 1 Introduction

The PARAMOUNT project was aimed at the diffusion of knowledge on European effective and sustainable urban transport solutions gained while paying particular attention to the local level. More specifically the three key issues in this regard were:

- promotion of the ELTIS website as a main source of information on European local transport issues;
- the implementation of various training events; and
- the organisation and delivery of various regional knowledge dissemination activities.

Work package 8 of PARAMOUNT aimed at promoting EU sustainable urban transport practices on a global scale.

The present document outlines and summarises those activities that were carried out over the lifetime of the PARAMOUNT project within the scope of work package (WP) 8. It provides an overview on the different objectives, relates them to the implemented activities and highlights their result in relation to the participating regions in the project.

Overall, PARAMOUNT could achieve its objectives and furthermore, initiate political discussions on the global need for exchange on sustainable urban mobility.

## 1.1 *Aims of the PARAMOUNT project and WP8*

The PARAMOUNT project promotes the knowledge on sustainable urban transport. More specifically the project is a particular support action funded under the 6th European Framework Programme which aims to disseminate information on clean urban transport as well as to transfer know-how to the relevant actors and stakeholders in this field. Based on this overall understanding PARAMOUNT is made up of three different areas of intervention:

- Promoting ELTIS (“European Local Transport Information System) as the European web-portal for all questions of clean urban transport,
- Developing teaching and learning materials and databases to ease up the take up of project results into education, and
- Preparing a trainee program aimed to strengthen the knowledge and the exchange of experience of mid career professionals in the transport sector.

The success of exchanging best practices on sustainable mobility, Europe’s comparative advantage in innovative urban mobility management actions and the interest of actors from outside Europe led to the decision to include an international work package (WP8) in the project. It involves transport institutions from South East & Eastern Europe, Asia and Latin America. The objective of this specific work package is to initiate and to contribute to a global dialogue on policy- and technology-based instruments and measures and to ensure that state of the art European knowledge on clean urban transport can diffuse directly to cities in Asia, particularly China, Russia, and Latin-America.



The specific features of WP8 can be described as following:

- Regional needs and priorities have been carefully analysed upfront and in direct cooperation with local partners;
- Based upon needs and priorities targeted events and speakers ensure the specific regional needs and priorities of practitioners, decision-makers and policy makers could be met;
- Both, the policy development, as well as policy implementation level have been addressed;
- Peer-to-peer approach has been applied.

## 1.2 Objectives of WP 8

The activities of WP8 are based upon specific objectives which were outlined in the PARAMOUNT Inception Report:

- 1 “globally disseminate and promote European knowledge and experiences on innovative instruments and measures in clean urban transport; including the world-wide promotion of the ELTIS web-portal”;
- 2 “facilitate the transfer of know-how and best practice amongst urban transport professionals as well as decision makers through peer-to-peer exchange programmes”;
- 3 “contribute to enhancing capacities among representatives of institutions and authorities outside the EU for implementing sustainable transport policy strategies by means of existing dissemination tools and adhoc activities such as seminars co-organised with local partners, site visits to Europe, and other means”.

## 1.3 Regional Partners of WP8

Under the overall project coordination of FGM-AMOR, all activities of WP8 have been managed by Rupprecht Consult. The actual implementation of regional activities rested to a large extent on the cooperation and support of regional partners. The organisations CATS in China and NIIAT in Russia were directly involved as official project partners with own budgets, whereas other organisations (i.e. the partners for Latin-America and Asia such as the Clean Air Initiatives for Asia and Latin-America and the Caribbean) were involved on a demand responsive basis. The budgets for activities related to those partners were managed by Rupprecht Consult.

The table below outlines all regional partners involved in WP8 and provides information as regards the official status in the project.

Partner organisation	Region	Status	Budget status
<b>The State Scientific and Research Institute of Motor Transport (NIIAT)</b>	Russia	Official PARAMOUNT project partner	own budget



<b>China Academy of Transportation Sciences (CATS)</b>	China	Official PARAMOUNT project partner	own budget
<b>Clean Air Initiative for Asia / CAI-Asia</b>	Latin America	Networking and dissemination partner	Budget for activities was managed by Rupprecht Consult
<b>Clean Air Initiative for Latin America and the Caribbean / CAI-LAC</b>	Asia (other than China)	Networking and dissemination partner	Budget for activities was managed by Rupprecht Consult

Tab. 1 List of PARAMOUNT WP8 partners

## 1.4 Approach taken

The activities of WP8 directly addressed the overall objectives through a carefully designed approach. The methodology focused on stimulating individual learning and ‘experiencing’ as a base condition for subsequent organisational learning. This was even more important, since the diffusion of expert knowledge often remains tacit and is closely connected to individual experiences.

In a first step various activities have been undertaken to understand and define the regional needs and priorities. This process took place in close cooperation with the local partners, through site visits and workshops. Based on this initial analysis with all regional partners for each region a set of actions has been defined. Both the results of the analysis as well as the resulting list of activities were summarised in Deliverable 8.1.1. - Internal report on needs and priorities:

- ‘Right’ system
- Financing and public private partnerships
- Performance and evaluation
- Public participation and stakeholder involvement
- Travel plans and mobility management
- Marketing
- Strategic Environmental Impact Assessment for transport
- Identifying and studying best practice
- Exchange of experts and decision takers
- Networking of cities
- Best practices and workshops
- Links to other institutions and initiatives

The implementation of activities responded to the regional situations and the mandates / interest of the participating institutions.



## 2 Results of WP8 activities

This part presents in detail the activities which were undertaken in the participating regions within PARAMOUNT and lists the deliverables and documents produced.

In Asia (other than China) and Latin America PARAMOUNT could build on ongoing initiatives and thus significantly leveraged the impact of the resources invested.



Figure 1: PARAMOUNT activities in the participating regions

### 2.1 Overview on documents delivered

The document output of WP8 consists of two official deliverables (reports) which analyses the needs and priorities within this work package and reports on the activities which were undertaken throughout the lifetime of the project. The reports were delivered according to plan.



Title of deliverable	Delivery date	Delivery Status
<b>Internal report on needs and priorities D 8.1.1</b>	PM 4	delivered & approved
<b>Report on Global Dialogue D 8.1.2</b>	PM 35, scheduled for December 2009	Delivered

Tab. 2 List of deliverables agreed and delivered

In addition, WP8 contributed to the preparation of the PARAMOUNT project documents, including:

Document	Reference date
<b>Inception Report Reading guide</b>	November 2007
<b>Deliverable D 1.1 Inception Report</b>	November 2007
<b>Deliverable D1.5 and 1.4.1 Midterm Report and Periodic Activity Report</b>	November 2007
<b>Activity Report 1</b>	January 2007
<b>Activity Report 2</b>	March 2008

Tab. 3 Contribution to project documents

Besides, the partners of WP8 prepared various documents, reports and dissemination materials for the use within their regions or for specific events. The materials are references in the following section and partly included as annexes in this document.

## **2.2 Overview on objectives delivered**

Work package 8 was organised into three common objectives. The following section describes how the activities are related to the objectives:

Common objectives of WP 8 (1)	Delivery status
<b>“globally disseminate and promote European knowledge and experiences on innovative instruments and measures in clean urban transport; including the world-wide promotion of the ELTIS web-portal”</b>	delivered

Core of WP 8 was the effective dissemination of relevant urban transport experiences and the wide promotion of the ELTIS portal. The following activities were successfully delivered:



- Dissemination of ELTIS material in various workshops and conferences;
- Promotion of ELTIS throughout various presentations held within the scope of WP8 activities;
- 15 international workshops and conferences were organised and/or actively contributions (presentations, etc.) were made;
- Translation and submission of urban transport cases studies in Russian and Chinese language;
- Provision of eight case studies from Chinese cities including examples of institutional reform for improving sustainable transport.

The selection of case studies indicates the priorities for studying and transferring examples to the target countries.

For example, China (24 case studies) prepared translations of primarily public transport related case studies. Almost equally important are examples on cycling strategies. These are followed by examples of clean and alternative vehicles, mobility management approaches, access restriction and relation to landuse planning. Case studies from New Member States seem relevant particularly for public transport and cycling.

The Russian partner (25 case studies) had clear preference for road / congestion charging schemes. This relates directly to the interest of large Russian cities to tackle the increase in private car use.

The project promoted actively the use of the ELTIS platform and encourage decision makers to contribute to the process.



CIVITAS roll-ups at the 2006 EU-China Workshop on Sustainable Urban transport



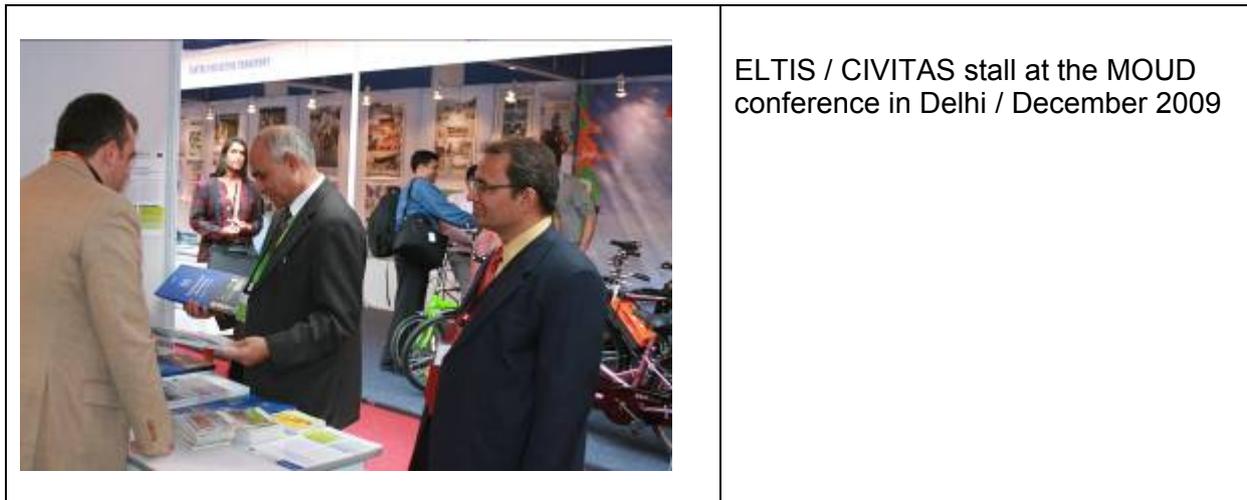
ELTIS information for the panellists of the workshop in Moscow / July 2007



Conference proceedings of the 2007 PARAMOUNT workshop in Moscow



 <p><b>Georg Werdermann,</b> <b>Rupprecht-Consult</b> g.werdermann@web.de</p> <p>PARAMOUNT workshop 16 October St. Petersburg Information on the move <a href="http://www.eltis.org">www.eltis.org</a></p>	<p>ELTIS Presentation at the workshop in St. Petersburg / October 2008</p>
 <p><b>CIVITAS Results: Sharing lessons</b></p> <ul style="list-style-type: none"><li>Sharing experiences &amp; discussing innovative policies at the CIVITAS Forum</li><li>Publication of (evaluation) results</li><li>Sharing news &amp; case studies<ul style="list-style-type: none"><li>ELTIS Portal: <a href="http://www.eltis.org">www.eltis.org</a></li><li>CIVITAS Portal: <a href="http://www.civitas-initiative.eu">www.civitas-initiative.eu</a></li></ul></li><li>Sharing lessons internationally</li></ul> <p>Introduction to CIVITAS • 3 December 2010 • Mexico City • Brazil</p>	<p>Presentation at the workshop in Mexico City / December 2009</p>
	<p>ELTIS and CIVITAS brochures at the Seminar on Co-benefits of Urban Transport Interventions in Mexico City in December 2009</p>



ELTIS / CIVITAS stall at the MOUD conference in Delhi / December 2009

Tab. 4 Examples of ELTIS dissemination activities

Common objectives of WP 8 (2)	Delivery status
<p><b>“facilitate the transfer of know-how and best practice amongst urban transport professionals as well as decision makers through peer-to-peer exchange programmes”</b></p>	<p>delivered</p>

Surveys revealed that decision-makers and mobility experts are interested in learning from others’ experiences through best practices, case studies and peer-to-peer exchange in transport policy fields. For example, the CIVITAS Initiative has helped generate many success stories through its demonstration cities, while CIVITAS CATALIST is helping to foster the take up of these experiences and results in non-CIVITAS cities across Europe. PARAMOUNT has demonstrated the usefulness to take these results beyond the bounds of Europe, in order to share them with urban community representatives in the Americas, Asia or even Africa. The project made best use of relevant conferences, workshops and meetings bringing together urban transport professionals from different global regions and to facilitate the exchange practices on urban mobility issues.

The CIVITAS Fora were key events to disseminate and promote advanced European urban transport initiatives to transport professionals from Asia, Russia and Latin America. Discussion and round table sessions provided the following recommendations:

**Networking**

- Longer term engagement linked to people, on integrated approaches, with attention to medium scale cities (about 500.000 inhabitants), and accessibility to politicians and decision makers;
- Cooperation with STAQ (Latin American type of CIVITAS) – Clean Air Initiative Asia, China and Africa.

**Know-how**

- Look at transition economies (similarities with EU12);
- Exchange of financial, administrative and political management of the programme;



- Exchange on how we can work at the city level linked to measures (ITS, car sharing, Bus Rapid Transit, BRT – SUTP, financing);
- Champion cities spreading the message (and CIVITAS cities are champion cities) – Demonstrator cities outside Europe (wisely chosen);
- Capacity building at practitioner level;
- Involvement of the people (IEC-approach, Information, Education and Communication (cultural issues, working with media);
- Proposal for the establishment of an International Local Transport Information System (ILTIS).

### Finance

- Use existing resources and provide funding for catalytic processes

The key actors participated in several international clean urban transport conferences and workshop which were organised together with PARAMOUNT in Latin America, Russia, Asia and Europe:

Event	Region/place	Date	Comments
Workshop and presentation at the Better Air Quality (BAQ) conference 2006	Asia/ Yogyakarta, Indonesia	13-15 December 2006	Agenda under Annex 1
Workshop and presentation at the Better Air Quality (BAQ) conference 2008	Asia/ Bangkok, Thailand	12 – 14 November 2008	Agenda under Annex 1
ASEAN meets CIVITAS - Introducing the European CIVITAS initiative and the ELTIS platform to the ASEAN Senior Transport Officials Meeting	Asia / Cebu/Philippines	28 May 2008	Delivered by CAI Asia; please see note and PowerPoint presentation under Annex 1
14TH ASEAN Land Transport Working Group (LTWG) meeting – Future cooperation opportunities between ASEAN and EU on public transport issues	Asia / Negara Brunei Darussalam	20-21 August 2008	Delivered by CAI Asia, note under Annex 1
ELTIS & CIVITAS stall at the 2009 MOUD Conference	Asia / Delhi/India	2-4 December 2009	Stall was looked after by representatives of the cities of Rome and Ghent (both CIVITAS cities)
CIVITAS Forum 2006	Europe / Burgos, Spain	25-27 September 2006	Please see agenda and attendees list attached
CIVITAS Forum 2007	Europe / Kaunas, Lithuania	3-5 October 2007	Part of the EU study tour
CIVITAS Forum 2008	Europe / Bologna, Italy	9-11 November 2008	Agenda under Annex 1
CIVITAS Forum 2009	Europe / Krakow, Poland	19-21 October 2009	Agenda and briefing document under Annex 1



EU Study Tour	Europe / Germany and Lithuania	30.09-5.10.2007	16 attendees from Asia, China, Latin America and Europe; Annex 3
1 <sup>st</sup> Russia-EU Workshop and site visit	Russia / Moscow	9-10 July 2007	Attended by 63 transport professionals, please see workshop and site visit report under Annex 1
2 <sup>nd</sup> Russia-EU Workshop and site visit	Russia / St. Petersburg	15-16 October 2008	Attended by 60 transport professionals, please see workshop and site visit report attached
Ar Limpo Conference	Sao Paulo/Brazil	25-27 July 2006	Presentation delivered by Siegfried Rupprecht
Inter-governmental network on air pollution in Latin America and the Caribbean - Preparatory Seminar	Latin America / Mexico City, Mexico	2-3 December 2009	Presentations of the two European representatives under Annex 1
The first EU-China Workshop on Sustainable Urban Transport	China, Beijing	27-28 May 2006	Transport officials, research staff, industries, students, over 180 participants attending
International Workshop on Integrated Transport for Sustainable Urban Development in China and Second EU-China Workshop on Sustainable Urban Transport	China, Beijing	15-17 December 2008	European experience presented by Mrs Zdenka Šimonovič, City of Ljubljana, Head of Development Projects Unit, Office for Development Projects and Investments. Besides Mr Marcel Rommerts represented the view of the EC, DG TREN

Tab. 5 List of workshop and seminar activities

Common objectives of WP 8 (3)	Delivery status
<b>“contribute to enhancing capacities among representatives of institutions and authorities outside the EU for implementing sustainable transport policy strategies by means of existing dissemination tools and ad-hoc activities such as seminars co-organised with local partners, site visits to Europe, and other means”.</b>	delivered

The central activity was the organisation of a European study tour in order to create the basis for a real dialogue with global transport experts and to serve as an organisational framework for further knowledge exchange.

Between 30 September and 5 October 2007 Rupprecht-Consult organised the study tour which was attended by 16 attendees from Asia, China and Latin America. Participating organisations were as following: NIIAT (Russia), China Academy of Transportation Sciences, Ministry of Communications, Institute of Financial Studies, Ministry of Finance, Ningxia Provincial Development and Reform Commission, Chengdu Municipal Committee of Communications (all



China), Clean Air Initiative for Latin American Cities (US / Latin America), City of México (Mexico), Institute for Research and Urban Planning of Curitiba (Brazil), National Council for Economic Development (Sri Lanka), CAI-Asia Centre (Asia), and the National Department of Transportation and Communications (Philippines).

The tour started with a visit to the city of Frankfurt and included an in-depth study tour to the Frankfurt airport and its regional and high-speed train stations as well as a workshop at the premises of the Rhein-Main-Verkehrsverbund (RMV) passenger transport association. The next day the group went to the city of Stuttgart and examined the CIVITAS funded "Integrated Traffic Management Centre". Afterwards the delegation was taken to the exhibition of Germany current largest integrated railway reconstruction scheme – Stuttgart21. On the following day of the study tour, the participants travelled on to Lithuania and visited the City of Vilnius in order to better understand the challenges most European cities are faced with: limited space, very historical street and settlement patterns, multifunctional space use and limited transport capacities. Socio-cultural aspects such as the side by side of the Jewish, Russian, Polish and Lithuanian culture in Vilnius over the past centuries were also addressed. Consecutively, the group participated in the CIVITAS Forum 2007 in Kaunas/Lithuania. Several participants gave presentations during the two international workshop sessions.

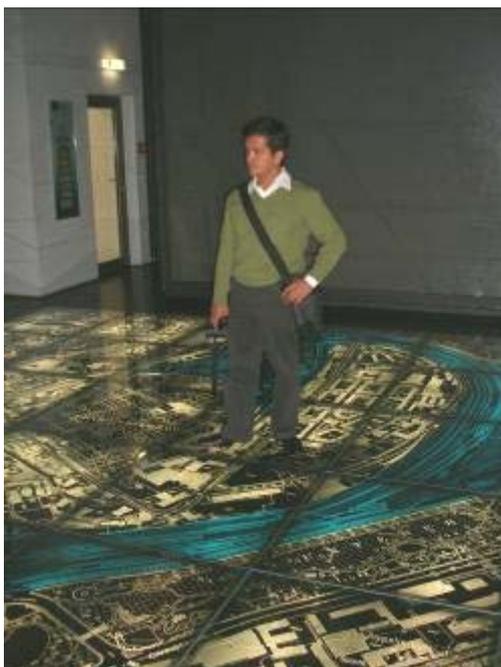
The study tour was considered a sounding success by all partners because of several reasons. First of all, a number of people from all over the globe, urban transport experts in their own right, were brought into the position to share their views and to discuss specific urban transport related matters. Thus a truly global dialogue has been kicked-off. Since all participants of the study tour can be considered "change-agents" at the highest national level, a high degree of knowledge diffusion regarding the policy innovation experienced and gained throughout the tour can be expected. Due to the active participation in the CIVITAS Forum 2007 and the presentations provided in the international workshops, a great deal of visibility could be achieved for PARAMOUNT and ELTIS. All participants of the Forum benefited from the first-hand information outlining current issues in Latin-America, Russia and Asia, too. In addition to several discussions, at official and informal occasions, it was agreed that Mrs. Anneli Lontoc, Undersecretary for Road Transportation at the Department of Transportation and Communications of the Philippines, and chair of the transport committee of the ASEAN countries, will officially suggest transferring the CIVITAS model towards Asia. All partners and participants of the study tour welcomed this idea. Rupprecht Consult and the Clean Air Initiative for Asia offered assistance and support in this matter. The ELTIS platform was considered a very useful tool in particular by the partners from Latin-America and Asia - also for their purposes. Furthermore, the study tour could be used to discuss further activities of the PARAMOUNT project and to even draft an action plan until the end of the project.



*At the RMV*



*The Study group at the ITMC in Stuttgart*



*At the Stuttgart 21 exhibition*



## 2.3 Delivery of specific tasks

Within the deliverable D1.1 (Inception Report/DoW) for WP8 five concrete tasks have been defined (pp 63-64). The table below provides an overview on these specific tasks and their delivery status.

<b>Task 1: Needs identification and priority setting</b>	
<ul style="list-style-type: none"> <li>• analysing needs and expectations for each geographical region through close discussions with the regional partner/s;</li> <li>• setting objectives at regional level and agreeing on a shortlist of region specific themes;</li> <li>• defining the means and preparing a planning of activities to address these themes.</li> </ul>	
<b>Related action / activity</b>	<b>Delivery status</b>
<ul style="list-style-type: none"> <li>- Preparation and implementation of three prioritisation workshops / meetings in Russia, China and Asia</li> <li>- Subsequent preparation of an internal report on needs and priorities (deliverable D 8.1.1) outlining all objectives at regional level and related actions;</li> </ul>	delivered

<b>Task 2: Investigating ELTIS transferability</b>	
<ul style="list-style-type: none"> <li>• <input type="checkbox"/> arranging for targeted translations of selected ELTIS case studies in regional languages and</li> <li>• developing specific new good practice case studies;</li> <li>• if possible, establishing links and cross-references between ELTIS and relevant regional websites.</li> </ul>	
<b>Related action / activity</b>	<b>Delivery status</b>
<p><u>Number of ELTIS case studies translated</u></p> <ul style="list-style-type: none"> <li>- Translation of 25 case studies (plus any associated documents) from ELTIS web site into Russian</li> <li>- 24 ELTIS case studies translated into Chinese</li> </ul> <p><u>Number of new case studies submitted</u></p> <ul style="list-style-type: none"> <li>- One ELTIS case study submitted in Russian</li> <li>- Eight Chinese case studies submitted to ELTIS</li> </ul> <p><u>Links towards other regional websites (examples)</u></p> <ul style="list-style-type: none"> <li>- <a href="http://www.bapts.eu/links.php">http://www.bapts.eu/links.php</a></li> <li>- <a href="http://www.urbansustrans.cn/royu1_e.asp">http://www.urbansustrans.cn/royu1_e.asp</a></li> <li>- <a href="http://www.urbansustrans.cn/fuwuzl/adbcai1.asp">http://www.urbansustrans.cn/fuwuzl/adbcai1.asp</a></li> <li>- <a href="http://www.gdrc.org/uem/sustran/sustran.html">http://www.gdrc.org/uem/sustran/sustran.html</a></li> <li>- <a href="http://www.sutp.org/documents/Mobility%20Newsletters.pdf">http://www.sutp.org/documents/Mobility%20Newsletters.pdf</a></li> <li>- <a href="http://www.niiat.ru/files/MAF/Kunin.pdf">http://www.niiat.ru/files/MAF/Kunin.pdf</a></li> </ul>	delivered



**Task 3: Regional dissemination workshops and site visits to Europe** (to be performed in the respective regions in co-operation with the regional partners)

- Regional dissemination workshops on the identified priority themes will be organised in co-operation with the regional partners:
- to disseminate research results on policies and technologies;
- to enhance the knowledge of practitioners and decision takers;
- to raise the awareness regarding integrated transport strategies and policies;
- to discuss opportunities for capacity building in sustainable urban transport;
- to organise study tours for decision makers from the different regions to relevant examples of clean urban transport experiences in European cities. If feasible these could be linked to the participation in any major relevant EU level initiative such as the CIVITAS Forum;
- to prepare input to policy dialogue.

Related action / activity	Delivery status
<ul style="list-style-type: none"> <li>- Joint preparation and implementation of two regional workshops in Russia (Moscow and St. Petersburg);</li> <li>- Joint preparation and implementation of one regional workshop in Latin America (Mexico City);</li> <li>- two workshops in Asia (Yogyakarta, Bangkok)</li> <li>- ELTIS/CIVITAS stall at the MOUD Conference in India;</li> <li>- Organisation and implementation of two EU-China workshops (2x Beijing);</li> <li>- Organisation and implementation of a comprehensive site visit to Europe (Germany/Stuttgart and Frankfurt/Main; Lithuania/Vilnius and Kaunas);</li> <li>- Active participation (roundtable discussions) of representatives from China, Latin America and Asia in the CIVITAS Fora 2006-2009;</li> <li>- Initiation of political considerations as regards future cooperation between Europe and Asia on clean urban transport matters;</li> </ul>	delivered

**Task 4: Policy dialogue**



<ul style="list-style-type: none"> <li>• contributions to a political dialogue and a global exchange of the decision making level;</li> <li>• contributions to take-up of technology/policy transfer of particular clean urban transport solutions;</li> <li>• contributions to global policy coordination and implementation through EU and high level regional channels;</li> </ul>	
Related action / activity	Delivery status
<ul style="list-style-type: none"> <li>- One European study tour with 16 attendees from Asia, China and Latin America;</li> <li>- Preparation and coordination of high-level representatives and decision makers from Asia, China and Latin America in the CIVITAS Fora 2006 (Burgos), 2007 (Kaunas), 2008 (Bologna) and 2009 (Krakow);</li> <li>- Organisation and/or active participation in various high-level international workshops or conferences in Yogyakarta, Kaunas, Moscow, St. Petersburg, Cebu, Brunei, Bangkok, Beijing, Mexico City;</li> <li>- Two major deliverables (reports);</li> <li>- Project reports on workshops and study visits to Moscow, St. Petersburg, Beijing, Yogyakarta and Bangkok, Stuttgart, Frankfurt and Vilnius;</li> <li>- Translation and submission of various ELTIS case studies into Russian and Chinese;</li> <li>- Dissemination of various ELTIS promotion materials;</li> <li>- Opening of the second EU-China workshop by the European Commission's representative to China Mr. Arias</li> </ul>	delivered

#### Task 5: Integration and dissemination

Horizontal activities to be performed by the WP Co-ordinator:

- development of methodologies, reporting frameworks and guidelines for interaction; design of exchange programmes and workshop structures;
- preparation and dissemination of specific ELTIS materials;
- facilitating the development of concepts for policy integration;
- evaluation of impacts of the objectives.

#### Expected results per region / China



<ul style="list-style-type: none"> <li>• information and policy exchange between partners of the Centre for Sustainable Transportation of the China Academy of Transportation Sciences (China Ministry of Communications) and the EU;</li> <li>• knowledge transfer of European practices in sustainable urban mobility through training activities at the Chinese Centre for Sustainable Transportation.</li> <li>• direct technical exchange through technical study tours/visits and/or 'on-the-job training' for Chinese transport professionals in EU cities which are active in relevant projects.</li> </ul>	
Related activities	Delivery status
<ul style="list-style-type: none"> <li>- two major conferences / workshops have been organised in 2006 and 2008;</li> <li>- participation of various high-level Chinese representatives from various national ministries in the CIVITAS Fora 2006 (Burgos), 2007 (Kaunas), 2008 (Bologna) and 2009 (Krakow);</li> <li>- Participation of a Chinese delegation in the EU study tour (eight people from China)</li> <li>- Translation, preparation and submission of 24 case studies to the ELTIS portal;</li> <li>- Various own local and regional activities (please see section 2.5 of this report)</li> </ul>	delivered

Expected results per region / other Asian countries	
<ul style="list-style-type: none"> <li>• Information and policy exchange between partners of the Clean Air Initiative for Asian Cities and the EU;</li> <li>• Identification of Clean Air Initiative partners for direct technical exchange through technical study tours/visits and/or 'on-the-job training' for transport professionals in EU cities which are active in relevant projects.</li> </ul>	
Related activities	Delivery status



<ul style="list-style-type: none"> <li>- Preparation and active participation in the Better Air Quality (BAQ) Conference 2006 in Yogyakarta; in parallel a prioritisation workshop has been organised and implemented;</li> <li>- Organisation and implementation of an EU/CIVITAS Study Tour in 2007 / Coordination of an Asian delegation with representatives from the Philippines (ASEAN), Sri Lanka and CAI-Asia</li> <li>- Active participation in the CIVITAS Forum 2007 / Organisation and coordination of an Asian delegation / Global Dialogue Workshop at the CIVITAS Forum</li> <li>- Active participation in the CIVITAS Forum 2009 / Organisation and coordination of an Asian representative</li> <li>- ASEAN meets CIVITAS - Introducing the European CIVITAS initiative and the ELTIS platform to the ASEAN Senior Transport Officials Meeting in Cebu/Philippines in May 2008</li> <li>- Presentation of a proposal for potential future EU-ASEAN cooperation at the ASEAN LTWG meeting in August 2008;</li> <li>- Organising and implementation a side event to the Better Air Quality (BAQ) Conference 2008 in Bangkok</li> <li>- Contribution to a SUMA workshop (October 2009) / two European representatives from UK and Germany have promoted the European experience</li> <li>- Organisation and coordination of a ELTIS/CIVITAS stall (attached to the MOUD conference in India)</li> </ul>	<p>delivered</p>
<p><b>Expected results per region / Russia</b></p>	
<ul style="list-style-type: none"> <li>• Information and policy exchange between partners of the Russian State Scientific and Research Institute of Motor Transport (NIIAT) and the EU;</li> <li>• knowledge transfer of European practices in sustainable urban mobility through training activities;</li> <li>• direct technical exchange through technical study tours/visits and/or 'on-the-job training' for Russian</li> <li>• transport professionals in EU cities which are active in relevant projects.</li> </ul>	
<p><b>Related activities</b></p>	<p><b>Delivery status</b></p>



<ul style="list-style-type: none"> <li>- Prioritisation meeting at NIIAT offices in Moscow 2007;</li> <li>- Organisation and active participation in a sustainable urban transport workshop in Moscow 2007 and site visit / Organisation and coordination of a European delegation with representatives from Bremen, Stockholm and Rupprecht Consult;</li> <li>- Active participation in the CIVITAS Forum 2007 / Organisation and coordination of a Russian delegation / Global Dialogue Workshop at the CIVITAS Forum</li> <li>- Active participation in the CIVITAS Forum 2009 / Organisation and coordination of a Russian delegation;</li> <li>- Organisation and active participation in a sustainable urban transport workshop in St. Petersburg 2008 / Organisation and coordination of a European delegation with representatives from Napier University and the city of Ghent;</li> <li>- Translation, preparation and submission of 32 case studies to the ELTIS portal</li> <li>- Other local activities such as dissemination of workshop proceedings, etc.</li> </ul>	<p>delivered</p>
---	------------------

Expected results per region / Latin America	
<ul style="list-style-type: none"> <li>• information and policy exchange between partners in Latin America and the EU</li> <li>• regional training events.</li> </ul>	
Related activities	Delivery status
<ul style="list-style-type: none"> <li>- Participation in Ar Limpo Conference in 2006 / Sao Paulo</li> <li>- Organisation and implementation of an EU/CIVITAS Study Tour in 2007 / Coordination of a Latin American (LA) delegation with representatives from Brazil, Mexico and CAI-LAC;</li> <li>- Active participation in the CIVITAS Forum 2007 / Organisation and coordination of a LA delegation / Global Dialogue Workshop at the CIVITAS Forum</li> <li>- Active participation in the CIVITAS Forum 2009 / Organisation and coordination of a LA delegation;</li> <li>- Seminar and workshop in December 2009 in Mexico City.</li> </ul>	<p>delivered</p>

## 2.4 Detailed overview on actions and results per region

### 2.4.1 Russia

Raising the awareness of municipal and federal transport authorities and political decision makers for the potential of sustainable urban transport systems to make cities better places to live was the key strategic goal of Scientific and Research Institute of Motor Transport (NIIAT) during its involvement within the scope of the PARAMOUNT project.

Therefore a particular focus was put on the organisation of and participation in conferences, seminars and similar events, case study translation, etc. and the involvement of both policy makers and policy implementers. In particular NIIAT aimed to benefit from PARAMOUNT by



accumulating data on experience and best practice from European cities in achieving transport sustainability, so as to be able to adapt it to Russian cities.

Essentially it was sought to develop a sound and durable foundation for an ongoing future dialogue on sustainable urban transport issues between authorise and decision makers in both Russia and Europe.



A Moscow metro station



The daily traffic collapse on Moscow's streets

### **NIIAT and its key partners**

NIIAT is a scientific institute closely connected to the Federal Ministry of Transport of the Russian Federation. While NIIAT is not subsidized by the government, it receives about 90% of the annual revenues from carrying out various contracts for the Ministry, including development of scientific reports, legislation drafts, and target programmes in the field of road transport. Notably, NIIAT took part in the development of the national Transport Strategy till 2030 (currently adopted), and the Federal target programme "Traffic safety" for 2006-2012 (in co-operation with the State road vehicle Inspectorate). NIIAT provides consultancy to the Ministry of Transport for working out the official position of the Russian Federation in the various



international transport organizations and at transport-related events, such as International Transport Forum.

NIIAT develops national technical standards and regulations, mainly concerning the vehicles' environmental safety and fuel quality. This work is performed in co-ordination with the Federal Technical regulations Agency (under Ministry of Industry and Trade) as well as the Federal Ministry of Energy.

Other key partners include associations of transport operators, regional and local administrations, as well as a number of research and academic institutions. In addition, a recently formed partnership with the "Vega" radio-engineering corporation, aims at promoting development and implementation of the intelligent transport systems in the Russian Federation.

Institutions cooperating with NIIAT:

<b>Ministries, agencies and local authorities</b>	<b>Transport operators</b>	<b>Scientific and academic institutions</b>	<b>Other organizations</b>
Federal Ministry of Transport - Highway agency (Rosavtodor); - Dept. of urban transport; - Dept. of road infrastructure.	Association of the international road carriers (ASMAP)	The Moscow state automobile and road Institute (MADI)	Joint-Stock Company «Radio Engineering Corporation «VEGA»
Federal Ministry of Industry and Trade -Technical regulation agency;	Russian road transport Union (IRU member organization)	The State University of management (SUM)	
Federal Ministry of Internal Affairs - State road vehicle Inspectorate (GIBDD);		Research and Design Institute of Regional Development and Transportation (RDIRDT)	
Federal Ministry of Energy		Scientific Research Institute for Atmospheric Air Protection	
Moscow city government - Dept. of transport and communications; - Dept. of environmental protection			
Ministry of Transport of the Moscow Region			
Astrakhan city administration			



#	Actions in Russia	Delivery date	Comments
1	Inception meeting in Moscow	February 2007	Meeting with Prof. Dr. Vadim Donchenkov at the NIIAT premises
2	Workshop and site visit in Moscow	9-10 July 2007	workshop report in Annex 1
3	Arranging a seminar on sustainable urban transport planning (St. Petersburg, about 60 attendees);	15-16 October 2008	workshop report in Annex 1
4	Active participation in the CIVITAS Forum 2007 Global Dialogue Workshop at the CIVITAS Forum	October 2007	Workshop III: Urban transport, sustainable development and air quality – experiences from Russia and Asia / please see final report under Annex 1
5	Participation of a Russian representative in the CIVITAS Forum 2009 in Krakow)	19-21 October 2009	
6	Translation and submission of 25 ELTIS Case Studies in Russian	completed	
7	Publication of the proceedings of the Moscow seminar in Russian;	completed	Extensive conference proceedings which was sent to the relevant scientific institutes and state bodies

Tab. 6 PARAMOUNT Actions in Russia

Further information regarding the ELTIS case studies submitted and translated by NIIAT:

- Within the Report on Needs and Priorities (8.1.1) it was agreed that NIIAT will identify five EU ELTIS case studies which are considered particularly relevant for Russia in order to translate them into Russian. Moreover, it was agreed that NIIAT will also identify two to three Russian case studies which will be translated into English. Eventually NIIAT translated and submitted 25 case studies (plus any associated documents), including:
  - London Congestion Charge Western Extension;
  - Innovative management techniques for UK motorways;
  - Oslo, Toll ring system;
  - M6 Toll Motorway, Birmingham, UK;
  - Park and ride - a success, Edinburgh, UK;
  - Sustainable Urban Transport Planning (SUTP);
  - London Low Emission Zone (LEZ);
  - Network, Timetable and Tariffs Integration in Verkehrsverbund Oberelbe (Germany);
  - Bus with a High Level of Service: the Busway of Nantes;
  - Integrated Public Transport of the Southern Moravia Region and the City of Brno (Czech Republic);
  - Reading Urban Traffic Management and Control (UTMC) System, Reading, UK;
  - Stratford Urban Traffic Management and Control (UTMC) System, Stratford-upon-Avon, UK.
  - Public Transport Priority in Beijing, China;
  - Edinburgh, 'Greenways' (Bus Priority Measures);



- Event-oriented Traffic Management Stuttgart/Germany;
  - Bus priority system in Malmö / Sweden;
  - Mobility Management for Companies: Rome, Italy;
  - Legislation on Public Transport (Switzerland);
  - Traffic monitoring in Malmö / Sweden;
  - Public transport priority system in Tallinn/Estonia.
- 
- Preparation of a case study on a re-design of a bus route network of Astrakhan (Russian Federation).

### **Russia - A Nation in Transition**

Reflections on three years of cooperation with Russia.

After the fall of the iron curtain and the end of the Soviet Union in 1991, Russia (the Russian Federation) was forced to develop within a very short period of time a new political, economic and politico-military identity within a likewise rapidly changing global system. This quest is still continuing, and clearly had its challenging effects on a global, but logically also on the European level as well as domestically. In particular as regards the domestic situation this partly lacking strategic orientation and the resulting financial and political uncertainties have been affected all parts of the civil society.

Against this background in particular national, regional and local governance structures still seem to be in the aftermath of the previous political system. The allocation of powers, responsibilities and competencies among the still existing ministries, institutions and organisations the one hand, and an emerging set of new (partly private or semi-private) institutions on the other hand still seems to be unclear and in flux. Especially the relationship between policy development and policy implementation is an area which is characterised by the will not to lose authority among those who are in power and a lack of confidence to demand more responsibilities and independence on the side of those who strive for a system characterised by subsidiary, federalism and multi-level governance.

Thus, it is not surprising that also concerning the thematic scope of the PARAMOUNT project – sustainable transport in cities and regions - various implications could have been observed throughout the past three years of cooperation, and that specific sensitivities had to be considered during the implementation of the WP8 activities. This is even more the case since well-working cross-sectoral cooperation and sufficient financial resources are essential preconditions to make a difference in this field.

Particularly important for the working-together, that is, the organisation and the management of the cooperation between Russian and European research institutions and organisations involved in public transport has been the continuous political uncertainty and a constantly changing understanding what role Russia could play for Europe and vice versa over the past few years. This situation has made the planning of international workshops and conferences as well as the definition of priorities for work rather difficult.

Second, due to financial uncertainties and seemingly severe funding gaps in the financial endowment of most cities and regions for physical investments in public transport the solutions that had been discussed among European and Russian experts remained very often on a theoretical level. It also could be observed, that on the national level priority has been given to projects of international relevance, with prestige and global reputation such as the preparation of the transport system for the Olympic Games in Sochi 2014.



However, not only the financial room for manoeuvre and hard investments appeared to be an issue but also the understanding regarding the scope and impact of political and policy interventions in the area of public transport has differed between EU cities and Russian cities. In particular the popularity of measures and decisions aimed at restricting individual car traffic has been rather low among Russian politicians, but also professionals. The main argument which was often employed was that yet no sufficient public transport systems are available to the public which in turn makes it virtually impossible to introduce restrictions to the private car use (e.g. road pricing, parking management or access restrictions). Besides, since the scale of Russian cities can hardly be compared with most of the European cities (e.g. Moscow with 10,51m inhabitants or St. Petersburg with 4,58m inhabitants) it was sometime difficult to make the value of exchange between medium size cities in the EU and Russian cities explicit to all stakeholders.

As a consequence of the above outlined political and institutional circumstances in particular the independent and non-governmental public transport organisations and professionals often withdrew and have been taking a position which is very much focused on apolitical and mainly technical areas of intervention such as traffic modelling or traffic management. Strategic or general (public) transport policy related work, potentially also combined with interventions aimed at reducing traffic at its source seem to have a much smaller priority. Furthermore the impacts and challenges resulting from climate change for cities and regions seem to rank low in face of the pressing economic and social problems for large parts of the Russian population.

Altogether, however, the cooperation and exchange activities which took place within the scope of WP8 have led to a much deeper and better understanding of the current political and societal situation of Russia, as well as the way public transport is being dealt with in Russian cities. This understanding is crucial for developing further cooperation between Russia and the EU which is necessary to jointly address not only the challenges resulting from global threads such as climate change but also in the area of security or the disarmament field.

*“Contact with the experts and speakers from Russia showed that lots of expertise is available in private-car-growth management, as well as in public transport matters. Links between smart mobility and smart urbanisation were partly discussed...” (Greet Riebbels / Workshop St. Petersburg) (full text in Annex 3)*



## 2.4.2 China

China is characterized by a rapid economic development, an increase in passenger transport and freight transport as well as a rapid increase in car ownership. China suffers from insufficient infrastructures and investments but sees the need to establish an efficient, safe, affordable, coordinated and environmentally friendly transport system in order to meet the needs of urban sustainable development in the context of door to door services.

Developing a better understanding of potential solutions in particular with respect to urban mobility was the main objective of the participation in the PARAMOUNT project for the China Academy of Transportation Sciences (CATS).



Traffic and air quality situation in Beijing (2006)

### Policy Actors participating in PARAMOUNT

The China Academy of Transportation Science (CATS) was established in 1960 and acts under the supervision of the Ministry of Transport and the Ministry of Science and Technology (at the start of PARAMOUNT, it was under the supervision of the Ministry of Communication). CATS consists of several transport research divisions covering different types of services, such as engineering, standard measurement certification, information technology, environment, protection and safety and support to decision making.

The China Urban Sustainable Transport Research Centre (CUSTReC) as one of the CATS initiatives on promoting sustainable urban transport provide policy recommendations to the State Council for designing a safe, convenient, efficient, equitable and green transport system. Its vision includes “to apply innovative transport solutions which fully integrate high priority public transport, land use and mobility management to promote sustainable urban transport for the benefit of Chinese citizens.”



In 2008, the First Plenary Session of the 11th National People's Congress passed a resolution to adopt the State Councils proposal for institutional restructuring. The State Council Reform included the creation of a 'super ministry' for transport to streamline the country's transport system which now includes urban passenger management of the Ministry of Construction. This reform goes along with recommendations from the EU-China workshops which highlighted the strengthening of competences and need for co-ordination regarding the management of urban transport. The elevation of the State Environmental Protection Administration to the Ministry of Environmental Protection will call for co-operation of both ministries on sustainability aspects of transport, while the co-operation with the Ministry of Housing and Urban-Rural Construction remains relevant for the urban and transport planning.

The involvement of the Ministry of Finance during the PARAMOUNT activities was beneficial for understanding the economic and public finance policies and the provide indications of the investment needs for sustainable transport initiatives in cities.

National Development and Reform Commission (NDRC) acts as the macroeconomic management agency under the Chinese State Council; it has broad administrative and planning control over the Chinese economy, and examines and approves major construction projects. Their active involvement in PARAMOUNT was relevant for mutual exchanges with the European Commission on the implication if major transport initiatives (such as CIVITAS) on macroeconomic policies.

There is a need to foster an innovative institutional reform where urban transport administrations would be created and able to integrate urban and rural transport systems. Priorities are set to be the improvement and promotion of public transport services, transport demand management for peak hours and air quality monitoring.

### **Priorities of Chinese transport policy**

More specifically the priorities for the exchange between decision makers, urban transport professionals and the organisation of training and workshops included the following priority areas:

- Identifying the characteristics for urban transport systems based upon specific urban and regional framework conditions;
- Financing and PPPs in the urban transport environment;
- Performance of public transport services and their evaluation;
- Public participation and stakeholder involvement;
- Development of travel plans and mobility management;
- Developing targeted marketing strategies of public transport systems;
- Strategic Environmental Impact Assessment for interventions in the public transport realm;
- Identifying and studying best practices;

CUSTReC outlined seven activity highlights in response to addressing the priority areas:

- Guideline for transport institutional reform in Chinese central cities (issued by MOT in 2008);
- Public transport regulation (integrating the international experiences of legislation for PT);



- Internal report on the subsidy for public transport;
- CUSTReC as research partner in the team for “Beijing Olympic Games”
- Pilot project on integrated urban transport management in Chengdu City;
- International workshops and scientific exchanges
- Major publications(sustainable transport development in Chinese cities; confidential memos and papers to MOT; articles in scientific journals);

### Fostering exchange

In order to support this exchange of knowledge in the above areas the PARAMOUNT partner China Academy of Transportation Sciences (CATS) organised exchange between decision makers, urban transport professionals and organised trainings and workshops which are listed below:

#	Actions in China	Delivery date	Comments
1	EU-China Workshop on Sustainable Urban Transport Prioritisation workshop	27-28 May 2006	report under Annex 1
2	Organisation and implementation of an EU/CIVITAS Study Tour in 2007 / Coordination of an Chinese delegation	30.9.-5.10. 2007	report under Annex 1
3	Active participation in the CIVITAS Forum 2007 / Organisation and coordination of a Chinese delegation Global Dialogue Workshop at the CIVITAS Forum	October 2007	report under Annex 1
4	Participation in the CIVITAS Forum 2008 / Organisation and coordination of a Chinese delegation	November 2008	Agenda under Annex 1
5	Contributing to the EU-China workshop (side event of the International Conference on Integrated Transport for Sustainable Urban Development) in Beijing	December 2008	Agenda under Annex 1
6	Active participation of a Chinese representative in the CIVITAS Forum 2009 in Krakow / Roundtable 8 /	19-21 October 2009	briefing document and agenda under Annex 1
7	Preparation of eight Chinese transport and mobility case studies (additionally to the translation of ELTIS case studies)	completed	Added to ELTIS

Tab. 7 PARAMOUNT activities in China

### Organisation of various lectures and workshops

Date	Activities	Target group
May 2006	The first EU-China Workshop on Sustainable Urban Transport	Transport officials, research staff, industries, students, over 180 participants attending
May 2006	Lecture on Urban Transport in Europe by Mr. Marcel Rommerts, European Commission	Research institutes and university students, 30 participants



July 2006	Lecture on European Transport Policy by Mr. Mark Major, European Commission	Research institutes and university students, 40 participants
December 2008	The international Workshop of Integrated Transport for Sustainable Urban Development	Transport officials, research staff, industries, students, over 180 participants attending
October 2009	Seminar on Sustainable Urban Public Transport	Transport officials, research institutes, university students, 50 participants

Tab. 8 Overview on additional local PARAMOUNT activities in China

### Participation in the CIVITAS Fora 2006-2009

The participants from China to the CIVITAS Forums represented a good combination of central and local transport authorities and research institute. CATS compiled four reports regarding personal experience in the forum and site visits and what they recommended for China to learn from Europe. These four reports have been submitted to the Ministry of Transport and to selected cities.

Year	participants	Organizations
2006	Ke Linchun	Ministry of Transport
	Jiang Yulin	CATS
	Liu Liya	Comprehensive Transport Institute, NDRC
	Wang Zhaorong	Beijing Municipal Committee of Communications
	Xu Yanling	Ministry of Finance
2007	Jiang Yulin	CATS
	PENG HU	CATS
	KONG Zhifeng	Institute of Fiscal Studies, MOF
	ZHANG Bawu	Ningxia Provincial DRC
	HUANG Ping	Chengdu Municipal Committee of Communications
2008	Jiang Yulin	CATS
	Shen Hongguang	Ministry of Transport
	Liu Zhanshan	Ministry of Transport
	Liu Meiyin	Ministry of Transport
2009	LIU Zhanshan	Ministry of Transport
	CAI Tuanjie	Ministry of Transport
	Jiang Yulin	Ministry of Transport

Tab. 9 Overview on Chinese participants of the CIVITAS Fora



The Chinese delegates learnt from the participation in the CIVITAS Fora:

- A healthy and efficient public transport industry as center piece of sustainable urban transport;
- Efficient implementation of the procurement and management of large-scale demonstration projects by implementing and evaluating an ambitious, integrated set of technology and policy based measures;
- The important role of governments in enhancing mobility in urban areas including climate change, competitiveness, energy, cohesion, road safety;
- International cooperation is a win-win choice for Europe and China.

In November 2006 CATS attended the Better Air Quality (BAQ) conference in Indonesia, and in February 2009 the EST Forum in Korea.

### Case study translation and dissemination

Within the Report on Needs and Priorities (D.8.1.1) it was agreed to translate five relevant ELTIS case studies into Chinese and will feed them back into ELTIS. CATS over accomplished the goal and translated 24 European case studies into Chinese and provided eight Chinese case studies into ELTIS.

Moreover, CATS did not only simply translate European case studies, but also compiled a list of reports or papers concerning successful experiences of urban transport development in European cities within or out of the CIVITAS framework.

### Dissemination of newsletters

Title	Contributor	Notes
<i>"Assessing the impact of transport measures within the European CIVITAS Initiative"</i>	Bernd Decker and CATS staff	A paper was compiled in Chinese based on the presentation delivered by Mr. Bernd Decker. The purpose is to better introduce the CIVITAS initiative to Chinese stakeholders
<i>"European Transport Policy - selected issues"</i>	Mark Major and CATS staff	A paper was compiled in Chinese based on the presentation delivered by Mr. Mark Major with purpose to disseminate policies and good cases of Europe in clean urban transport
<i>"Green paper translation and dissemination"</i>	CATS staff	The translated version of the green paper was submitted to the Ministry of Transport in 2008 for reference just after its new responsibility on urban transport was fixed
<i>"Action Plan translation and dissemination"</i>	CATS staff	The translated version of the action plan was submitted in November 2009 as an important reference for sustainable mobility management in China and for the drafting of guideline for public transport in China

Tab. 10 Overview on Chinese newsletters

China sees the following areas for potential cooperation:

- Low carbon transport strategies



- Public transport safety management and emergency response
- ITS and clean energy application
- Local transport plans (preparation, review and monitoring)
- Efficient design of a franchising system
- Bus quality partnerships
- Integration of public transport planning within a broader strategic urban land use and transport framework
- Sustainable transport demonstration cities



Bus Rapid Transit line in Beijing

Quotes from Chinese participants at the CIVITAS Forum (full text in Annex 2)

*“Sustainable urban mobility is a complicated social engineer project. It is closely related to such areas as the formulation and modification of the development strategy, policy and regulations, infrastructure planning, design and construction, financing and fiscal subsidy, operation and management, logistics, environment and governance building... ( Mr. KE Linchun, vice DG of the Department of Policy, Laws and Regulations of the Ministry of Transport)*

*“CIVITAS project and CIVITAS Forum is a good platform for China to learn from Europe and conduct policy and technical exchanges with Europe... (Mr. KONG Zhifeng, Institute of Fiscal Studies, Ministry of Finance)*

*“Urban Transport is a very complex issue which needs an integrated package of policy, standard, planning and technical measures to achieve its sustainability... ( Peng Hu, CATS)*

*“All these successful experiences have made a good reference and example to the development of public transport in China... ( Liu Meiyin, Ministry of Transport)*



### 2.4.3 Asia (other than China)

Urban areas in Asia have developed strongly over the past decade, growing at a much faster rate than in Europe. Though, similar to other cities elsewhere in the world Asian cities can only develop as attractive and safe places for people to live, with robust and sustainable transport networks and measures to control urban sprawl. Thus one of the most pressing question for cities, both in Europe and Asia is how to create and sustain “smart” growth to drive economic development and address poverty whilst reducing car dependence and the general ecologic footprint.

Based on this overall awareness the PARAMOUNT activities in Asia were focused on the following areas of intervention:

- Identifying clean and simple solutions that can help to solve transport problems rather than focussing on impressive transport solutions that improve the mobility of only a minority of the population. Special attention needs to be given to tackling urban air and noise pollution.
- Access to knowledge should be increased to showcase the excellent examples and best practise from both Europe and Asia.
- The relation between public health and sustainable transport solutions and integrated urban planning methods needs to be strengthened.
- Identification of local and national champions (figureheads) for facilitating major achievements in terms of sustainable transport networks.
- Access to education, employment and other primary services and better use of existing infrastructure is required to curb the present trend of urban sprawl.
- Finding appropriate strategies for the integration of all modes of transport such as car, rail and other public transport, including non-motorised modes such as walking and cycling

The Asian related work which was carried out within the framework of PARAMOUNT has built to a large extent upon the support of the local partner in Asia – the Clean Air Initiative for Asia. In the following some results and activities are outlined in some greater detail.

#	Actions in Asia (other than China)	Delivery date	Comments
1	Active participation in the Better Air Quality Conference 2006 in Yogyakarta and prioritisation workshop	13-15 December 2006	Presentation in Annex 1
2	Organisation and implementation of an EU/CIVITAS Study Tour in 2007 / Coordination of an Asian delegation	30.9- 5.10.2007	report in Annex 1
3	Active participation in the CIVITAS Forum 2007 / Organisation and coordination of an Asian delegation / Global Dialogue Workshop at the CIVITAS Forum	3-5 October 2007	agenda in Annex 1



4	ASEAN meets CIVITAS - Introducing the European CIVITAS initiative and the ELTIS platform to the ASEAN Senior Transport Officials Meeting in Cebu/Philippines	28 May 2008	proposal for cooperation and presentation in Annex 1
5	14TH ASEAN LTWG MEETING / Negara Brunei Darussalam	20-21 August 2008	related documents in Annex 1
6	Organising and implementation a side event to the Better Air Quality (BAQ) Conference held in Bangkok, Thailand	12-14 November 2008	Agenda in Annex 1
7	Active participation of a European delegation in the CAI-Asia SUMA Summit 2009 in Delhi / India	29-30 October 2009	presentations and agenda in Annex 1
8	Active participation (ELTIS/CIVITAS stall) of a European delegation in the Urban Mobility Conference 2009	3—5 December 2009	pictures in Annex 1
9	Active participation of an Asian representative in the CIVITAS Forum 2009 in Krakow (19-21 October) / Roundtable 8	Delivery planned for October 2009	agenda and briefing document in Annex 1

Tab. 11 PARAMOUNT activities in Asia (other than China)

As an example two of the above conferences shall be outlined below in some greater detail:

#### 14TH ASEAN LTWG MEETING in Negara Brunei Darussalam (August 20-21, 2008)

The Philippines presented a project proposal on the ASEAN-EU Cooperation on Sustainable Urban Transport for Southeast Asia (SUT-SEA). The project aimed at establishing a process that would result in actions on sustainable transport at the city level, with the overall aim to improve quality of life in cities. The Philippines' proposal appears under Annex 1.

The meeting agreed in principle to the above proposal and requested the Philippines to design the project proposal using the ASEAN project proposal format as this project would seek technical assistance and funding support from EU. The Meeting noted that the Philippines has already approached EU Representative and they have indicated their interest to support the initiative. The Meeting also noted that the Philippines will be the project proponent and country coordinator in cooperation with the Clean Air Initiative - Asia.

#### SUMA Summit

During the SUMA Summit in India in October 2009, a representative of the city of Berlin presented European efforts to respond to environmental pressures in cities. The selected measures in CIVITAS cities and the practical details on implementing low emission zones and road pricing raised the interest of the audience.

#### Testimonials

*"...During the conference I was able to exchange ideas and contact information with a number of representatives, and have already followed some up, sharing information on cycle infrastructure guidance..."(Owen Wilson / SUMA Conference 2009)*

*"...I am convinced that India is a place where a lot could and should be achieved on urban mobility. The needs are high and urgent;...(Wim Schuddinck / MOUD Conference India)*



## 2.4.5 Latin America

Sustainable and clean urban transport in many cities in Latin America exhibit a rich variety of public transport system, reflecting dynamic interactions between demographic, spatial and economic growth processes therein. In particular the various Bus-Rapid-Transit (BRT) schemes offer ample learning opportunities also for European cities.

Though, whereas walking, cycling and basic public transport services are essential for vast low-income urban communities the much smaller higher-income, motorised households and businesses still tend to demand good road networks and high-quality public transport systems.

Key issues for the involvement in the PARAMOUNT project were as following:

- Identifying strategies to respond to the importance of walking, other non-motorised transport activities and the special needs of people with reduced mobility both in infrastructure design and in traffic management;
- Developing public transport fare policies that are based on more than the commonly used criterion of affordability; a nominally pro-poor policy of charging low fares without an assured deficit finance mechanism has proved to leak benefits and lead to service deterioration;
- Complementing transport policies by other strategies also in other sectors;
- Developing policies to replace uncontested monopoly in the supply of public transport services by regulated competition; this is likely to decrease costs and increase supply to poor people;
- Designing policies for regulating the informal transport sector while carefully considering their impacts on poor people, lest the poor be the losers in the anti-congestion drives;
- Efforts to secure modal integration need to be carefully managed to ensure that they do not increase the number of times poor people have to pay per trip, and that fares on the services on which they are particularly dependent do not increase;
- Developing strategies for cross-sectoral policy co-ordination, i.e. among transport and health agencies or urban, land-use and transport planning authorities;
- Controlling the demand for private motorised travel;
- Improving road side air quality monitoring in urban city centres;
- Identifying schemes to develop and use cleaner and alternative fuels;
- Connecting transport planning and transport demand management;
- Acknowledging road safety as a primary guiding principle for transport planning.

In order to ensure strategies and actions respond to local needs the work which was carried out within the framework of PARAMOUNT was to a large extent coordinated by the Clean Air Initiative for Latin America and the Caribbean (CAI-LAC).

The Clean Air Initiative seeks to improve air quality in Latin American cities to protect the health of its habitants and to mitigate global pollution by bringing together the efforts of the appropriate authorities of each city represented, from the private and social sectors, nongovernmental organizations (NGOs), international organizations, and governmental international aid agencies.

#	Actions in Latin America	Delivery date	Comments
1	Active participation in the Ar Limpo Conference / Sao Paulo, Brazil	25-27 July 2006	presentation and agenda in Annex 1
2	Organisation and implementation of an EU/CIVITAS Study Tour in 2007 / Coordination of a LA delegation	30.09-5.10.2007	Report in Annex 1



3	Active participation in the CIVITAS Forum 2007 / Organisation and coordination of a LA delegation Global Dialogue Workshop at the CIVITAS Forum	3-5 October 2007	official CIVITAS report in Annex 1
4	Active participation of a Latin American delegation in the CIVITAS Forum 2009 in Krakow / Roundtable 8	19-21 October 2009	agenda and briefing document in Annex 1
5	Organisation and implementation of a clean urban transport workshop event in Latin America /Mexico City	2-3 December 2009	presentations of the two European representatives and agenda in Annex 1

Tab. 12 PARAMOUNT activities in Latin America

### The Regional Program on Sustainable Transport and Air Quality (STAQ)

The development of the Regional Program on Sustainable Transport and Air Quality (STAQ) has been a key activity concerning the PARAMOUNT activities in Latin America, and truly can be considered a key outcome.

#### General description

The STAQ Program has been developed by the PARAMOUNT partner CAI-LAC in close cooperation with the Global Environmental Facility (GEF). The programme is structured into a Regional Project and three Country Projects (Argentina, Brazil and Mexico). The Regional Project focuses on monitoring, developing methodologies and toolkits, and dissemination of lessons learned towards strengthening the capacity of specific cities directly participating in the Country Projects, as well as any other interested Latin American cities, to be able to develop comprehensive strategies to promote sustainable transport. The three Country Projects, each of which consist of either three or four city-specific sub-projects, will focus on facilitating the planning and implementation of sustainable transport investments and policies at the city level. Detailed information on the overall STAQ Program can be found in the Project Appraisal Documents for the Regional Project and projects for Argentina, Brazil and Argentina at the STAQ Program website.

#### Higher level objectives to which the program contributes

The STAQ Program's higher-level objective is to reduce the rate of growth of GHG emissions from transport in Latin America through the promotion of less energy intensive and cleaner modes of transport. The STAQ Program promotes the implementation of low carbon technologies, modal shifts to less polluting forms of transport, and interventions related to bus rapid transit systems, non-motorized transport, traffic management, and land use planning. The STAQ Program contributes to these goals by financing incremental costs associated with awareness generation, policy adjustments, regulatory initiatives, and climate friendly technology options towards playing a crucial role in overcoming key barriers to adoption of climate friendly development, transport policies and technologies in the urban transport sector.

The STAQ Program was designed to ensure that it: (a) is country-driven and supports governments' efforts to promote sustainable development; (b) strives to leverage other funds; and (c) demonstrates cost-effectiveness of different measures to reduce GHG emissions associated with transport.

The Regional Project and the three Country Projects will contribute towards adoption/creation of sustainable transport policies in selected cities, support the adoption of policies at the national level and support their dissemination at international level, to significantly lower CO2 emission



in the long run, and increase the number of person-trips taken place in more efficient transport systems.

### Regional Project Development Objectives

The regional project development objectives are:

- To establish a network of local and national government stakeholders, international organizations and private sector entities to promote policies and actions leading towards more energy efficient and cleaner urban transport systems in Latin American cities;
- To assist cities to develop sustainable urban transport strategies that integrate climate change and air quality components; and,
- To improve the capacity of cities to quantify the impacts of transport policies on climate change and air pollution emissions.

The established outcome indicators that measure the attainment of the Regional Project development objectives are:

- Formal support and financial resources leveraged to CAI to coordinate activities at the regional level, involving local and national governments, international organizations and private sector;
- Number of cities with a strategy to reduce CO<sub>2</sub> through sustainable transport strategies;
- Number of cities applying assessment tools to quantify greenhouse gas and air quality impacts of select transport options.

### Country-Specific Project Objectives

The Country-Specific Project development objectives are to: (i) reduce GHG emissions growth through the promotion of long term increase in use of less energy intensive transport modes; and (ii) to create policy guidelines and address barriers for more energy efficient and cleaner transport investments in selected cities and countries.

A country-specific indicator framework that will be monitored in the city sub-projects include: (i) relative increase of number of trips in public transport compared to the 'business-as-usual' baseline in participating cities; (ii) number of NMT trips in intervened areas compared to baseline; and (iii) reduction in the growth rate of CO<sub>2</sub>-equivalent emission from transport in intervened corridors. The Regional Project will aggregate the Country Specific Indicators that will be monitored within the context of each individual Country Project and will be compiled and analyzed at the regional level.

Participating STAQ cities are as following:

Argentina	Brazil	Mexico
Rosario	Belho Horizonte	Ciudad Juarez
Cordoba	Curitiba	Puebla
Tucuman	Sao Paulo	Leon
Posadas		Monterrey

Due to the close similarities between the STAQ programme and the European CIVITAS both as regards the overall program structure (e.g. target interventions in cities accompanied by a various horizontal measures such as monitoring and evaluation) as well as for the specific project objectives the impact of the past exchange activities is obvious.

In order to support this emerging programme besides the study tour PARAMOUNT contributed to the Seminar on Co-benefits of Urban Transport Interventions held in Mexico-City in December 2009, and invited two players to the CIVITAS Forum 2009.



City / State	Name	Comments
City of Rosario / Argentina	Ms. Monica Alvarado	Director of the Rosario's Transport Entity
State of Sao Paulo / Brazil	Mr. Luiz Cortez Ferreira	Coordinator of International Relations

Both individuals are key representatives of the STAQ program and were identified through the CAI-LAC secretariat. Their attendance in the CIVITAS Forum was considered a key element in preparing an enhanced future cooperation between the CIVITAS initiative and the STAQ program. Besides Rosario is going to host a major Clean Air Conference in early 2010 where it is expected that the CIVITAS initiative will play a major role as a blueprint for a successful cooperation model of cities in the context of clean urban transport. The state of Sao Paulo is the major industrial and economic powerhouse of the Brazilian economy. The capital, São Paulo, is also the largest city in South America.

#### Testimonials

*"In the region we consider the opportunity of linking with the CIVITAS Initiative as one of the most important areas of cooperation, particularly, because we can learn from mid-size cities how mobility and transportation in general are being planned, adequately and managed all together..." ( Enrique Rebolledo / CIVITAS FORUM 2009)*

*"...In Asia, South America and increasingly - Africa. You need to be there physically, and with your own body and your own eyes experience the traffic and the congestion - also at the metro and buses, to be able to understand..." ( Jonas Ericson / City of Stockholm)*



### 3 Recommendations and future cooperation needs

The variety of stakeholders from very distinct regions in this world created the multifaceted character of the international part of PARAMOUNT. Obviously, the scope and the available resources of this project could only 'scratch the surface' of exchanging lessons and disseminating Europe's successful experiences of innovative urban transport actions. However, PARAMOUNT targeted at very specific events and initiatives involving well connected organisations and the leverage effect of the invested resources must be considered as high.

The key outcomes of the PARAMOUNT activities are relevant for urban transport professionals and have great potential for further follow-up initiatives.

#### **Recognition of innovative Europe**

Through direct dialogue amongst international professionals, many decision makers and stakeholders have recognised that Europe has a strong innovation mechanism for urban mobility, climate and air quality challenges. While the US Clean Cities Programme (which had similar objectives as CIVITAS) was less a success story (personnel has changed and the programme was re-oriented to domestic issues), CIVITAS is perceived as a strong and innovative programme that delivers results that are worthwhile for potential replication. European decision makers and stakeholders have realised that CIVITAS is among the best initiatives worldwide and ELTIS a suitable platform for dissemination.

#### **Relevance of CIVITAS for China and Russia**

CIVITAS provided an important reflection and exchange platform during the reorganisation of government structures for transport in China. Each of the CIVITAS Fora during PARAMOUNT was attended by a Chinese delegation, and each time governmental reorganisation was identified as a major area of interest. While the first Fora were attended by representatives of three to four different organisations (NDRC, Finance, Environment, Construction, CATS), the last one (after reorganisation) was attended only by the reorganised MoT and CATS. This can be interpreted as institutional strengthening in relation to urban transport competencies.

The participation of Russian experts in CIVITAS events provided them with insights in tackling with urban transport issues. It provided a chance to open up NIIAT's scope towards mobility management practices which was underlined by their interest in access management measures.

#### **Recognition of CIVITAS in Asia**

In Asia, PARAMOUNT could actively contribute to the discussions on air quality and sustainable transport issues. For example the sponsoring of the Better Air Quality (BAQ) workshop helped to its success with more than 900 participants in 2008. During the CAI-Asia partnership meeting it was stated that the Center's success in addressing air quality depends on its continued ability to work together with partnership members and other key organizations such as CIVITAS and PARAMOUNT.

The ASEAN high transport officials discussed CIVITAS on various occasions and decided to pursue cooperation with the EU. The fact that no concrete cooperation mechanism has so far been agreed is due to institutional problems and strategic policy issues. Following the participation of the Philippine state secretary for land transport, the Philippine government decided to design a first, more low-scale programme on urban transport that followed the CIVITAS approach.

Cooperation was also built up to the German Development Corporation (GTZ) which initiated a medium-sized cities programme in the scope of the sustainable urban transport project.



### **Recognition of CIVITAS in Latin America**

The Sustainable Transport and Air Quality programme (STAQ) of the Clean Air Initiative in Latin American Cities considered CIVITAS as the most relevant partner programme worldwide. During the approval process by the Global Environment Facility (GEF), the focus of STAQ was adjusted from the first ideas presented in Sao Paulo 2006 towards a more 'CIVITAS like' programme. This was confirmed by the STAQ representatives.

The PARAMOUNT engagement in China and Russia led to concrete outcomes within the countries.

### **Key outcomes in China**

In China, the organisational goal is to build a centre of excellence in urban transport. National public transport standards build on a platform for international research exchange and communication. Possible co-operation areas are:

- Improvement of public transport service towards higher safety, reliability and accessibility;

The development of a National Action Plan for Public Transport Priority includes dedicated lanes and traffic signal priority, IT systems and information systems. The operation and management of public transport systems needs adequate bidding and procurement systems, cost and revenue estimation, financing mechanisms and subsidies, and monitoring and evaluation. The introduction of alternative fuels and vehicle technology is key to reducing CO<sub>2</sub> emissions. Integrated terminal planning and multimodal transport planning address travel demand forecasting, alternative route structures and interchanges.

- Urban congestion alleviation initiatives;

The strategy for combating urban congestion will be based on benchmarks of urban congestion in Chinese cities by establishing monitoring and evaluation methodologies; exploring and implementing feasible policies and measures by identifying best practices and lessons. Possible areas of interventions are to introduce congestion charging schemes, to promote further public transport, to recommend policies to limit the use of the private car, to launch effective awareness campaigns and to integrate specifically children and elderly people in transport policy.

- Low carbon transport: national strategy and city demonstrations;

The national strategy addresses the entire transport system (urban transport, highways, waterways, railway and aviation) and develops economic instruments for low carbon transport systems. Policy design and demonstration in selected cities lead to local transport plan development (integrated planning) and their monitoring and evaluation.

- Capacity building and research exchange

The targets for capacity building are Government officials, city transport managers (also mayors and executive directors), transport planners, policy researchers and research staff and professionals. The strategy recommends regular training courses within or outside China, the attendance if international conferences and seminars as well as in-depth site visits for exchange of lessons.



## Key outcomes in Russia

Through the PARAMOUNT cooperation with Russian experts and organisations in particular the mutual understanding concerning the scope of potential public transport interventions, especially the impact of non-investment activities such as mobility or parking management and the policy framework situation could be deepened. In this respect the need to further simulate and integrate all relevant stakeholders in the planning and implementation process has been identified as a key element for future working. This concerns both sides – the political decisions makers who need to open up for public testing and who need to encourage feedback from the wider public as well as the civil society who needs to be given confidence that their involvement is wanted and does make a difference.

Insofar future projects and cooperation activities should not so much aim at promoting large scale (and thus often expensive) infrastructure project but should rather focus at:

- promoting the development and implementation of integrated mobility planning approaches (SUTP/SUMP),
- the active involvement of the civil society and relevant public interest groups,
- ways to engage local policy makers in a way that they understand the dialogue with the wider public as beneficial to the policy implementation process, and
- the enhanced knowledge exchange on city and expert level in order to promote European achievements in this respect (e.g. through the CIVITAS city network).

## Recommendations

The experiences from PARAMOUNT have shown that there is a need to promote a **comprehensive approach** to tackling urban mobility issues, especially in New Member States, Accession Countries and internationally. At this, CIVITAS is a suitable framework for initiating change. As a consequence, international actors wish to continue promoting CIVITAS a model for developing integrated transport solutions in cities worldwide.

From a global perspective, the **major fields of interest** include:

- institutional ‘right sizing’:

There is a need for developing the right institutional cooperation structures to meet transport, mobility, energy challenges in cities - within a city and between different government levels. Managing institutional change, creating awareness among decision makers, linking together policy fields and initiating a change process belong to the key elements for an appropriate structure.

- financing innovative urban transport solutions:

Urban transport pricing measures have to be related to the economic development of a country in order to avoid distortions between economic growth and quality of life of citizens. Ensuring accessibility, also for socially disadvantaged people, is fundamental for a well-functioning society. European examples have shown that intelligent public transport fare systems can lead to better revenues and thus the higher public transport efficiency. In turn, demonstrating best practices influences the macro-economic perspective by attracting more resources for sustainable transport in cities.

- attracting citizens to use cleaner modes:

Citizens need to be made aware about the use of cleaner and alternative transport modes. Broad campaigns or individual marketing to specific target groups have great potential to



influence peoples' mobility behaviour. For example, the success of car sharing or pooling depends strongly on the right communication of using the comfort of a car without owning it.

- integrated planning:

Transport planning is closely related to other sectors, such as the urban planning. The involvement of a wide range of stakeholders, and the direct involvement of citizens is paramount to a sound urban planning and management process. European initiatives, such as Sustainable Urban Mobility planning (SUMP) are exemplary and should be widely promoted for overcoming traditional planning practices.

Other fields include to learn from the results / experiences of others, and transferring solutions to the own context; safety of transport; BRT as a low-cost but high quality public transport solution; urban freight concepts; cycling and walking as the ultimate non-polluting mode of transport; and the fuel efficiency and emission control of motorised vehicles.

PARAMOUNT recommends creating a **wide cooperation platform**, including actors who are already active in various world regions on different topics. It is effective to use existing channels which may also involve the private sector where they have higher competencies. Bringing together compatible cities has the potential for mutual reinforcement by implementing innovative measures.

**Combining existing funding schemes** more wisely requires more rational priority setting and making sure that policy priorities are also funding priorities. Such a recommendation requires adequate knowledge on especially financial impacts of innovative policy measures. This can be achieved through a sound monitoring and evaluation strategy as demonstrated through the CIVITAS initiative.

**New forms of cooperation** are required to tackle the urban transport challenges on a global scale. Exchange of practitioners by the means of well organised workshops, study tours and peer-to-peer exchange programmes is the best methodology to get transport professionals 'on board'. Action plans for participating cities helps them to structure the priorities within the available resources and to design integrated packages of the right size and direction. Based on such packages, funding organisation can join in for implementation support. The development of an international ELTIS could serve as a global knowledge resource pool. For example, CAI Asia has a keen interest to develop an Asian Local Transport Information Service (ALTIS).

"Sharing in both directions" and "meeting global challenges" is the key to successful urban mobility policy (European Commission, Krakow, 2009).



## 4 Annexes

**Annex 1: Following resource documents are available in electronic format:**

No	Content
	<b>General</b>
1	Report Study on EU Tour
2	Agenda of the CIVITAS Forum 2006
3	Official evaluation report CIVITAS Forum 2007 outlining the role of WP8 representatives at the conference
4	Agenda CIVITAS Forum 2008
5	List of participants of the CIVITAS Forum 2008 (outlining WP8 representatives)
6	Briefing Document for the CIVITAS Forum 2009
7	Agenda of the CIVITAS Forum 2009
	<b>Russia</b>
8	Workshop report Moscow
9	Workshop report St. Petersburg
10	Presentation Georg Werdermann / Rupprecht Consult for Moscow workshop
11	Presentation Georg Werdermann / Rupprecht Consult for St Petersburg workshop
	<b>Asia (other than China)</b>
12	Pictures Delhi / MOUD Conference
13	Presentation Owen Wilson / SUMA conference
14	Presentation Martin Lutz / SUMA conference
15	pdf website on the SUMA conference
16	Agenda SUMA conference
17	Agenda BAQ 2006 conference
18	Agenda BAQ 2008 conference
19	Official letter from CAI Asia on contribution of Siegfried Rupprecht to the BAQ 2008 conference
20	Explanatory note to the EC re the BAQ 2008 conference
21	Proposal for ASEAN-EU cooperation presented at the 14TH ASEAN LTWG MEETING in August 20-21, 2008; Negara, Brunei Darussalam
22	Presentation for ASEAN-EU cooperation presented at the ASEAN Senior Transport Officials Meeting held in Cebu / Philippines on 29



	May 2008
	<b>China</b>
23	Report on the 1 <sup>st</sup> EU – China Workshop in 2006
24	Agenda 2 <sup>nd</sup> EU China Workshop held in 2008
25	Speaking notes for the representative of the European Commission to China
	<b>Latin America</b>
26	Agenda of the Ar Limpo Conference
27	Presentation Marcel Braun / Rupprecht Consult
28	Presentation Jonas Ericson / City of Stockholm
29	Presentation Ar Limpo Sao Paolo
30	Presentation CAI_LAC
31	CAI-LAC_STAQ Briefing
32	Seminar on Co-benefits of Urban Transport Interventions

## Annex 2: Testimonials from participants of events

*“Participating to the Joint workshop of Russian Scientific and Research Institute of Motor Transport, 15 & 16 October 2008 St Petersburg, was interesting and eye-opening for a public servant of a middle-sized Western-European city like me.*

*Contact with the experts and speakers from Russia showed that lots of expertise is available in private-car-growth management, as well as in public transport matters. Links between smart mobility and smart urbanisation were partly discussed*

*Mutual differences in vision towards sustainable transport development appeared clearly: bicycles (popular and very much promoted in Ghent) sounded somehow exotic in Russian ears. Having politicians cycling through a city during office hours seemed a challenging thought and not done for and authoritative person. Implementing limitations, reductions and price policy in parking facilities was regarded as rather new and contra productive. Promoting better public transport and reserved lanes is now getting accepted slowly by the Russian municipal authorities. The real economic and ecological cost-benefit analysis of favouring private cars over public transport was not produced during the conference.*

*I am very happy to have been confronted with the political vision on mobility in St Petersburg and daily practice (traffic jams, qualitative, cheap and popular underground system, non-integrated station and bus station area’s). In my own daily practice as communication manager on infrastructure, urbanisation and mobility matters I am more conscious of the importance of sustained afford to promote sustainability as an every day state of mind, since the St Petersburg experience.”*

Greet Riebbels / Workshop St. Petersburg

*“Sustainable urban mobility is a complicated social engineer project. It is closely related to such areas as the formulation and modification of the development strategy, policy and regulations, infrastructure planning, design and construction, financing and fiscal subsidy, operation and management, logistics, environment and governance building. The objective proposed by the Chinese government as to establish an environmental friendly and energy conserving society clarifies the directions and requirements for sustainable urban mobility in China.*



*Undoubtedly, successful experiences, initiatives, and best practices in Europe are much useful to China. China should conduct active exchanges with Europe on sustainable mobility policy and action plan, regional integrated transport planning, mass transit, passenger and freight transport operation and management, TDM, and environment. It is expected that China participants could have more opportunities involved in the CIVITAS program (and Forum) and foster a more active and productive communication and cooperation between two parties.”*  
Mr. KE Linchun, vice DG of the Department of Policy, Laws and Regulations of the Ministry of Transport

*I attended the 2007 CIVITAS Forum in Kaunas. The three points listed below shows my reflections on the CIVITAS Forum:*

- 1) The sustainable development mechanism and clean development mechanism were introduced comprehensively.*
- 2) The market competitiveness mechanisms to improve the public transport efficiency and government role in clean transport development have already introduced and studied in the research report in my organization*
- 3) European experiences in urban transport strategy and public transport subsidy mechanism make good reference for China.*

*CIVITAS project and CIVITAS Forum is a good platform for China to learn from Europe and conduct policy and technical exchanges with Europe. It is expected that China as well as my institute could participate in the activities organized by CIVITAS Forum and EC to better solve the issues facing urban transport and financing in China.*

Mr. KONG Zhifeng, Institute of Fiscal Studies, Ministry of Finance.

*I attended the CIVITAS Forum and site visited the transport system in Europe in 2006. I was really touched by this trip.*

- 1. The CIVITAS Forum is a very interesting and attractive event. It is organized annually with different city host. It provides a very good opportunity and platform for cities to sit together to talk over their experiences on sustainable mobility development.*
- 2. Integrated transport hub development: The Madrid Transport terminal is a good composite with the integration of bus (downtown and suburbs), metro, auto-parking stations. It has achieved the easy transfer with less land occupation.*
- 3. The “one city one transport authority” management mode. The Madrid Transport Bureau is in charge of the comprehensive management on the transport issues on the whole region including downtown, metropolitan and suburban areas) , as well providing transport service to the surrounding cities.*

Mr. WANG Zhaorong

*Urban Transport is a very complex issue which needs an integrated package of policy, standard, planning and technical measures to achieve its sustainability. How to better implement the tested good policies and measures in the Europe and even the worldwide needs a good coordination effort among cities and even among different countries. That also shows the necessity and importance of large-scale dissemination project such as Paramount and CIVITAS to be carried out in a longer time and spread across the bound of Europe.*

*China, as the most populous country in the world, is facing rapid urbanization and motorization now. Various issues of urban transport needs to be better solved by learning from advanced European experiences and find unique solutions fitting to the characteristics of China cities. We would like to make a continuous and in-depth communication with European cities in the fields*



*of public transport, integrated transport planning and land use, financing and other interesting area to both sides.*

Peng Hu, CATS

### **Testimonials of Chinese participants of the CIVITAS Forum**

*Since entering into the 21st century, the European countries has made big improvements in urban transport policies and strategies, which has put much emphasis on the transport related issues such as environment pollution, ecological deterioration, and energy shortage. They have achieved a lot in encouraging the development of public transport, walking and cycling. Advanced technologies and measures have also been implemented to reduce the energy consumption and emission reduction.*

*In particular, The European Commission and the local cities have adopted such effective measures as issuing public transport laws (regulations), financing and investment, and public participation to provide good environment for the travelling of the public and to alleviate the urban congestion. All these successful experiences have made a good reference and example to the development of public transport in China.*

Liu Meiyin, Ministry of Transport

是CIVITAS项目实施的意义十分重大。CIVITAS项目通过研究创新性的交通发展政策，促进新技术的研发和推广，有力地推动了欧洲城市交通的可持续发展，同时也为世界其他城市交通的发展提供了重要借鉴。

*After attending the CIVITAS Forum in 2009, I summarized the following three points which I thought impressed me most.*

- 1. The CIVITAS Program provides a good platform for European cities to share the good practices and encourage the application of advanced theories and technologies, which has benefited a lot to the sustainable mobility in Europe*
- 2. The integrated hub development and construction provides real-time information service and easy transfer for the public, which facilitate the efficiency of urban transport*
- 3. Rational control on the use of private cars including congestion charging and parking pricing as well as other tools. It encourages the non-motorized travel modes like walking and cycling and the public transport development, which helps a lot in alleviating the traffic congestion and protect the environment.*

Tuanjie

*The Suma conference on 29-30th October was an excellent opportunity to network with professionals working in the transport field from around the globe.*

*In particular to learn about the challenges facing transport planners in Asian Cities, and the solutions being developed to reduce the impact of transport on the environment, to reduce congestion and improve access for sustainable travel modes.*

*Presentations on bus rapid transport, the need for social impact assessment of major transport schemes and on developing cycle infrastructure guidance were particularly useful.*

*The conference was also an opportunity to highlight work taking place in North West Europe to promote greater use of sustainable travel modes, contributing to work on reducing carbon emissions from transport and also on improving health by encouraging greater use of active travel modes.*



*During the conference I was able to exchange ideas and contact information with a number of representatives, and have already followed some up, sharing information on cycle infrastructure guidance.*

Owen Wilson / SUMA Conference 2009

*For me this was a rather exceptional experience, but – even with all the barriers encountered – a very interesting and fulfilling one. I am convinced that India is a place where a lot could and should be achieved on urban mobility. The needs are high and urgent; the alternative is chaos. But knowing that this conference will be annually held on the same days and having spoken to a lot of stakeholders, I am convinced there is a growing network and awareness of the major important. Maybe CIVITAS can play a role in this.*

Wim Schuddinck / MOUD Conference India

*“In the region we consider the opportunity of linking with the Civitas Initiative as one of the most important areas of cooperation, particularly, because we can learn from mid-size cities how mobility and transportation in general are being planned, adequated and managed all together. On this respect, it is very interesting to understand the organizational structure, where cities are responsables for the advancement of the agenda and the group. We recognise the need to introduce a model for lessons learned and information exchange as the one the areas with most promising results, at a very affordable cost for the region. I believe that by attending to the Cracow event now we're able to include a "softer" approach in supporting public administration, particularly locally, on how to develop their mobility plans, and how this can be done by using the Civitas experience, whilst adapting it to our local realities.”*

Enrique Rebolledo / CIVITAS FORUM 2009

*Indeed I am grateful for the opportunities to visit and study two of the world's mega-cities such as Moscow and Mexico City. This has given me some more insight and understanding of what challenges the world is facing when we are increasing the population from 6 billion people to 9 billion people in the world - and most of this population will be living in cities. In Asia, South America and increasingly - Africa. You need to be there physically, and with your own body and your own eyes experience the traffic and the congestion - also at the metro and buses, to be able to understand. Understand that also when you have a separate bus lane, exclusively for a single company's buses, with special bus stops for quick embarking - 30 km bus trip still takes 1,5 hour. Understand what an average space of 70 cm<sup>2</sup>/person in the metro means. Understand how you should build a public transportation system in a city that traditionally offer public services only for the poorest and in cities that has grown so fast that the civil society and the trust in other citizens is deteriorating.*

*This development will most likely be a smaller problem in Europe where the population growth is declining - but this, together with our comparatively richness also allows us to experiment a little bit more with possible solutions. Some of these solutions should also be partly applicable in the megacities - and must be so, otherwise these will collapse. Maybe Europe has a special responsibility due to its history of actually causing several of these megacities.*

Jonas Ericson / City of Stockholm



### Annex 3: Attendees of the EU-Study tour:

Country	Name	Organisation
China	Mr. Dr. Hu Peng	China Academy of Transportation Sciences, Ministry of Communications
China	Ms. Prof. Dr. Yulin Jiang	China Academy of Transportation Sciences, Ministry of Communications Director vice chief engineer
China	Mr. Prof. Zhifeng Kong	Institute of Financial Studies, Ministry of Finance
China	Mr. Bawu Zhang,	Vice director of Ningxia Provincial Development and Reform Commission
China	Mr. Ping Huang,	Director of Chengdu Municipal Committee of Communications
China	Mrs. Guiyuan Ran	Division director of Chengdu Municipal Committee of Communications
China	Mrs. Jidong Yang	Vice division director of the Information Center of Chengdu Municipal Committee of Communications
China	Mr. Bin Wu	Director of Communication Bureau of Pi County, Chengdu Municipality
USA (for Latin America)	Mr. Sergio Sánchez	Director of the Clean Air Institute, US, Washington Clean Air Initiative for Latin American Cities
Mexico	Mrs. Tanya Mueller	Head of the non-motorised transport division City of México
Brazil	Mr. Lubomir Ficinski	IPPUC (Institute for Research and Urban Planning of Curitiba)
Sri Lanka	Mr. Dr. Don Jayaweera	Executive Director/Advisor, National Council for Economic Development
Philippines	Mr. Cornie Huizenga	Interim Executive Director, CAI-Asia Center
Philippines	Ms. Anneli Lontoc	Undersecretary Road Transportation, Department of Transportation and Communications
Germany	Mr. Siegfried Rupprecht	Director Rupprecht Consult GmbH
Germany	Mr. Georg Werdermann	Consultant Rupprecht Consult GmbH